

## HAMPSHIRE COUNTY COUNCIL

### Officer Decision Record

<b>Decision Maker:</b>	Director of Economy, Transport and Environment
<b>Title:</b>	Whitehill & Bordon GGGL Element 2 (Ennerdale Road including A325 crossing), Phase 1: Oakley Road to School footpath

**Contact name:** James Laver

**Tel:** 01962 8332279

**Email:** [James.Laver@hants.gov.uk](mailto:James.Laver@hants.gov.uk)

#### 1. The decision:

- 1.1. That the Director approves the details of the Whitehill & Bordon Green Grid Green Loop (GGGL) Element 2 (Ennerdale Road including A325 crossing), Phase 1: Oakley Road to School footpath, as set out in this paper.
- 1.2. That the Director gives approval to procure, spend and enter into necessary contractual arrangements (including arrangements to enable access to third party land to be secured) to implement this scheme, at a total estimated cost of £197,609, to be part funded by the EM3 LEP and part funded from Section 106 agreements for local developments.

#### 2. Reason(s) for the decision:

- 2.1. To improve accessibility, safety and connectivity for cyclists and pedestrians in and around Bordon, thereby encouraging an increase in use of sustainable transport modes, particularly for local journeys within the town. This particular phase of the project will facilitate the increased use of sustainable home-to-school travel modes to the new Oakmoor Secondary School site.
- 2.2. Phase 1 of the GGGL Element 2 forms part of the successful funding bid to the EM3 LEP to deliver a package of sustainable transport improvements within Bordon, to encourage the use of sustainable modes and travel choices and address the severance between east and west areas of Bordon by the old A325 (now the C114), which has resulted in high level of reliance on travel by car for local journeys.

#### 3. Other options considered and rejected:

3.1. To do nothing was rejected as this phase of the GGGL was an important element of the successful bid to the EM3 LEP for funding and also provides a key sustainable transport link to the new school site.

**4. Conflicts of interest:**

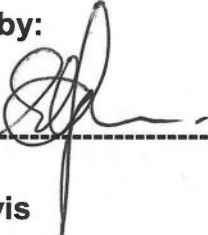
4.1. None

**5. Dispensation granted by the Head of Paid Service:**

5.1. None

**6. Supporting Information:**

6.1. None

<b>Approved by:</b>	<b>Date:</b>
 -----	<u>25/7/19</u>
<b>Stuart Jarvis</b>	
<b>Director of Economy, Transport and Environment</b>	

# HAMPSHIRE COUNTY COUNCIL

## Decision Report

<b>Decision Maker:</b>	Director of Economy, Transport and Environment
<b>Title:</b>	Whitehill & Bordon GGGL Element 2 (Ennerdale Road including A325 crossing), Phase 1: Oakley Road to School footpath

**Contact name:** James Laver

**Tel:** 01962 832279

**Email:** [James.Laver@hants.gov.uk](mailto:James.Laver@hants.gov.uk)

### 1. Executive Summary

- 1.1. The purpose of this paper is to provide details of Phase 1 of the pedestrian and cycle infrastructure improvements set out in the Whitehill & Bordon Green Grid Green Loop (GGGL) Element 2 (Ennerdale Road including A325 crossing). Phase 1 is the provision of a new shared use path through the woodland between Oakley Road and the new school site, which is the focus of this report. Appendix A shows a plan of Phase 1.
- 1.2. The proposed Phase 1 scheme is a 3m width shared use footway/cycleway through the area of woodland between Oakley Drive and the back of the new Oakmoor Secondary School site.
- 1.3. It is desirable to have the link between Oakley Road and the school site complete in advance of the opening of the new school in late October 2019, to support home-to-school journeys and emerging school travel patterns. For this reason, Element 2 of the GGGL project has been split into two Phases, with Phase 1 progressing in advance of the rest of the works proposed for Ennerdale Road and the C114 crossing.
- 1.4. The alternative option, 'to do nothing' was rejected, as this phase of the GGGL is the agreed option within the successful EM3 LEP funding bid. It also provides an important sustainable transport link to the new school site, which is critical to ensuring that sustainable travel choices are promoted from the outset.

## 2. Background

- 2.1. The Whitehill and Bordon GGGL project seeks to deliver a package of transport improvements in Bordon in response to the sustainable economic growth potential in Whitehill and Bordon being suppressed by the following factors:
- Traffic dominance and congestion in the town centre
  - Poor air quality in the town centre
  - Perceptions that walking and cycling are unsafe
  - Poor transport infrastructure connectivity resulting in a lack of alternative and sustainable transport options throughout the town
  - Severance and disconnection between old and new areas.
- 2.2. By providing designated crossings on the C114 that join up the wider walking and cycling network on the eastern and western sides of town, improved sustainable travel options in the Whitehill and Bordon area will be enabled.
- 2.3. Ennerdale Road has been identified as an important route within this network, on the desire line between new and existing developments on the east side of the C114 and the new Oakmoor Secondary School Academy site on the west. Constructing a shared cycle and footpath from the Ennerdale Road crossing to the school site will support one of the aims of HCC's cycling and walking strategies; to enable everyone to reach education and training opportunities by cycling and walking.
- 2.4. The agreed option for the EM3 LEP bid Element 2 is as follows:
- A shared cycle/footpath along Ennerdale Road and Oakley Road, continuing to the new school site through a wooded area to the rear of the school.
  - An uncontrolled pedestrian crossing on the C114 approximately 25m north of the junction with Ennerdale Road.
- 2.5. This scheme will directly contribute to the mitigation of two of the issues described above: poor transport infrastructure and connectivity resulting in a lack of alternative and sustainable transport options throughout the town; and severance and disconnection between old and new areas.
- 2.6. It is desirable to have the link between Oakley Road and the school site complete in advance of the opening of the school in late October 2019, to support home-to-school journeys and to facilitate sustainable school travel patterns. For this reason, Element 2 of the GGGL project has been split into two phases, with this Phase 1 progressing in advance of the rest of the works proposed for Ennerdale Road, Oakley Road and the C114 crossing.

2.7. The success of the scheme can be assessed through the programme of monitoring that is included within the EM3 LEP bid for the wider GGGL network. The use of this element of the GGGL could also be measured through the School travel plan.

### 3. Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	32.0	16	Developer contributions	55.0
	Client Fee	7.1	4		
	Supervision	17.2	9	EM3 LEP funding	142.6
	Construction	141.3	71		
	Land	N/A			
	<b>Total</b>	<b>197.6</b>	<b>100%</b>	<b>Total</b>	<b>197.6</b>

The funding for the GGGL project is part from the EM3 LEP and the remainder from developer Section 106 contributions. Total funding secured for GGGL Element 2 is £969,700, split 85% developer contributions and 15% EM3 LEP funding. Of this, £197,609 is to be used on the Phase 1 works. The remainder of this total will be used to deliver the Phase 2 works associated with the GGGL Element 2 – the on-highway shared use route along Ennerdale Road and Oakley Road, inclusive of a new pedestrian crossing on the C114. Phase 2 is currently in design and is expected to be delivered mid-2020.

3.2	<u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in maintenance expenditure	0	0.000%
	Capital Charges (Depreciation and notional interest charges)	19.0	0.012%

There is no expected net increase in HCC maintenance expenditure resulting from this scheme as the GGGL Element 2 Phase 1 is off-highway and will not be maintained by HCC. The scheme will be built on land belonging to East Hants District Council and it is confirmed within their funding bid to the EM3 LEP that for all elements of the GGGL, the landowner will take on maintenance responsibilities. Therefore in the case of this scheme, EHDC will be responsible for future maintenance of the shared use path, the street lighting and other associated street furniture. EHDC have been consulted during the design process and the design amended to reflect comments received. HCC Asset Management have also been consulted during design and have raised no issues.

#### 4. Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	July 2019	Early September 2019	Mid October 2019	October 2020

#### 5. Scheme Details

- 5.1. Phase 1 details of the GGGL Element 2 scheme is as set out below and shown on the plan in Appendix A.
- 5.2. The Phase 1 scheme is a 3m width shared use footway/cycleway through the area of woodland between Oakley Drive and the new Oakmoor Secondary School Academy site. The route will be asphalt surfacing, will include a system of streetlighting and include root protection measures in the vicinity of retained trees.

#### 6. Departures from Standards

- 6.1. None

#### 7. Community Engagement

- 7.1. This scheme has the support of Councillor Adam Carew; the local Hampshire County Councillor.
- 7.2. Letters of support have been received from Councillor Ferris Cooper (Portfolio Holder for Finance, Whitehill & Bordon, East Hampshire District Council) (letter dated 06/04/18) and Councillor Colin Leach (Mayor of Whitehill Town Council) (letter dated 16/04/18).

- 7.3. East Hants District Council fully support the scheme and commissioned the original bid development. The concept and routing of the Green Grid Green Loop was proposed through the Walking and Cycling Strategy for Whitehill and Bordon, which was developed and consulted on in 2012/13. The route was highlighted again more recently through the consultations for the Whitehill & Bordon Integration Project and the new Mill Chase Academy.
- 7.4. Following the consultation process involving EHDC and HCC, this option was chosen as part of the GGGL Scheme Element 2. The Green Grid Green Loop has already been subject to consultation as part of the 2013 Walking and Cycling Strategy for Whitehill and Bordon. In addition, further consultations were conducted in 2016, as part of the relocation of Mill Chase Academy consultation and 2018, as part of wider highway improvement works in the area.

## **8. Statutory Procedures**

- 8.1. None applicable

## **9. Land Requirements**

- 9.1. With the exception of the tie in of the new path with the existing highway at Oakley Road the full length of the scheme is off-highway, on land owned by East Hants District Council.
- 9.2. EHDC has confirmed that it is prepared to give HCC rights to access the land to construct the route and, as such, is willing to enter into a licence arrangement. The licence will be in place prior to commencement of construction.
- 9.3. EHDC have confirmed that it is willing to create highway rights over the completed route and would support Hampshire County Council in pursuing the legal mechanism to secure such rights under their existing delegated authority.

## **10. Maintenance Implications**

- 10.1. As part of the EM3 LEP bid (development of which was led by EHDC), it was confirmed that maintenance of all off-highway GGGL Elements would be the responsibility of the landowner.
- 10.2. As this scheme is off-highway on land owned by EHDC, the route is being created on behalf of a third party (EHDC) (and not specifically on behalf of HCC as Highway Authority), therefore the route remains privately maintainable for the purposes of 36(2)(a) Highways Act 1980.

- 10.3. EHDC have confirmed to HCC that upon the expiration of the defects period after completion of construction, it will take on future maintenance responsibility for the route, as described in the LEP funding bid. EHDC has fed into the design process in order to shape the final solution to meet their future maintenance requirements.
- 10.4. HCC Asset Management have been consulted on the design and no issues or concerns have been raised.
- 10.5. The system of street lighting on this scheme will be in the ownership of EHDC and accrued for maintenance under the Hampshire Street Lighting PFI. EHDC already have agreements under the PFI for lights in their ownership to be maintained, and lighting along the path will be added to their existing pool. HCC will invoice EHDC for maintenance costs, energy costs and management fee, therefore there is no maintenance cost implication to HCC in this regard.

## **11. Recommendation**

- 11.1. That the Director approves the details of the Whitehill & Bordon GGGL Element 2 (Ennerdale Road including A325 crossing), Phase 1: Oakley Road to School footpath, as set out in this paper.
- 11.2. That the Director gives approval to procure, spend and enter into necessary contractual arrangements (including arrangements to enable access to third party land to be secured) to implement this scheme, at a total estimated cost of £197,609, to be part funded by the EM3 LEP and part funded from Section 106 agreements for local developments.





## Appendix B: LTP3 Priorities and Policy Objectives

### 3 Priorities

- To support economic growth by ensuring the safety, soundness and efficiency of the transport network in Hampshire
- Provide a safe, well maintained and more resilient road network in Hampshire
- Manage traffic to maximise the efficiency of existing network capacity, improving journey time reliability and reducing emissions, to support the efficient and sustainable movement of people and goods

### 14 Policy Objectives

- Improve road safety (through delivery of casualty reduction and speed management)
- Efficient management of parking provision (on and off street, including servicing)
- Support use of new transport technologies (i.e. Smartcards; RTI; electric vehicle charging points)
- Work with operators to grow bus travel and remove barriers to access
- Support community transport provision to maintain 'safety net' of basic access to services
- Improve access to rail stations, and improve parking and station facilities
- Provide a home to school transport service that meets changing curriculum needs
- Improve co-ordination and integration between travel modes through interchange improvements
- Apply 'Manual for Streets' design principles to support a better balance between traffic and community life
- Improve air quality
- Reduce the need to travel, through technology and Smarter Choices measures
- Promote walking and cycling to provide a healthy alternative to the car for short local journeys to work, local services or school

Develop Bus Rapid Transit and high quality public transport in South Hampshire,  
to reduce car dependence and improve journey time reliability

Outline and implement a long term transport strategy to enable sustainable  
development in major growth areas

**Other**

Please list any other targets (i.e. National Indicators, non LTP) to which this  
scheme will contribute.

**APPENDIX C: CORPORATE OR LEGAL INFORMATION**

**Links to the Strategic Plan**

<b>Hampshire maintains strong and sustainable economic growth and prosperity:</b>	Yes
<b>People in Hampshire live safe, healthy and independent lives:</b>	Yes
<b>People in Hampshire enjoy a rich and diverse environment:</b>	Yes
<b>People in Hampshire enjoy being part of strong, inclusive communities:</b>	Yes

**Other Significant Links**

<b>Links to previous Member decisions:</b>	
<u>Title</u> Project Appraisal: Whitehill & Bordon Integration – Budds Lane	<u>Date</u> 15 Jan 2019
<b>Direct links to specific legislation or Government Directives</b>	
<u>Title</u>	<u>Date</u>

**Section 100 D - Local Government Act 1972 - background documents**

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

Document

Location

## Appendix D: Impact Assessments

### 1. Equalities Impact Assessment:

1.1. The proposals in this report have been developed with due regard to the requirements of the Equality Act 2010, including the Public Sector Equality Duty and the Council's equality objectives. The website contains a summary assessment of the impacts on developing Hampshire's highway network and transport systems.

1.2. Statutory considerations:

Impact	
Age	High
Disability	Medium
Sexual Orientation	None
Race	None
Religion and belief	None
Gender Reassignment	None
Sex	None
Marriage and civil partnership	None
Pregnancy and maternity	None
Other policy considerations	
Poverty	None
Rurality	None
Other factors	None
Geographical impact	Bordon

The proposed off-road shared-use path will have a positive impact on those road users considered to be more vulnerable, particularly in this case local school children. The proposed improvements will assist those pedestrians identified above, by providing a well-connected and sustainable transport link within the town.

**2. Impact on Crime and Disorder: None**

**3. Climate Change:**

The proposed scheme will encourage the use of sustainable transport modes for local journeys, particularly travel between home and school. This will reduce the reliance on car use for local journeys within the town, which in Bordon is particularly high due to historical issues relating to severance of the town by the old A325. Consequently, the scheme will provide options to reduce carbon emissions and shape a sustainable travel plan for home to school journeys.