



- *'Happy, healthy, inclusive lives'* through increased infrastructure to encourage increased levels of active travel.

2.4. The Scheme will also align to Local Transport Plan 4 core policies of:

- *C1/3: People* and places at the heart of decision-making / Road User Utility Framework through prioritising people and places in the decision-making which contributes positively to the Road User Utility Framework.
- *C4: Climate Change at the heart of decision making through the scheme* by promoting active travel and reducing private car usage aligns well with the core policy of addressing climate change.
- *C6: Encourage* sustainable travel behaviour through the scheme actively encouraging sustainable travel behaviour in line with core policy objectives.

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

3.1. The option of not constructing the Parallel Crossing has been considered along with other types of crossing.

3.2. The option of doing nothing was considered and rejected because the existing crossing points are not on the desire line for parents and carers who will be using the town centre car parks as a park and stride location to access the three schools located on Budds Lane.

3.3. Other crossing types were also considered and rejected as they either did not provide facility for both pedestrians and cyclists, or they did not provide uniformity to other crossings already located on Budds Lane.

3.4. A Parallel Crossing to the west of Havannah Way is on the desire line for parents and carers using the town centre car parks as a Park and Stride location as well as providing a further crossing point for residents living north of the town centre to access the new facilities (once they are built).

### **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

**Approved by:**



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**Patrick Blogg**  
**Director of Universal Services**

**Date:**

18 April 2024

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# HAMPSHIRE COUNTY COUNCIL

## Decision Report

<b>Decision Maker:</b>	Director of Universal Services
<b>Title:</b>	Project Appraisal: CMS 3773 – Budds Lane Parallel Crossing

**Contact name:** Catherine Sydenham

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### 1. Executive Summary

- 1.1. The purpose of this report is to provide details of the scheme to provide a new Parallel Crossing on Budds Lane in Bordon and seek approval from the Director of Universal Services to implement the scheme at an estimated cost of £153,000, already approved in the Capital Programme for 2024/25 funded by developer contributions.
- 1.2. The proposed scheme is located on Budds Lane to the west of Havannah Way. To the south of Budds lane is the site of the new town centre (yet to be built), leisure centre, proposed Health Hub along with further residential properties. To the north of Budds Lane are three schools (Oakmoor Secondary School, Bordon Junior School and Bordon Infant School), existing housing along with new residential properties and the Future Skills Centre. To link the schools and residential areas to the new town centre areas, a number of formal crossing points have been built on Budds Lane in recent years, including two Parallel Crossing (*facility for pedestrians and cyclists*) and two zebra crossings (*facility for pedestrians only*).
- 1.3. There is a need for this proposed additional Parallel Crossing point to provide a facility on the desire line for parents and carers using the new Park and Stride location in the town centre carparks to the three schools located on Budds Lane. The crossing will also provide further facility for residential areas to the north with one of the primary active travel routes to the new town centre. The additional parallel crossing point would also link in with existing pedestrian and cycle infrastructure on Budds Lane and provide even spacing of the controlled crossing points on Budds Lane.
- 1.4. Subject to approval, the Parallel Crossing on Budds Lane in Bordon is programmed for construction in Summer 2024 to align with the closure of the temporary park and stride facilities in August 2024.
- 1.5. Alternative crossing options were considered and rejected due to the need to provide facility for both cyclists and pedestrians and allowing a uniformity to the existing crossings on Budds Lane.

## 2. Background

2.1. The area of Bordon within which Budds Lane is situated has been under significant redevelopment in recent years, which has seen the creation of new infrastructure such as residential units, a leisure centre, new secondary school, and the Shed (entertainment and dining space).

2.2. As part of the development of Bordon, a number of pedestrian and cycle routes have been created to encourage more residents to use sustainable travel forms and this Parallel Crossing would further encourage sustainable travel not only to the schools, but also for residents living north of the town to access the new town centre.

2.3. Whitehill and Bordon Regeneration Company (WBRC) commissioned a Walking, Cycling, Horse-riding Assessment (WCHAR) which was undertaken in 2021 for the new Town Centre. Several recommendations were identified, one of which was:

*'To the west of the Havannah Way junction there is an uncontrolled crossing with dropped kerbs and tactile paving. This could be a desire line in the future with people walking from the town centre toward the Infant and Junior School and upgrading the uncontrolled crossing to a controlled crossing would provide a higher level of service for pedestrians. There is however a controlled crossing circa 200m to the west outside the Infant and Junior School and the shared use footway/cycleway on the southern side of Budds Lane provides a high level of provision for pedestrian movements to this existing crossing point.'*

2.4. After further Officer review of this recommendation the location of the proposed crossing has been repositioned closer to Havannah Way, on the desire line from the town centre car parks. This location is considered preferable to that originally identified in the WCHAR as it avoids the need to cross Chieftain Street before accessing the Parallel Crossing.

2.5. Budds Lane is approximately 850m in length and already has a number of existing crossing points which include two Parallel Crossings (*facility for pedestrians and cyclists*) and two zebra crossings (*facility for pedestrians only*). An additional crossing point is considered necessary for the following reasons:

- a) Would allow pedestrians and cyclists to access the town centre/ supermarket (planning permission is granted, but building not yet started on the town centre) on foot or bike from the north and west of the new town centre.
- b) The proposed new Health Hub is on Havannah Way (the planning application has been submitted with a decision awaited).
- c) The school park and stride car park (currently to the west of Budds Lane) is temporary until Summer 24 and park and stride parking will then be undertaken from the town centre car parks, with the nearest

being the parade square car park. There are currently 3 schools located on Budds Lane – Oakmoor Secondary School, Budds Lane Junior School and Budds Lane Infant school.

- d) Oakmoor school has been given approval to expand from 900 pupils to 1200 with building works due to be complete Summer 2025. The expansion will see more pupils needing to travel to the school.
- e) An additional crossing on Budds Lane could help to control speeds on the road and allow for a more residential feel without there being any direct frontages.

2.6. The Parallel Crossing helps to deliver the Strategic Plan objective of '*People in Hampshire live safe, healthy and independent lives*'.

2.7. The Parallel Crossing will help to deliver the Local Transport Plan 4 Outcomes of:

- '*A carbon neutral, resilient Hampshire*' through providing infrastructure to encourage walking and cycling to be the preferred option for travel.
- '*Happy, healthy, inclusive lives*' through increased infrastructure to encourage increased levels of active travel.

2.8. The Scheme will also align to Local Transport Plan 4 core policies of:

- *C1/3: People* and places at the heart of decision-making / Road User Utility Framework through prioritising people and places in the decision-making which contributes positively to the Road User Utility Framework.
- *C4: Climate Change at the heart of decision making through the scheme* promoting active travel and reducing private car usage aligns well with the core policy of addressing climate change.
- *C6: Encourage* sustainable travel behaviour through the scheme actively encouraging sustainable travel behaviour in line with core policy objectives.

### 3. Finance

3.1.	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design& Supervision Fee	42	27	Developer contributions	153
	Client Fee	11	7		
	Construction Land	100 0	66 0		
	Total	<u>153</u>	<u>100</u>	Total	<u>153</u>

3.2. The developer contribution is not specific to the Parallel Crossing. The terms of the developer contribution have been reviewed and are applicable to be used for the proposed Parallel Crossing.

3.3. The Parallel Crossing costs have been developed by the Quantity Surveyor and been reviewed by the Client Team. The forecast figures are considered robust and include a 15% risk allowance.

3.4. Value for money for this project has been reviewed against the core principles of effective, efficient and economic use of resources. Forecast costs reflect market conditions which will be secured through an open tendering process. The scheme offers a strong, strategic fit to LTP4, aligning with the hierarchy of road users by supporting and encouraging walking. Based on this assessment the scheme is considered to offer good value for money.

3.5.	<u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in maintenance expenditure	2	0.002%
	Capital Charges (Depreciation and notional interest charges)	13	0.008%

## 4. Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	April 2024	July 2024	August 2024	August 2025

- 4.1. Hampshire County Council will be co-ordinating works with Scottish and Southern Electricity who currently have the road space booked for the school summer holidays to install cabling as part of the High Volt Cabling installation project. Scottish and Southern Electricity have agreed that Hampshire County Council can share their road space booking for the construction of the Parallel Crossing. This partnership and co-ordination will minimise the impacts on the road network and road closures in Bordon and will co-ordinate with the school expansion works and will enable delivery of the crossing before the expiry date of the temporary park and stride licence.
- 4.2. Should approval be given to the Parallel Crossing Hampshire County Council will be aiming to go out to tender at end of April, award the contract mid-June which will allow 4-week mobilisation period for works to begin at the beginning of the school summer holidays.

## 5. Scheme Details

- 5.1. The site is located on a section of single carriageway on Budds Lane in Bordon, to the west of Havannah Way (as shown on the site plan in Appendix 1).
- 5.2. The scheme consists of installing a new Parallel Crossing (facility for pedestrians and bikes) with associated civils works including:
- Installation of the crossing infrastructure including changes to kerbing, tactile paving, installation of belisha beacons and associated electrical works.
  - Carriageway resurfacing on the approaches and road marking works.
  - Footway resurfacing around the tactile paving.
  - Installation of a new lamp column and relocation of an existing column.

## 6. Departures from Standards

- 6.1. None

## 7. Community Engagement

- 7.1. Hampshire County Councillor for Whitehill, Bordon and Lindford, Councillor Andy Tree, is supportive of the scheme.



- 7.2. Whitehill Town Council and WBRC have been informed of the scheme. Whitehill Town Council have been made aware of the scheme and have not raised any concerns. WBRC are supportive of the scheme in the proposed location and have been engaged with.
- 7.3. The schools Travel Planning team have been consulted and are supportive of the scheme.
- 7.4. A scheme webpage will be created and will be kept up to date. Prior to the start of construction communication will be sent to stakeholders, residents and businesses and also communicated to parents/carers of students at the local schools.

## **8. Statutory Procedures**

- 8.1. The proposed Parallel Crossing was advertised in February 2024 in line with the Road Traffic Regulation Act of 1984. There were no comments received.
- 8.2. Emergency services were consulted and have not raised any objections.
- 8.3. Temporary Traffic Regulation Orders for carriageway closures and temporary traffic signals applications for the construction works will be required and these will be arranged prior to commencement of works.

## **9. Land Requirements**

- 9.1. The proposed scheme is located within the existing publicly maintainable highway apart from a small area on adjacent DIO land shown in Appendix 1 of this report. The south footway of Budds Lane was recently widened into adjacent DIO land, by WBRC, under a s278 agreement. The proposed scheme is partially within this land, with works proposed in this area including installation of a lamp column, footway surfacing and tactile paving, as shown in the General Arrangement drawing in Appendix 1.
- 9.2. This S278 agreement is nearing completion and the land will be dedicated as publicly maintainable highway. The s278 process and associated land dedication is expected to complete prior to the start of the construction of the Parallel crossing. Should this not be the case, works on DIO land will be completed under a licence agreement and WBRC, acting as lead developer and land agent on behalf of the DIO, has confirmed it will support the County Council with making the necessary arrangements.

## **10. Maintenance Implications**

- 10.1. The Hampshire County Council Asset Management team have been consulted in the proposals and have agreed to the materials being used.
- 10.2. The improvements will have an impact on future year's maintenance budgets, and this is expected to be approximately £2,000 per annum.

## **11. Climate Change Impact Assessments**

- 11.1. 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.
- 11.2. The Parallel Crossing is important for meeting Hampshire County Council's strategic priorities and listed below are the key strategic priorities justifications:
- The scheme will have a positive impact on the economy giving local contractors an opportunity to secure local construction contracts.
  - The Scheme will enhance opportunities for residents to travel by walking which is likely to have a positive impact on their health and wellbeing.
  - The scheme will enable better and safer access for residents to the new town centre once built and for parents and carers to use the town centre car parks for park and stride parking.

### **Climate Change Adaptation**

- 11.3. The Adaptation Project Screening Tool has assessed the scheme as somewhat vulnerable to exposure to severe weather and to extreme heat events but no more so than any other highway asset within the County. Vulnerability of the asset is dependent on its performance during exposure. The proposed assets are widely used on the highway network and installed to Hampshire County Council standard details.

### **Carbon Mitigation**

- 11.4. In the short-term during construction, carbon emissions from this project arise from the manufacture and installation of the new infrastructure or maintenance of the existing. Bitumen based materials will be used for the carriageway and footway works. Traffic signs and lighting materials are mainly steel posts and concrete foundations. The provision of all materials will be to industry standard. Transporting materials and resources to site will generate CO<sub>2</sub> emissions as will the operation of plant during the works. Carbon emissions will be mitigated using recycled materials where practicable and using manufactures with a focus on efficient low carbon manufacturing methods. There will be no additional carbon emissions generated by the infrastructure upon completion of the works other than for maintenance, replacement of infrastructure as part of general routine maintenance or to address defects.

11.5. The output from the carbon mitigation tool does not consider the long-term benefits that the scheme will deliver. By providing facilities to enable active travel, the scheme will reduce motor traffic congestion and vehicle miles travelled on the road network, thereby reducing long-term emissions from vehicle traffic.

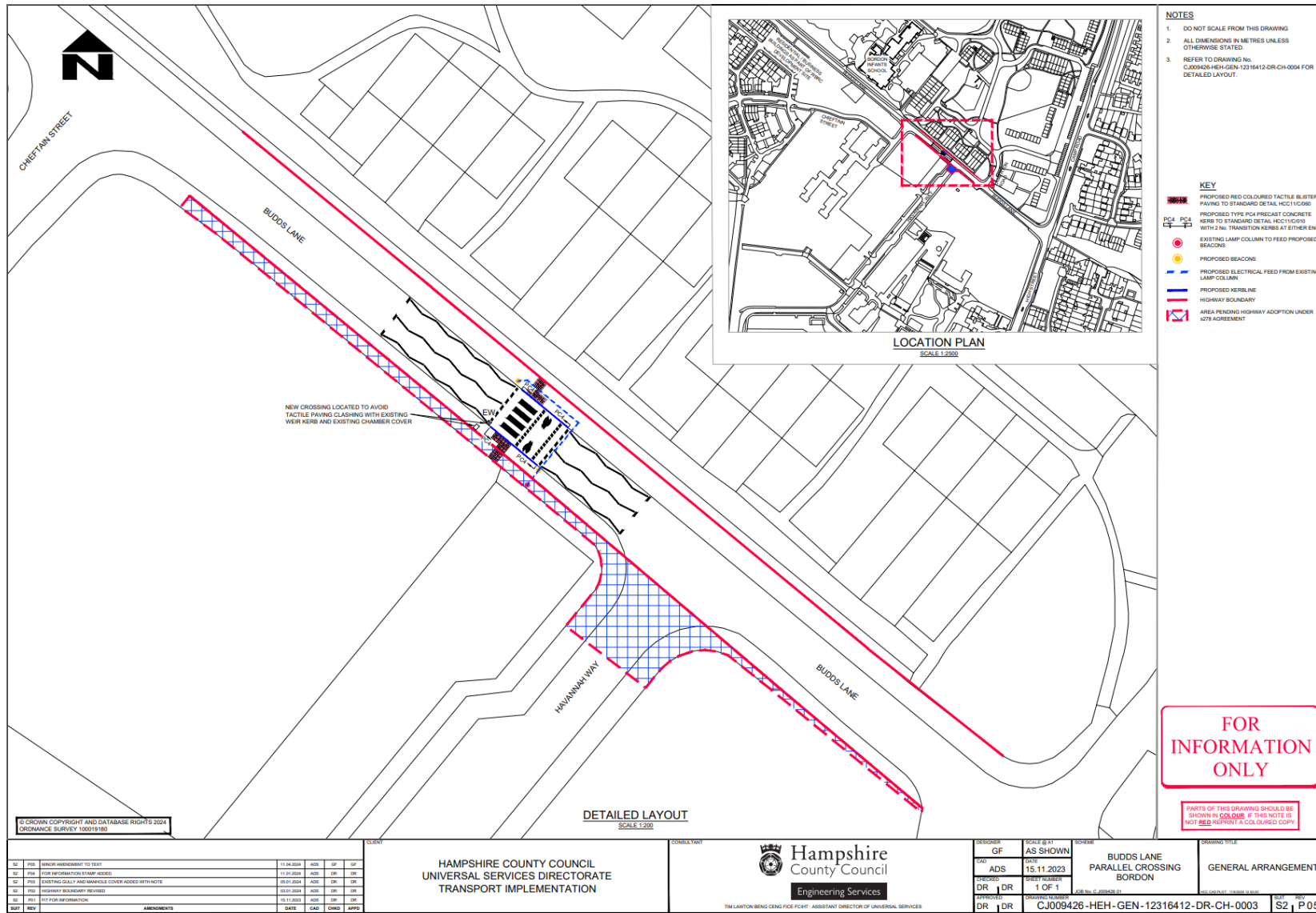
## **12. Recommendation(s)**

12.1. That the Director of Universal Services approves the Project Appraisal for the Budds Lane Parallel Crossing (similar to a zebra crossing but includes provision for cycle crossing alongside) scheme, as set out in this report.

12.2. That the Director of Universal Services gives approval to procure, spend and enter into necessary contractual arrangements, in consultation with the Head of Legal Services, to implement this scheme, at a total estimated cost of £153,000, to be funded from developer contributions.

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

# Appendix 1 – General Arrangement drawing and Location Plan



**CORPORATE OR LEGAL INFORMATION:****Links to the Strategic Plan**

<b>Hampshire maintains strong and sustainable economic growth and prosperity:</b>		no
<b>People in Hampshire live safe, healthy, and independent lives:</b>		yes
<b>People in Hampshire enjoy a rich and diverse environment:</b>		no
<b>People in Hampshire enjoy being part of strong, inclusive communities:</b>		no

**Other Significant Links**

<b>Links to previous Member decisions:</b>	
<u>Title</u>	<u>Date</u>
<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.)

DocumentLocation

## 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:

<b>Impact</b>	
Age	Low
Disability	Low
Sexual Orientation	None
Race	None
Religion and belief	None
Gender Reassignment	None
Sex	None
Marriage and civil partnership	None
Pregnancy and maternity	None
<b>Other policy considerations</b>	
Poverty	None
Rurality	None
Other factors	None
Geographical impact	Bordon

1.3. The proposed Parallel Crossing has considered the above user groups and a low positive impact has been identified for those users groups with disabilities as the Parallel Crossing will provide a safer crossing point. The crossing will also ensure safer accessibility for people using the Parallel Crossing especially those considered more vulnerable such as young children and the elderly. The implementation of the crossing point will provide benefit for all users.

1.4. During construction footways access will be maintained for pedestrians.