

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	10 March 2020
Title:	Project Appraisal: Woodhouse Lane South, Botley
Report From:	Director of Economy, Transport and Environment

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Purpose of this Report

1. The purpose of this report is to seek approval to implement, procure and construct the Woodhouse Lane South phase of the Botley Bypass to provide improved links between Maypole Roundabout and the Woodhouse Land development site to the north, which also includes the new Deer Park School.

Recommendations

2. That the Executive Member for Economy, Transport and Environment approves the Project Appraisal for the Woodhouse Lane South scheme, as outlined in this report.
3. That approval be given to procure, spend and enter into necessary contractual arrangements, in consultation with the Head of Legal Services, to implement the proposed improvements to Woodhouse Lane South, as set out in this supporting report, at an estimated cost of £4.498million to be funded from the existing allocation for Botley schemes held within the ETE capital programme.
4. That authority to make the arrangements to implement the scheme, including minor variations to the design or contract, programming and phasing the works as necessary, be delegated to the Director of Economy, Transport and Environment.

Executive Summary

5. The Executive Member for Environment and Transport decision in November 2016 approved a preferred route and alignment for the Botley Bypass, and subsequently Planning Permission for the Botley Bypass was granted in November 2017. An Executive Member for Environment and Transport

decision in January 2018 set out the way forward, including provision for land acquisition and funding for the bypass.

6. In September 2019, the Executive Member for Economy, Transport and Environment approved a phased approach to the Botley Bypass works in response to Hampshire County Council's planned development known as Deer Park, located to the north west of Woodhouse Lane. The report set out the Uplands Development Infrastructure and the Bypass (between Station Hill to the east of Botley and Winchester Street) and Woodhouse Lane South as separate phases. This report seeks approval for the procurement, spend and implementation of Woodhouse Lane South as a separate scheme to access the new Deer Park School, which also supports the Uplands Development Infrastructure Project.
7. Authority to secure the land required for this scheme has already been granted, and negotiations with landowners for voluntary acquisition are progressing well and nearing completion. Two unregistered plots to the eastern side of Woodhouse Lane will take more time to secure and the works will, if required, be phased to allow time for this to be concluded.
8. The scheme will link with the Uplands Development Infrastructure (UDI) and the bypass scheme to the east of Winchester Street. The delivery proposal for all these projects is illustrated in Appendix 1.

Contextual Information

9. The Woodhouse Lane South scheme forms the western end of the Botley bypass. The scheme involves an on-line improvement to Woodhouse Lane, from the Maypole Roundabout to Woodhouse Gully in order to facilitate the additional traffic that will use the route as a result of the bypass and Uplands Farm development.
10. In November 2016, a report to the Executive Member for Environment and Transport regarding 'Botley Bypass Public Consultation and Preferred Route' recommended that the preferred route as outlined in the report be approved, and that work should be progressed to finalise details of the scheme and enable the timely submission of a Planning Application. Further to this recommendation, preliminary and early detailed design work was progressed in relation to the layout for the Scheme, developed along the preferred route alignment approved in November 2016.
11. Botley experiences a significant amount of through traffic using the A334 Botley High Street between the Fareham area and the wider Eastleigh, North Hedge End areas, and Winchester in the north. Traffic congestion, particularly during peak periods, contributes towards air quality problems and severance

for pedestrians. The High Street has been identified by Eastleigh Borough Council as an Air Quality Management Area (AQMA).

12. Forecast levels of new development in the wider Botley area over the next 20 years, combined with traffic growth generally, will only compound existing traffic problems in the area. The completion of Whiteley Way, associated with the build out of the proposed North Whiteley development, is also likely to increase through traffic in the Botley area. For these reasons the justification for a bypass for Botley is now much greater than in previous years.
13. A Planning Application for the Scheme was submitted in July 2017 and was approved by the County Council's Regulatory Committee on 15 November 2017, and a formal notice of Planning Permission was issued thereafter.
14. In June 2019 and September 2019, the Executive Members for Policy and Resources and Economy, Transport and Environment respectively approved the principle of a separation of a "developer-led" scheme of works, known as the Uplands Development Infrastructure (UDI) works from the wider consented Bypass scheme, in acknowledgement of the need to ensure appropriate servicing arrangements are in place to support the opening of the new Deer Park School. Appendix 1 attached shows the split between the agreed UDI works, the extent of works to Woodhouse Lane South (WHLS) through to Maypole Roundabout in the south, and the Bypass itself. Improvement works are also proposed in Botley High Street to reduce its attractiveness as a through route and to encourage use of the new Bypass. In so doing, these reports noted that the Bypass would be delivered on a phased basis with the first part forming an integral part of the UDI works. This report sets out the Project Appraisal for the Woodhouse Lane South works.
15. This scheme will complete the link with the UDI and the Botley Bypass east of Winchester Street, which will be subject to a further report. When complete the WHLS scheme will contribute and aid improved capacity, reduce delays at peak periods and improved journey time reliability around Botley Village.
16. In summary, the proposals for the WHLS scheme include:
 - on-line works to widen Woodhouse Lane between the A334 'Maypole' roundabout and Woodhouse Gully, where the interface with the UDI scheme is situated. This will improve the vertical and horizontal alignment of the carriageway and cater for the forecast increase in traffic on this link;
 - Woodhouse Lane is to be widened to provide a continuous 7.3 metres single two-lane carriageway with a 2.5 metres shared use footway/cycleway along the western side. The widening will take place on the eastern side of the road and will require land from several third parties;

- the final carriageway level at Woodhouse Gully is to be raised by 1.2 metres and a new, wider culvert is to be provided to accommodate the increased carriageway width. The works boundary with the UDI scheme works to the north of Woodhouse Gully will minimise disruption and mitigation in respect of the impact upon the Ancient Woodland adjacent;
- the WHLS works will require land to be acquired from several third parties, with the preferred strategy being to acquire all land without the need for a Compulsory Purchase Order. Currently, negotiations for voluntary land acquisition are at an advanced stage;
- diversions to existing statutory undertaker utility services; and
- associated environmental and ecological mitigation works.

Procurement Strategy

17. It is proposed, subject to timely land acquisition, to incorporate the WHLS contract into the associated UDI works contract to reduce costs and disruption resulting from construction. It is considered that by avoiding contractor remobilisation significant savings can be made. A risk assessment and programme review will be carried out to determine the feasibility and most efficient approach to maximise savings and minimise disruption.
18. It is proposed that the main WHLS construction works are procured primarily through the new Gen 4.3 framework in conjunction with other procurement arrangements as may be required for various ancillary activities and works. Subject to the continued progress on the design it will be added to the UDI contract and identified as an option as part of the initial procurement exercise.
19. The design has commenced and will be aligned to enable the merging of both contracts. In order to take advantage of merging contracts, this Project Appraisal is required at an earlier stage.

Finance

20. The Cabinet approved a total funding envelope for the UDI servicing arrangements and Botley Bypass project in February 2019 and allocated the total required funding across the Policy and Resources and Economy, Transport and Environment capital Programmes, albeit the funding was not specifically aligned with the now agreed separation of the UDI works from the rest of the Bypass project. The Woodhouse Lane South project cost of £4.498million will be funded from the existing funding for Botley schemes held within the ETE capital programme. The Project Appraisal for the UDI works will be separately considered and approved by the Executive Member for Policy and Resources in March 2020.

21.	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	1,423	32%	Local Resources	4,498
	Diversions	610	14%		
	Land	350	8%		
	Construction	2,115	46%		
	Land				
	Total	4,498	100	Total	4,498

22.	<u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in current expenditure	27	0.023
	Capital Charge	433	0.270

Programme

23. The proposals for the Woodhouse Lane South, Botley, form part of the County Council's Capital Programme for 2020/21.

Key Milestone:

Project appraisal	10 March 2020
Preliminary Design	30 March 2020
Tender	May to September 2020
Award	September 2020
Construction	Spring 2021 to Winter 2021/22

24. Once the contract has been awarded, work will commence and take approximately nine months to complete.

25. The landscape planting will be undertaken by specialist contractors, both at suitable times during the main contract works and before the end of the first planting season after completion of the works. This approach will help to enable the landscape planting to become established and contribute towards the mitigation for the scheme at the earliest opportunity.

Scheme Details

26. The planning permission for the WHLS works forms part of the Bypass consent which was approved in November 2017.
27. The WHLS scheme is between A334 'Maypole' roundabout and Woodhouse Gully to the north. This includes an on-line widening of a single carriageway 7.3 metres wide with a 2.5 metre shared use footway on the west side of Woodhouse Lane.
28. Woodhouse Lane has been designed based on a 40mph speed limit (same as proposed Botley Bypass) and has visibility and horizontal/vertical alignment to meet the relevant Design Manual for Roads and Bridges standards.

Departures from Standards

29. The Scheme proposals have been designed to comply with the Design Manual for Road and Bridges, Manual for Streets, and Hampshire County Council standards for highway improvement schemes.

Consultation and Equalities

30. Consultation was carried out in the development of the existing option, and as the new option proposed here maintains the objectives and alignment of the approved Bypass, no further consultation has been carried out in preparing this recommendation.
31. The improved accessibility, highway alignment and widened footways will deliver a positive impact for all Hampshire residents, and are considered to have a neutral impact on people with protected characteristics.

Statutory Procedures

32. There are a number of Traffic Regulation Orders required in relation with carriageway speed reduction and signage arrangements proposed in relation to user segregation on cycle, pedestrian and equestrian facilities. These will be progressed under existing delegations.

Land Requirements

33. The WHLS improvements traverse several areas of third party land. Approval to acquire the third party interests, including by Compulsory Purchase, was given by the Executive Member for Policy and Resources (EMPR) on 13 December 2018. Voluntary negotiations with land owners to acquire the

registered plots have been progressing well, with the draft Heads of Terms already agreed or nearing agreement, and these will be completed in their entirety before works commence.

34. In addition to the registered plots, two small areas of land to the east side of Woodhouse Lane are currently unregistered. These plots are identified as Plot 2 and Plot 4a on the land plan accompanying the EMPR December 2018 report.
35. The landowner adjacent to Plot 2 is attempting to establish/register ownership of this plot, but this has not reached a successful conclusion at the time of writing the report. Negotiations will be pursued to enter a conditional contract with the prospective landowner to secure the highway interest on the relevant area within the plot prior to the reapplication for ownership.
36. It is considered that Plot 4a is being used as a private way and s.228 of the Highways Act 1980 is intended to be used to secure the highway rights necessary to implement the works within this area.
37. Should the initial methods proposed for securing the unregistered land prove unsuccessful, the existing authority to acquire the land by compulsory purchase will be pursued.
38. Should it prove necessary, implementation of the WHLS scheme will be phased, with works to the unregistered areas to follow at a later date than earlier phases. This report seeks delegated authority to make such phasing as necessary.

Maintenance Implications

39. The proposals will generate increased maintenance pressures and this should be considered when setting future annual highway maintenance budgets.
40. The Economy, Transport and Environment department's Asset Management team has been consulted on the proposals and has agreed to the highway materials being used. The proposed scheme will have a minor impact on the maintenance budget in future years, and this is expected to be approximately £27K per annum.

LTP3 Priorities and Policy Objectives

3 Priorities

- To support economic growth by ensuring the safety, soundness and efficiency of the transport network in Hampshire x
- Provide a safe, well maintained and more resilient road network in Hampshire x
- 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 x

14 Policy Objectives

- Improve road safety (through delivery of casualty reduction and speed management) x
- 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.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

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

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

None

EQUALITIES IMPACT ASSESSMENT:

1. Equality Duty

The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited by or under the Act with regard to the protected characteristics as set out in section 4 of the Act (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation);
- Advance equality of opportunity between persons who share a relevant protected characteristic within section 149(7) of the Act (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic within section 149(7) of the Act (see above) and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- The need to remove or minimise disadvantages suffered by persons sharing a relevant protected characteristic that are connected to that characteristic;
- Take steps to meet the needs of persons sharing a relevant protected characteristic that are different from the needs of persons who do not share it;
- Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

2. Equalities Impact Assessment:

The improved accessibility, highway alignment and widened footways will deliver a positive impact for all Hampshire residents, and are considered to have a neutral impact on people with protected characteristics.