

HAMPSHIRE COUNTY COUNCIL

Executive Decision Record

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	14 January 2020
Title:	Project Appraisal: Whitehill and Bordon Highways and Cycle Improvements
Report From:	Director of Economy, Transport and Environment

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1. The decision:

- 1.1 That the Executive Member for Economy, Transport and Environment approves the Project Appraisal for the Whitehill and Bordon C114 Highway and Cycle Improvements, as outlined in the supporting report.
- 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 in the Whitehill and Bordon C114 Highway and Cycle Improvements scheme, as set out in the supporting report, at an estimated cost of £2,168,430 to be funded from the EM3 LEP and Section 106 developer contributions.
- 1.3 That authority to make the arrangements to implement the scheme, including minor variations to the design or contract, be delegated to the Director of Economy, Transport and Environment.
- 1.4 That authority be delegated to the Director of Economy, Transport and Environment in consultation with the Head of Legal Services to progress all appropriate orders, notices or statutory procedures and secure any consents, licences, permissions, rights or easements necessary to enable the Whitehill and Bordon C114 Highway and Cycle Improvements scheme to be implemented.
- 1.5 That authority be delegated to the Director of Economy, Transport and Environment, in consultation with the Head of Legal Services, to progress and enter into all appropriate legal agreements to make a financial contribution to the developer's Section 278 scheme at Arrival Square, included within the total estimated budget, from Section 106 contributions previously received by the County Council for development within Whitehill and Bordon.

2. Reasons for the decision:

- 2.1 To encourage A325 through-traffic to use the recently completed Whitehill and Bordon Relief Road, by creating an environment on the C114 (old A325) which residents and drivers perceive as being safer, more suited to active modes of travel and more appropriate for its re-classification from A-road to C-road.
- 2.2 To better integrate the C114 with the surrounding areas, through provision of improved pedestrian and cycle facilities which will integrate the existing centres of population on the eastern side of the C114 and the new facilities being delivered as part of the regeneration which are predominantly on the western side, thereby addressing the historic issue of severance caused by the route of the old A325.
- 2.3 To promote walking and cycling to provide a healthy alternative to the car for short local journeys to work, local services or school, through provision of a high-quality off-road shared-use path which will create an improved environment for pedestrians and cyclists when compared to the limited facilities which currently exist.

3. Other options considered and rejected:

- 3.1 To do nothing was an alternative option that was considered; however, this was rejected for the following reason. As part of the regeneration project in Whitehill and Bordon and following completion of the Whitehill and Bordon Relief Road, there is a need to re-integrate the C114 into the surrounding town, to encourage through-traffic to use the relief road and to enable more local journeys to be made by active travel modes. Without this scheme, the issues which make walking and cycling less attractive to residents would still exist.
- 3.2 During design stages, one option that was considered was to infill the existing northbound layby between Canada Way and Kildare Road and reposition the bus-stop onto the main carriageway, thereby creating the additional width necessary to widen the existing footway behind the bus stop to deliver a shared-use path. This would also deliver speed management benefits, emphasise the change in the character of the road to one of a town centre environment and would also make it easier for buses to re-join the flow of traffic. However, it was considered that the bus stopping in the live lane would unreasonably obstruct the flow of traffic and may also lead to road safety issues if drivers attempted to overtake the stopped vehicle. The final design is a hybrid of the two options, providing a 'half-in/half-out' arrangement which allows the shared-use path to be delivered, with a locally reduced width behind the bus stop. The proposed arrangement will still allow two-way traffic to flow on the C114 and will offer some assistance to buses re-joining the live lane.

4. Conflicts of interest:

4.1 Conflicts of interest declared by the decision-maker:

4.2 Conflicts of interest declared by other Executive Members consulted:

5. Dispensation granted by the Conduct Advisory Panel:

6. Reason(s) for the matter being dealt with if urgent:

7. Statement from the Decision Maker:

Approved by:

Date:

14 January 2020

**Executive Member for Economy, Transport and
Environment
Councillor Rob Humby**