

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Lead Member for Universal Services
Date:	3 March 2025
Title:	Outline Project Appraisal: Havant Footbridge Replacement – Contractor Engagement Stage 1
Report From:	Director of Universal Services

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Purpose of this Report

1. The purpose of this report is to explain the reasons for the need to provide a replacement footbridge over the railway adjacent to Havant Station and to seek approval to appoint a contractor experienced in working within the rail environment. Contractor engagement will help finalise the design and methods of working and will provide greater certainty around securing the necessary consents and approvals required by Network Rail.
2. A report will be brought back to the Executive Lead Member for Universal Services towards the end of 2025 at the conclusion of Stage 1 (agreement of a target cost and programme) and approval sought to proceed with Stage 2 (construction).

Recommendations

3. That the Executive Lead Member for Universal Services approves the Outline Project Appraisal and Stage 1 Contractor engagement (up to the point of agreeing the target cost) for Havant Footbridge replacement as outlined in this report.
4. That approval be given to spend up to £500,000 from the Structural Maintenance budget and enter into necessary contractual arrangements, in consultation with the Head of Legal Services, to implement Stage 1 Contractor engagement for the proposed replacement of Havant Footbridge, as set out in this report.

5. That authority to make the arrangements to implement Stage 1 of contractor engagement, including minor variations to the design or contract, be delegated to the Director of Universal Services.
6. That authority is delegated to the Director of Universal Services, in consultation with the Head of Legal Services, to progress any orders, notices, or statutory procedures and secure any consents, licences, permissions, rights or easements necessary to enable implementation of the Havant Footbridge replacement scheme.

Executive Summary

7. Implementation of this scheme will enable removal of the existing deteriorating, narrow and steep footbridge and replacement with a new wider footbridge giving access for all up either stairs or shallow ramps with resting platforms.
8. Subject to planning approval expected in Summer 2025, and Network Rail possessions, works are expected to commence at the end of 2026.
9. The existing footbridge will be removed first to allow construction of new foundations. The new footbridge and ramps will be fabricated off site and transported to the site in sections which will then be craned into position. The route is expected to be closed for 9 to 12 months.
10. The total scheme cost, estimated at £11.5million, will be funded from a combination of DfT Highways Maintenance funding, Havant Borough Council Community Infrastructure Levy (CIL), and Section 106 funds. The Havant footbridge scheme is one of nineteen projects across Hampshire part funded using the County Council's share of the reallocated 'Network North' HS2 funding provided by the previous Government.

Contextual Information

11. Havant footbridge, which is owned and maintained by Hampshire County Council, was built in 1947 and is located just to the north of Havant town centre. Its north south alignment crosses the railway to the west of Havant Station. It provides a vital pedestrian route over the railway, connecting the Civic Centre Campus, Havant College, and nearby large housing area of Leigh Park in the north to Havant town centre, bus station and Havant Park in the south. (See Appendix 1)
12. The footbridge is a standalone structure adjacent to Havant railway station. It does not form part of the station infrastructure and there is no direct access from the bridge to the station itself, which has its own internal footbridge and lifts.
13. The existing footbridge comprises a single span of 26m and three sloped ramps totalling 158m. In recent years there have been concerns regarding the deteriorating structural and operational condition of the 78 year-old footbridge. Temporary scaffolding supports were erected underneath the

structure in 2012, and the northeast ramp was closed in 2022 due to safety concerns. (See Appendix 2 for photographs)

14. There is currently a conflict between pedestrians and those scooting, wheeling, or pushing cycles or pushchairs owing to the layout and narrow width of the existing footbridge. The footbridge is only 1.85m wide and too narrow for shared use, therefore cyclists are signed to dismount. A lack of visibility at changes of direction exposes users to risk of collision.
15. Accessibility over the current footbridge is poor with gradients of the approach ramps at 1 in 10, with no landing/resting platforms. These ramps are not Inclusive Mobility 2021 compliant. The steepness of the ramps makes them difficult to use by many users, including the elderly and those with pushchairs and wheelchairs/motorised scooters.
16. The proposed new footbridge will have a clear internal width of 4m across the main span and 3.5m on the ramps which will have a gradient of 1 in 12 with regular resting platforms. Because of these changes the 'footprint' of the new structure will be larger but will still fit within Network Rail and Havant Borough Council owned land and not require purchase of any residential or business owned land.
17. In addition, the replacement footbridge will connect directly with the recently implemented TCF funded segregated cycle route along Elmleigh Road which links Havant station with the Civic Centre Campus and Havant and South Downs College.

Strategic Case

18. Havant Footbridge is vital to the local economy. Havant Borough Council is embarking on an ambitious regeneration programme that supports the delivery of a significant increase in housing across the borough with a focus on Havant town centre. This regeneration programme is set out in Opportunity Havant: A Regeneration Strategy for Havant Borough and the Building a Better Future Local Plan consultation in 2022. The Borough Council are looking to maximise the amount of mixed-use redevelopment in this location given its accessibility to high quality public transport. Havant Town Centre benefits from rail links to Portsmouth, Southampton, London, Brighton, and Bristol. It is also served by one of the most well used bus stations in Hampshire.
19. Havant Railway Station represents one of the key gateways into the Borough and into the town centre. The view that currently greets visitors and investors to Havant is a dilapidated footbridge supported by scaffolding. The town's successful regeneration depends on the replacement of the railway footbridge. The Meridian shopping Centre, surrounding pedestrianised zones, and the Central Havant and Solent retail parks provide a combined economic hub south of Havant Station footbridge. Connecting the Civic Centre Campus north of the station to the retail parks in the south via a safe, inclusive and suitable structure is of strategic importance to the borough.

20. The Borough Council is taking an interventionist approach to its town centre redevelopment, starting with the development of land in its ownership and funding from Homes England to push forward development at the Civic Centre for around 200 new homes. However, key to the successful development of these homes will be an effective link south, over the railway line, to the town centre's shops and services. The viability of the site is such that there is no potential for the development itself to fund the footbridge replacement.

21. Maximising sustainable transport in the town centre is critical for the economic wellbeing and growth in the region and is supported by the Partnership for south Hampshire (PfSH) strategy of promoting housing development in cities and towns first. Reducing the barriers to access by walking and cycling will increase trips made by sustainable modes. The following groups will benefit from the scheme:

Pedestrians - The replacement footbridge will introduce stairs on both sides of the footbridge and provide a more direct route for pedestrians. The width of the replacement footbridge will be increased to 4m over the main span and 3.5m on the ramps, which will help reduce the conflict between all users (walking, wheeling and cycling) and increase the capacity of this route to meet the existing and future demand.

Cyclists – Cyclists will be allowed to cycle over the bridge and not need to dismount. The proposed increased width of the bridge and ramps will allow shared use and reduce conflicts between pedestrians and cyclists. The footbridge will connect Havant LCWIP routes 370 (NCN2) and 270 (NCN22).

Mobility restricted users - The new footbridge will provide a gentler gradient with landing/resting platforms at regular intervals. Additionally, the footbridge provides a safe crossing for children who otherwise would be forced to walk along busy main roads to cross the railway. The new footbridge will also improve journey quality for mobility scooter and pushchair users and will be inclusive for all types of cycles and cyclists including those cycles used as mobility aids.

Station users - There are high levels of commuters and students who travel to and from the station for onward use of the rail services. It is anticipated that the numbers travelling by cycle will increase substantially with new trips following replacement of the footbridge and redevelopment in the town centre.

Civic Centre Development - High quality sustainable access to the proposed development is critical for its successful progression. The new footbridge will link the existing pedestrian and cycling network into the development site reducing the number of vehicular based trips.

Finance

22.

<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
Client Fee	500	4	DfT Structural Mtce	8,470
Design/			Havant BC (CIL)	2,800
Supervision	1,600	14	S.106 developer	230
Support Services	200	2	contributions	
Construction	9,200	80		
Land	0	0		
Total	11,500	100	Total	11,500

23.

<u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
Net increase in maintenance expenditure	32	0.027
Capital Charge	627	0.369

Programme

24. It is expected that the work will commence in 2026, but this is highly dependent upon the availability of suitable railway possessions. Preliminary discussions are already underway with Network Rail.
25. The contract is expected to run for 9 to 12 months with work carried out simultaneously on both sides of the railway line. Large cranes will need to operate to lift out the old bridge sections and to place the new.
26. For safety reasons, during the 9 to 12 months' work period the public will need to follow signed diversions along adjacent roads as space at the site is extremely limited.

Scheme Details

27. Substantive works

- a. Removal of the existing footbridge and ramps followed by clearance of the old supports and foundations.

- b. Construction of new foundations and erection of new columns.
- c. Lifting in of the new span and ramps.
- d. Installation of the new stair accesses.
- e. Construction of paved areas and surfacing leading up to the new ramps and stairs.
- f. Tree planting and landscaping.

28. Enabling work

- a. Communications to the public in the months leading up to the scheme starting on site. Advance warning signs a few weeks ahead of the old footbridge being closed.
- b. Setting up of the site compounds, fencing off the site, and erecting diversion signs for the public to follow.
- c. Clearance of vegetation.
- d. Diversion/realignment of some utilities.
- e. Installation of temporary scaffold access.

29. The main constraints for the works are working in a confined area close to residential properties and operational railway. Several possessions will be required to both remove the existing structure and to lift in and position prefabricated elements of the new one.

Departures from Standards

30. There are no Departures from Standards.

Consultation and Equalities

- 31. Replacement of the existing footbridge and ramps will be of benefit for all users as the route will become wider with shallower ramps.
- 32. Although this scheme is to replace existing infrastructure it will go through the planning process as the new layout will take up more space than the existing arrangement with ramps extending further on both Havant Borough Council and Network Rail land.
- 33. Collaboration will continue with Havant Borough Council, Network Rail and South Western Railway throughout the duration of the scheme.

34. Regular engagement and updates are in place with Cllr Bowerman. Local Councillors, residents and businesses will be kept informed as the scheme progresses.
35. During 2024, a number of press releases were issued advising the public that funding was in place for the replacement scheme.
36. A communications plan will be developed with Havant Borough Council to ensure advance communications are in place ahead of the works. Information will be released via social media posts and direct to local papers and radio stations, particularly in advance of closure of the footbridge and night time possessions.
37. An Equalities Impact Assessment has been carried out and the scheme was found to have a positive impact on the protected characteristics of Age, Disability and Pregnancy & Maternity. The new footbridge will provide a gentler gradient with landing/resting platforms at regular intervals, helping older users. It also provides a safe crossing for children who otherwise would be forced to walk along busy main roads to cross the railway. The new footbridge will also improve journey quality for mobility scooter and pushchair users and will be inclusive for all types of cycles and cyclists including those cycles used as mobility aids. The impact of the scheme on all other protected characteristics was found to be neutral.

Climate Change Impact Assessments

38. 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.

Climate Change Adaptation

39. 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 footbridge assets within the County.

Carbon Mitigation

40. In the short-term, during demolition and construction, carbon emissions from this project arise from removal of the old footbridge and manufacture and installation of the new one. The new footbridge will be of steel construction on concrete foundations, and the provision of all materials used will be to industry standard. Transportation of materials and resources to and from site will generate CO₂ emissions as will operation of plant such as cranes and

excavators during the works. Carbon emissions will be mitigated using recycled materials and sustainable fuels where practicable and using manufacturers 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 routine maintenance or to address damage.

41. The output from the carbon mitigation tool does not consider the long-term benefits that the scheme will deliver. This includes providing a more accessible and wider structure which links to the Elmleigh Road cycle and pedestrian route, enabling more active travel and reducing motor traffic congestion and vehicle miles travelled on the network.

Statutory Procedures

42. The proposed footbridge will be within land owned by Network Rail and leased to the franchise operator South Western Railway. An initial Basic Asset Protection Agreement (BAPA) is already in place to enable discussions with Network Rail to progress the scheme and further formal consents and agreements will be required to secure permission to undertake the works. These agreements will need to meet the requirements of the owner of the land and infrastructure (Network Rail), the leaseholder and station manager (South Western Railway) and the Rail Regulator (Office for Rail and Road).
43. Where the ramps meet Network Rail and Havant Borough Council land rights to cross the land to reach Highway will need to be granted.
44. Depending upon the selected Contractor's method of work and delivery timings/methods it is possible that Temporary Traffic Regulation Orders for various closures may be required. These will be subject to statutory processes and will be progressed prior to commencement of the works.

Land Requirements

45. The works will be constructed on Network Rail and Havant Borough Council owned land and will tie into the existing public highway. The southern ramp will extend over Havant Park and will require supports to be positioned within the park near to the footpath at the eastern corner. The layout has been agreed with Havant Borough Council and designed to avoid the tennis courts.
46. At the end of the southern ramp there will be some alteration to the Station forecourt required, and temporary access to the side of the private Market Parade Car Park is expected to be required to facilitate construction.
47. On the northern side the ramp will extend further to the west and due to the width being increased some of the northern car park spaces will be lost.

Maintenance Implications

48. The new footbridge will be on an annual inspection rota as the existing one has been, all in accordance with current inspection standards. A paint system will be selected which provides increased resilience, thus reducing the frequency of future interventions. Due to the increase in size, there will be a net increase in annual maintenance expenditure of £32,000 to be funded from existing highway maintenance budgets.

Next Steps

49. To move the scheme forward, the next steps will include:
 - engagement of a specialist contractor to start discussing programme, method of work, crane requirements/positioning, site compound(s) size and locations
 - finalising the Arboricultural Impact Assessment (AIA) and Ecological Appraisal. Preparation of the Environmental Impact Assessment (EIA) in collaboration with Hampshire County Council's EIA team
 - further development of the communication plan and the setting up of a webpage for the scheme in collaboration with Havant Borough Council (HBC) and Network Rail (NR)
 - preparation of mitigation measures for the loss of trees in collaboration with HBC. Discussion and agreement of landscaping options
 - engagement with Hampshire County Council's Legal team in connection with easements and other legal documentation
 - agreement of diversion routes with Hampshire County Council's Streetworks team, Havant Borough Council and NR
 - foundations design, liaison with the steelwork fabricator regarding footbridge, ramps and stairs design. Preparation and sign-off of design Approval in Principle (AIP) and design/check certificates
 - Network Rail – continuation of liaison. Agreement of a new Basic Asset Protection Agreement (BAPA) for design approval, liaison with legal team, assessment of HV cables, discussion and agreement of possession times required for the works
 - submission of the Planning Application
 - subject to the granting of planning permission, submission of a report to the Executive Lead Member for Universal Services for approval to proceed with construction.

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

Archive and scheme working files

Hampshire Engineering Services
SharePoint

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:

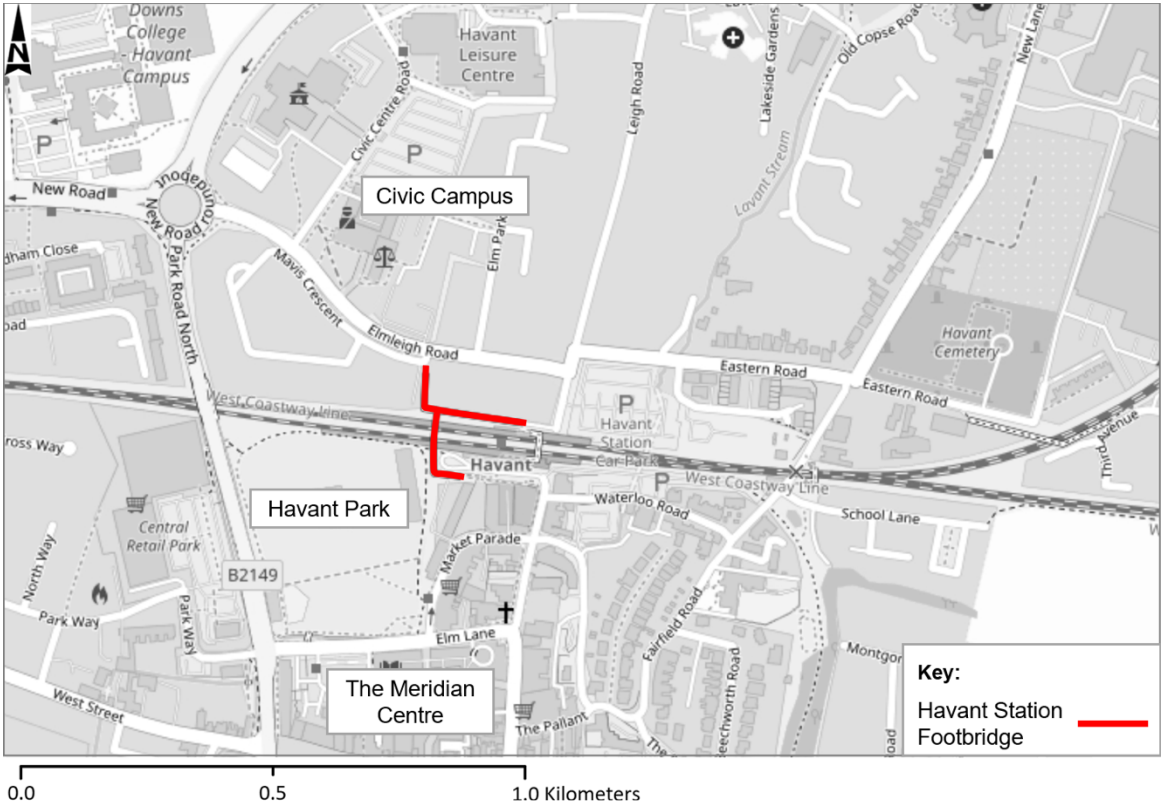
- Eliminate discrimination, harassment and victimisation and any other conduct prohibited by or under the Act with regard to the protected characteristics as set out in section 4 of the Act (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion 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:

An Equalities Impact Assessment has been carried out and the scheme was found to have a positive impact on the protected characteristics of Age, Disability and Pregnancy & Maternity. The new footbridge will provide a gentler gradient with landing/resting platforms at regular intervals, helping older users. It also provides a safe crossing for children who otherwise would be forced to walk along busy main roads to cross the railway. The new footbridge will also improve journey quality for mobility scooter and pushchair users and will be inclusive for all types of cycles and cyclists including those cycles used as mobility aids. The impact of the scheme on all other protected characteristics was found to be neutral.



Location of Havant Footbridge



East elevation of Havant Footbridge.



North east ramp – now closed



Typical corrosion underneath the ramps.



Typical corrosion at support locations.