

HAMPSHIRE COUNTY COUNCIL

Officer Decision Record

Decision Maker:	Director of Universal Services
Title:	Project Appraisal; Manydown Cycle Route Initial Works

Contact name: Rob Sheldrake

Tel: 03707 790660

Email: Rob.Sheldrake@hants.gov.uk

1. The decision:

- 1.1. That the Director of Universal Services approves the Project Appraisal for the Manydown Cycle Route Initial Works, as set out in this report.
- 1.2. That the Director of Universal Services gives approval to procure, spend and enter into necessary contractual arrangements to implement this scheme, at a total estimated cost of £279,000, to be funded from Customer and Communities Improvement Fund and Active Travel Fund grants.
- 1.3. That the Director of Universal Services and Legal Services progress, enter into, and secure all appropriate licences, deeds of dedication, agreements, consents, rights, permissions and easements necessary to enable the works to be undertaken on land owned by third parties.

2. Reason(s) for the decision:

- 2.1. This scheme will upgrade a section of existing segregated cycleway/footpath to meet current best practice standards through complying with LTN 1/20. The upgrades will enable the route to provide a high-quality and accessible experience for walking, wheeling, and cycling. The development of this scheme will help create the conditions in Basingstoke for an uptake in active travel, helping to facilitate a modal shift away from car travel, in accordance with the County Council's LTP4 priorities.
- 2.2. This scheme is located on the strategic Manydown to Basingstoke Town Centre active travel corridor. These works form the first phase of planned upgrades to the wider route, with are currently in development. A fully upgraded Manydown to Basingstoke Town Centre cycle route will provide the new Manydown Development with a desirable sustainable transport option, thereby encouraging and enabling increased uptake of active travel modes.

2.3. The scheme will contribute to 3 of the 4 strategic priorities, these are:

- Hampshire maintains strong and resilient economic growth and prosperity.
- People in Hampshire live safe, healthy, and independent lives.
- People in Hampshire enjoy a rich and diverse environment.

3. Conflicts of interest:

3.1. Conflicts of interest declared by an Executive Member who is consulted by the officer which relates to the decision: None.

4. Dispensation granted by the Head of Paid Service:

4.1. None.

5. Supporting Information:

5.1. None.

Approved by:



Date:

22 August 2023

Patrick Blogg

Director of Universal Services

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Director of Universal Services
Title:	Manydown Cycle Route Initial Works

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1. Executive Summary

- 1.1 The purpose of this report is to provide details of the scheme to construct improved pedestrian and cycle facilities as part of the Manydown Cycle Route Initial Phase, and to seek approval to implement the scheme at an estimated cost of £279,000. This will be funded from £220,000 in grant funding from South Western Railway (SWR) Customer and Communities Improvement Fund (CCIF) and £59,000 grant funding from the Department for Transport (DfT) Active Travel Fund.
- 1.2 The scheme is named the 'Initial Phase' as it is a small self-contained scheme being implemented ahead of plans to upgrade the wider Manydown to Basingstoke Town Centre Cycle Route. The reason for progressing these works as an initial phase in advance of the main scheme is that the CCIF grant is time limited funding. This section was chosen for the initial phase as it can be upgraded within the time constraints of the CCIF grant. Other sections along the Manydown to Basingstoke Town Centre Cycle Route are more complex and so designs would not have been completed in time to utilise the available funding.
- 1.3 If the main scheme did not materialise the implementation of this scheme would still offer a significant upgrade in this location. Currently the fencing and pavement is of a poor quality, whilst the widths do not meet best practice standards. All these issues will be addressed through the works.
- 1.4 The works will see the existing segregated cycleway and footpath widened and upgraded to meet current best practice standards. A new drainage system will be installed to ensure the route is equipped to deal with more extreme weather events as we look to mitigate the effects of climate change. Whilst new fencing will also be put in place on Basingstoke and Deane Borough Council Land. The designs for this scheme have been developed by Hampshire Engineering Services (HES).

1.5 This scheme supports Hampshire County Council's established priorities to improve air quality in local communities, help reduce carbon emissions in line with the climate change strategy, support local business in promoting active travel within their workplace, support the wellbeing of residents by providing active travel options, and contributing to a greener and healthier Hampshire.

2. Background

2.1 The proposed scheme will result in a high-quality segregated cycleway and a footpath between Houndmills Road and Churchill Way North in Basingstoke. The cycleway has been designed in accordance with the latest national guidance, which aims to provide higher quality cycle routes that will be safe and attractive to use and segregate cyclists from other modes. The work to widen the footpath will also create a better environment for walking and wheeling, this will make the route more accessible for those who use mobility aids.

2.2 The scheme will link directly into an existing cycle route between Winklebury and the Town Centre, as well as the future Manydown to Basingstoke Town Centre Cycle Route. The North Manydown Development will consist of 3,520 dwellings on the western boundary of Basingstoke. The Manydown to Basingstoke Town Centre Cycle Route will provide a sustainable transport route which will connect new homes to the town centre, which is a hub for leisure, employment, and education. The route is being designed following best practice design guidance which will ensure the infrastructure is high-quality and encourages people to walk and cycle. As a result, it will help facilitate more sustainable transport habits for those in the Manydown development as well as other existing adjoining neighbourhoods.

2.3 In February 2023 vegetation clearance work took place to prepare the site. This was completed in advance of the main works to ensure that there were no ecological issues relating to nesting birds. The clearance involved 15 stems and 120m² of scrubby vegetation. The work was completed in consultation with the County Council's arboriculture officer, who confirmed that no significant trees were lost from this work. The arboriculture officer has advised that through planting either 10 small, 6 medium or 4 large trees the clearance will be mitigated within 10 years. After 25 years this would result in a net gain in canopy size. BDBC have stated their support for mitigation replacement tree planting in Winklebury Park or another nearby location subject to the precise planting location and tree species to be agreed. BDBC have confirmed they will take on maintenance of the trees in perpetuity.

3. Finance

3.1.	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee & Supervision	90	32	CCIF Grant	220
	Client Fee	13	5	Active Travel Fund	59
	Construction & Land	176	63		
	Total	279	100	Total	279

3.2. This project is the first phase of the wider development of the Manydown Cycle Route in Basingstoke. With future phases in the pipeline, HES have been looking into how the Initial Phase works will link into these future phases as a part of this scheme. This has resulted in a slight increase in the HES fees proportion than is typically expected.

3.3.	<u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in maintenance expenditure	2	0.001%
	Capital Charges (Depreciation and notional interest charges)	24.0	0.014%

4. Programme

(* Programme subject to completion of legal agreements which are well developed)

	Gateway Stage			
	3 - Project Appraisal	Start on site*	End on site	4 - Review
Date (mm/yy)	08/2023	11/2023	12/2023	12/2024

5. Scheme Details

5.1. This scheme will upgrade an existing segregated cycleway/footpath to current best practice standards. Once complete the scheme will provide a high-quality environment for walking, wheeling, and cycling on a well-used active travel corridor in Basingstoke. The scheme is LTN 1/20 compliant and has been approved by Active Travel England. Specifically, the project will involve the following:

- The widening of the existing footpath and cycleway to provide desirable widths. The widening will result in a 2m footpath and 3m cycleway being in place. As well as widening, the full extent of the section will be resurfaced.
- New lighting will be implemented within the railway underpass. Currently the underpass is poorly lit so this will improve the feel of using it, particularly at night.
- Fencing either side of the route will be replaced. The fencing is currently located within land belonging to Basingstoke and Deane Borough Council (BDBC), which will continue to be responsible for the long-term maintenance of boundary fencing.
- A new sustainable drainage system (SuDS) will be implemented as part of the works. The site currently lacks formal drainage arrangements which lead to the adjoining field becoming saturated in periods of heavy rain. The new drainage arrangement will ensure the highway is equipped to cope with heavy rainfall without impacting on adjacent land.
- Vegetation clearance has been completed as advance works to create the necessary space for the widened facility, and to improve visibility along the route and thereby improve the safety of highway users. The works were completed in advance to minimise risks associated with nesting birds.

6. Community Engagement

6.1. A detailed public engagement was undertaken in early 2022 for the whole Manydown to Basingstoke Town Centre scheme. There were high levels of support for the proposals, with 81% agreeing with proposals to upgrade the section where the Initial Phase is located.

6.2. The scheme extents cover two wards in Basingstoke, these are represented by Cllr Kim Taylor (Basingstoke Central) and Cllr Jacky Tustain (Basingstoke North). Both have been made aware of the scheme.

7. Statutory Procedures

7.1. None

8. Land Requirements

8.1. The proposed widening of the route will extend the facility beyond the boundary of the existing publicly maintainable highway, and into the adjoining field to the west. This land is owned by BDBC and Heads of terms relating to a Deed of Dedication for this purpose have been agreed with BDBC.

8.2. A temporary licence agreement will be required to provide a right of access over adjacent land for construction purposes. The land in question is within the ownership of BDBC. Details relating to the use of this land and the necessary agreement is also within the agreed Heads of Terms. The licence agreement will be in place prior to the commencement of construction.

8.3. The works within the railway underpass also require permissions to be sought from Network Rail. These include an easement to place the lighting on a NR asset, and NR asset management approval for the works within the railway underpass. The process of securing Network Rail approval and the necessary easement is ongoing and will be complete prior to commencement of construction.

9. Maintenance Implications

9.1. Hampshire County Council Asset Management Team have been consulted on and approved the proposals. The proposed scheme will have an impact on the maintenance budget in future years, this is expected to be approximately £2,000 per annum.

10. Climate Change Impact Assessments

10.1. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.

10.2. The scheme supports strategic priorities for improving wellbeing and health through inclusion of upgrading a footway and cycle track to encourage active travel.

Climate Change Adaptation

10.3. Using the Adaptation Project Screening Tool, the scheme is considered somewhat vulnerable to exposure to severe weather and to extreme heat events but no more than any other highway asset within the county. Vulnerability of the asset is dependent on its performance during exposure. A new sustainable drainage system is being implemented to help the route better cope in periods of heavy rainfall. The proposed assets are widely used on the highway network and installed to Hampshire County Council standard details.

Carbon Mitigation

10.4. The Carbon Mitigation Assessment indicates that there will be an initial increase in carbon emissions through the construction of the route, although this will be mitigated to some extent by promoting the use of recycled materials where possible within the design and contract specification. As well as this, efficient construction practices will be encouraged wherever possible which will reduce energy consumption.

10.5. The scheme will enable a modal shift toward sustainable transport options, therefore the initial construction related carbon impacts will be offset in the longer term by a reduction in future transport related carbon emissions.

Carbon Impact RAG Status

Colour	Criteria	Place an X in the relevant box
GREEN (below net zero)	The main scheme objective promotes choice of modes to reduce car dependency which aligns with the County Council’s climate change strategy.	X
AMBER (net zero)	The scheme contains an element of improvement to walking, cycling and passenger transport provision within its scope. However, this is not the key objective. List the elements in the box below.	
	List of elements that make this RAG amber:	
RED (above zero)	Scheme may contain elements that would increase carbon emissions.	

Brief Explanation of Carbon RAG

10.6. This scheme's objective is to improve the quality of active travel infrastructure along a key corridor in Basingstoke. This will contribute to the County Council's LTP4 objective to facilitate sustainable travel and reduce car dependency.

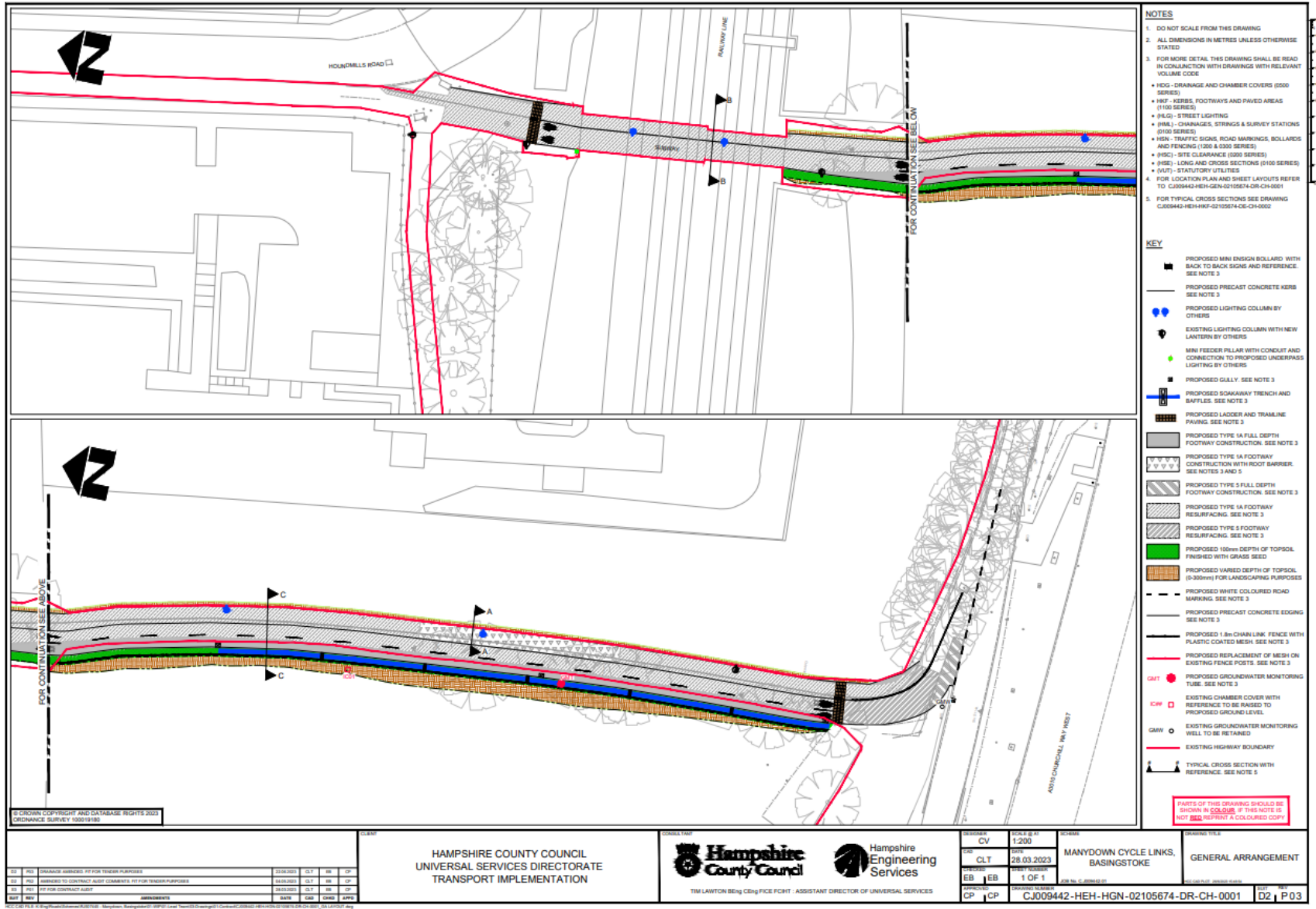
11. Recommendation

11.1. That the Director of Universal Services approves the Project Appraisal for Manydown Cycles Initial Works, as set out in this report.

11.2. That the Director of Universal Services gives approval to procure, spend and enter into necessary contractual arrangements to implement this scheme, at a total estimated cost of £279,000, to be funded from Customer and Communities Improvement Fund and Active Travel Fund grants.

11.3 That the Director of Universal Services and Legal Services progress, enter into, and secure all appropriate licences, deeds of dedication, agreements, consents, rights, permissions and easements necessary to enable the works to be undertaken on land owned by third parties.

12. General Arrangement Drawing



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.

CORPORATE OR 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:	No

Other Significant Links

Links to previous Member decisions:	
<u>Title</u> None	<u>Date</u>
Direct links to specific legislation or Government Directives	
<u>Title</u> None	<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.)

<u>Document</u>	<u>Location</u>
None	

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	Medium positive, the scheme will allow people of all ages and ability to use a safe and convenient route.
Disability	Medium positive, the scheme improves accessibility and has been designed in accordance with national best practice guidance to ensure mobility aids and adapted cycles can safely use the route.
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	Basingstoke