

## HAMPSHIRE COUNTY COUNCIL

### Executive Decision Record

<b>Decision Maker:</b>	Executive Lead Member for Universal Services
<b>Date:</b>	27 November 2023
<b>Title:</b>	Project Appraisal Update: Aldershot Station Access
<b>Report From:</b>	Director of Universal Services

**Contact name:** James Laver

**Tel:** **Email:** James.Laver@hants.gov.uk

#### 1. The decision:

- 1.1 That the Executive Lead Member for Universal Services notes the revisions to the previous scheme proposals, as set out in the report, and approves the updated Project Appraisal for the combined Access to Aldershot Station scheme.
- 1.2 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 that form the updated scheme, at a revised total estimated cost of £2.052million, to be funded from Section 106 Developer Contributions, Department for Transport Active Travel Fund Tranche 2, Public Realm Improvement Programme (PRIP), Integrated Transport Block (ITB) and Highways Maintenance funding.
- 1.3 That the Executive Lead Member for Universal Services approves the increase of the Capital Programme value for the combined Access to Aldershot Station scheme to £2.052m from £1.775m, as a result of changes to the scope and design of the scheme, as set out in the supporting report.
- 1.4 That authority to make the arrangements to implement the scheme, including minor variations to the design or contract, be delegated to the Director of Universal Services.
- 1.5 That authority be delegated to the Director of Universal Services, in consultation with the Head of Legal Services, to update existing or enter into new arrangements to progress all appropriate orders, notices or statutory procedures and secure any consents, licences, permissions, rights or easements necessary to enable the updated Access to Aldershot Station scheme to be implemented.

#### 2. Reason for the decision:

- 2.1 The decision is required as it relates to a change to the design of two previously approved schemes – the “Access to Aldershot Station Highway

Works” scheme (*highway works*) and the “Aldershot Station Transport Hub and Public Realm Improvements” (*station forecourt works*), which are now intended to be delivered as a combined package. Some elements of the original project scope have been removed or reduced, and other elements have been revised or enhanced. This update ensures the combined scheme proposal aligns with current County Council transport priorities and latest design guidance and delivers a high-quality and value-for-money solution.

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

- a) *Continue with delivery of the full scope of the original scheme, as set out in the original Project Appraisal reports.*

This option has been discounted due to budgetary pressures affecting the feasibility of delivering the full scope of the works as originally planned, and recent changes in priorities of key local stakeholders affecting the suitability of the original proposals as the best value-for-money solution.

- b) *Defer the scheme until the future continuity of the full route to Wellesley is secured.*

This option has been discounted on the basis that the proposed scheme delivers cycle and pedestrian improvements within the extents of the public highway. An extension into Gun Hill (the link to Wellesley) would be progressed as a separate initiative. Should the scheme be deferred until such time as the continued route on Gun Hill is secured, it is likely that inflationary impacts will affect the financial viability of the scheme.

- c) *To not deliver the scheme.*

- d) This option has been discounted as the scheme delivers walking and cycling improvements within Aldershot town centre, to promote active travel and sustainable transport choices in accordance with County Council transport priorities and in line with one of the original scheme objectives. The revised scheme still provides value for money. Proceeding with the scheme presents a better utilisation of funds compared to terminating it, which would result in considerable expenses being wasted. *Retain all elements of the original “station forecourt works” scheme and reduce the scope of the “highway works”. This option would retain the significant redesign of the railway station forecourt but would reduce the scope of the town centre walking and cycling improvements and also the changes to traffic flows on Windsor Way.*

This option has been discounted due to the high construction costs of the “station forecourt works”, which represent a significant investment into third-party land. The local bus operator has significantly scaled back bus services to the station, to the point where planned services can now be accommodated by on-highway bus-stop near to the railway station. Significant investment in Network Rail land to increase bus-stop facilities on the railway station forecourt itself is no longer considered best use of funds, when considering the other high-priority scheme objectives.

- e) *Reduce the scope of the “station forecourt works” and retain the original “highway works” scheme in full.*

This option has been discounted due to budgetary pressures – reducing the scope of the station forecourt works alone does not result in a sufficient cost saving to bring the scheme back in line with available funding.

f) *Reduce the scope of the “station forecourt works” and deliver the “highway works” in part:*

- *Prioritise the traffic flow changes over the active travel improvements.*

The works that are necessary to deliver the changes to traffic flows are significant, and the latest cost estimates are significantly higher than the estimates which informed the original project appraisal in 2019. Whilst it is recognised that creating two-way flows on Windsor Way will ease pressure on parts of the local road network, the actual journey time/distance savings are low and this option would compromise the ability to deliver a high-quality active travel scheme.

- *Prioritise the active travel improvements over the traffic changes:*

The active travel elements of the scheme form a key objective of the original scheme and are in accordance with current County Council transport priorities. The improvements will support the continued development of an active travel network in the area and encourage a modal shift away from motor vehicles, which will ease traffic pressure on the local road network and thereby deliver on original scheme objectives, as well as delivering wider environmental and public health benefits. Funding pressure and site constraints prevent both the traffic changes and active travel improvements being delivered in full to the required standard, therefore prioritising the active travel element is recommended in accordance with current Hampshire County Council transport priorities.

**4. Conflicts of interest:**

4.1. Conflicts of interest declared by the decision-maker: None

4.2. Conflicts of interest declared by other Executive Members consulted: None

**5. Dispensation granted by the Conduct Advisory Panel: none.**

**6. Reason(s) for the matter being dealt with if urgent: not applicable.**

**7. Statement from the Decision Maker:**

I thank County Councillor Alex Crawford for attending and speaking at my decision day today.

**Approved by:**

**Date:**

DocuSigned by:

*Nick Adams-King*

**27 November 2023**

49ABE1D5E2A24B8...

**Executive Lead Member for Universal Services  
Councillor Nick Adams-King**