

## HAMPSHIRE COUNTY COUNCIL

### Officer Decision Record

<b>Decision Maker:</b>	Director of Economy, Transport and Environment
<b>Title:</b>	Farnborough Growth Package - Invincible Road Scheme

**Contact name:** James Laver

**Tel:** 01962 832279

**Email:** james.laver@hants.gov.uk

#### 1. The decision:

- 1.1. That the Director approves the details of the Invincible Road scheme, as set out in this paper.
- 1.2. That the Director gives approval to procure, spend and enter into necessary contractual arrangements to implement this scheme, at a total estimated cost of £228,700, to be funded by Local Growth Fund from the Enterprise M3 Local Enterprise Partnership (EM3 LEP).
- 1.3. That the Director gives approval to enter into the necessary deed for dedication of the road as highway for the use of the public and adoption of the road as publicly maintainable.

#### 2. Reason(s) for the decision:

- 2.1. The reason for this decision is to enable delivery of the Invincible Road scheme in Farnborough, which will provide a new access between Invincible Road and the A327 Elles Road. This should alleviate the significant traffic congestion problems currently experienced during peak periods at the single existing access to Invincible Road.

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

- 3.1. An alternative option, 'to do nothing' was considered and subsequently rejected. Without this scheme, existing and future occupants of the Invincible Road Industrial Estate will continue to experience congestion and unreliable journey times while travelling in the local area. An EM3 LEP and Hampshire County Council objective is to improve accessibility and support economic growth in Farnborough; this scheme would help to meet those objectives.

#### 4. Conflicts of interest:

4.1. None.

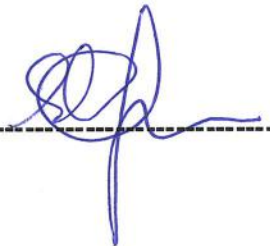
**5. Dispensation granted by the Head of Paid Service:**

5.1. None.

**6. Supporting Information:**

6.1. None.

**Approved by:**

A handwritten signature in blue ink, appearing to be 'Stuart Jarvis', written over a dashed horizontal line.

**Date:**

6/2/2020

**Stuart Jarvis**

**Director of Economy, Transport and Environment**

## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Director of Economy, Transport and Environment
<b>Title:</b>	Farnborough Growth Package – Invincible Road Scheme

**Contact name:** James Laver

**Tel:** 01962 832279 **Email:** james.laver@hants.gov.uk

### 1. Executive Summary

- 1.1. The purpose of this paper is to provide details of the Invincible Road scheme and to seek authority for the funding, procurement and implementation of the scheme. Rushmoor Borough Council have completed the detailed design of the scheme and will also undertake the procurement and delivery of the scheme through their Capital Schemes Preparation Design and Implementation Agency Agreement with the County Council.
- 1.2. The scheme proposes to create a new access between Invincible Road and the A327 Elles Road. This will provide a second point of access to the Invincible Road Industrial Estate, which should assist in relieving the existing congestion issues at the current single access to Invincible Road at its junction with Solartron Road. A general arrangement plan of the proposed scheme is included in Appendix A.
- 1.3. The alternative option, 'to do nothing' was considered and subsequently rejected. Without this scheme, existing and future occupants of the Invincible Road Industrial Estate will continue to experience congestion and unreliable journey times while travelling in the local area. An Enterprise M3 Local Enterprise Partnership (EM3 LEP) and Hampshire County Council objective is to improve accessibility and support economic growth in Farnborough; this scheme would help to meet those objectives.

### 2. Background

- 2.1. As one of its four Growth Towns, the EM3 LEP has identified Farnborough as a key location for transport investment to support economic growth.
- 2.2. In 2016, the County Council commissioned Atkins to undertake feasibility work to develop a potential package of transport schemes for the Farnborough Growth Package. This focused on potential improvements to

both the A325 Farnborough Road and A3011 Lynchford Road corridors. However, in parallel with this, Rushmoor Borough Council highlighted significant congestion problems in Invincible Road during busy retail periods, particularly at weekends and during the pre-Christmas period.

2.3. Invincible Road is currently a cul-de-sac, occupied by a significant number of industrial, commercial and retail units. Access to Invincible Road is via a roundabout junction which also provides access to car parks for B&Q, Asda, Farnborough town centre shopping areas. The car park exit from Solartron Retail Park also feeds out into Invincible Road just prior to the roundabout. During peak periods (particularly weekends and the pre-Christmas period), the Asda car park can become full and block back onto the roundabout. This blocks traffic from exiting Invincible Road and has in the past led to delays of over an hour for traffic leaving Invincible Road. Appendix B shows the location of Invincible Road in the context of the Farnborough town centre road network.

2.4. At his March 2018 Decision Day, Councillor Humby as Executive Member for Environment and Transport gave approval to progress design of the Invincible Road scheme as a high priority in the short term. Rushmoor Borough Council have subsequently progressed design work through the Capital Schemes Preparation Design and Implementation Agency Agreement with the County Council.

2.5. In March 2019, the County Council submitted a Business Case to the EM3 LEP for the Farnborough Growth Package and this was approved in July 2019. Whilst this was primarily focused on securing funding for improvements to the A3011 Lynchford Road, it also provides funding for the Invincible Road scheme.

### 3. Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	20	9	EM3 LEP LGF	229
	Client Fee	5	2		
	Construction	204	89		
	Total	<u>229</u>	<u>100</u>	Total	<u>229</u>

3.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in	1.3	0.001%

maintenance  
expenditure

Capital Charges            22.0            0.014%  
(Depreciation and  
notional interest  
charges)

#### 4. Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	February 2019	March 2019	April 2020	March 2021

#### 5. Scheme Details

5.1. Details of the proposed scheme are set out below and are also shown in the General Arrangement plans in Appendix A.

5.2. The proposed scheme will extend the existing public highway on Invincible Road southward by approximately 50m, to form a new junction with A327 Elles Road and create a second point of access to the Invincible Road commercial and retail areas. The junction with the A327 Elles Road will be restricted movement, operating as a "left-in/left-out" priority junction. The existing two-lane carriageway at this location of Elles Road will be reduced to one lane ahead (lane 2), allowing lane 1 to become a dedicated turning lane on the approach to the new junction, and an exit lane for vehicle leaving Invincible Road. The junction will be crossed by the existing cycleway running east-west alongside Elles Road and a new footway will be provided on the east side of the new section of Invincible Road to connect with existing facilities. The scheme will include new asphalt surfacing throughout, pedestrian and cycle facilities and a system of streetlighting.

5.3. Delivery of the scheme will require the removal of two existing trees, currently positioned in the area of grass adjacent to the A327, where the new junction will be located. The removal of the trees is included within the planning permission and was considered acceptable within the associated ecological and arboricultural assessments. Hampshire County Council Arboriculture team have been consulted on the matter and have not raised objection. Replacement planting will be provided as part of the scheme to mitigate the loss of the trees, with two new trees planted close by in a grassed area to the

west of the new junction. None of the trees are within existing highway or land to be dedicated.

## **6. Departures from Standards**

- 6.1. There are no departures from standards proposed. As mentioned previously, the junction kerb radii are less than the DMRB standard, however the junction has been designed in accordance with Manual for Streets standards which are appropriate for low speed urban environments where pedestrian and cyclist activity is encouraged. A width restriction will be in place on Invincible Road close to the junction to limit the use of the junction by large vehicles, to mitigate the risk of large vehicles over-running the opposing carriageway on turning into Invincible Road, which was a concern of the original scheme Road Safety Audit. The latest proposals have been assessed by the Safety Audit team and no residual items have been raised.

## **7. Community Engagement**

- 7.1. In late 2017, the County Council undertook a consultation on the Farnborough Growth Package proposals, which included a number of public exhibitions. The consultation material was also available online. This included a proposal showing the principle of creating a new access / egress from Invincible Road onto the A327 Elles Road. This was supported by 74% of people that responded to the consultation questionnaire.
- 7.2. In March 2019, a planning application was submitted to Rushmoor Borough Council for the new access road from Invincible Road onto the A327. The application was approved in May 2019.
- 7.3. Councillor Roland Dibbs; the local Hampshire County Council Member has been provided with the details of the proposed scheme and has raised no comments or objections.

## **8. Statutory Procedures**

- 8.1. The new link between Invincible Road and the A327 Elles Road required planning consent. This was secured in May 2019.
- 8.2. A Traffic Regulation Order will be required to implement a width restriction on the new section of Invincible Road, to limit access through the new junction to vehicles less than 2.0m in width. The land constraints of the site and the presence of the shared use footway/cycleway crossing have required the junction to be compact, to keep the crossing width acceptable. The use of the



junction by HGVs would result in an increased maintenance liability (damage to kerbs etc), therefore a width restriction will be in place to mitigate this.

- 8.3. A traffic order is already in existence to support the 30mph speed limit that will be in place on the new section of Invincible Road and also to support the parking restrictions that will be in place along the full length of new road.
- 8.4. Rushmoor Borough Council are progressing all necessary Orders to support the scheme, with discussion with Hampshire County Council Traffic Management team.

## **9. Land Requirements**

- 9.1. The proposed scheme ties in with existing highway on Invincible Road to the north and with existing highway at the new junction with Elles Road to the south. The remainder of the scheme is on land which currently does not form part of the publicly maintainable highway. Rushmoor Borough Council have the freehold ownership of the land.
- 9.2. Rushmoor Borough Council are delivering the works under the Capital Schemes Preparation Design and Implementation Agency Agreement with Hampshire County Council, therefore there is no requirement for licence arrangements to permit access and works on the areas of land within Rushmoor Borough Council ownership. An application for a permit to complete works on the highway will be made in advance of the works under the Hampshire County Permit Scheme.
- 9.3. Rushmoor Borough Council have confirmed that it is willing to dedicate the new road created by this scheme as highway maintainable at public expense and that it would support Hampshire County Council in pursuing the legal mechanism to achieve this. Hampshire County Council is willing and intends to adopt the road as highway maintainable at public expense. The road will be opened for public use upon completion of the works. Dedication as highway will take place following completion of construction.

## **10. Maintenance Implications**

- 10.1. The scheme is being constructed on behalf of the Highway Authority. The road will be dedicated by the freeholder (Rushmoor Borough Council) as highway for the use of the public and adopted by the highway authority (Hampshire County Council) as publicly maintainable. The system of streetlighting will be accrued under the Hampshire Streetlighting PFI contract.

10.2. Hampshire County Council Asset Management team have been consulted on the design. All comments received during this consultation have been incorporated in the final design.

10.3. The scheme will have an impact on future maintenance budgets, this is expected to be approximately £1,300 per annum.

## **11. Recommendation(s)**

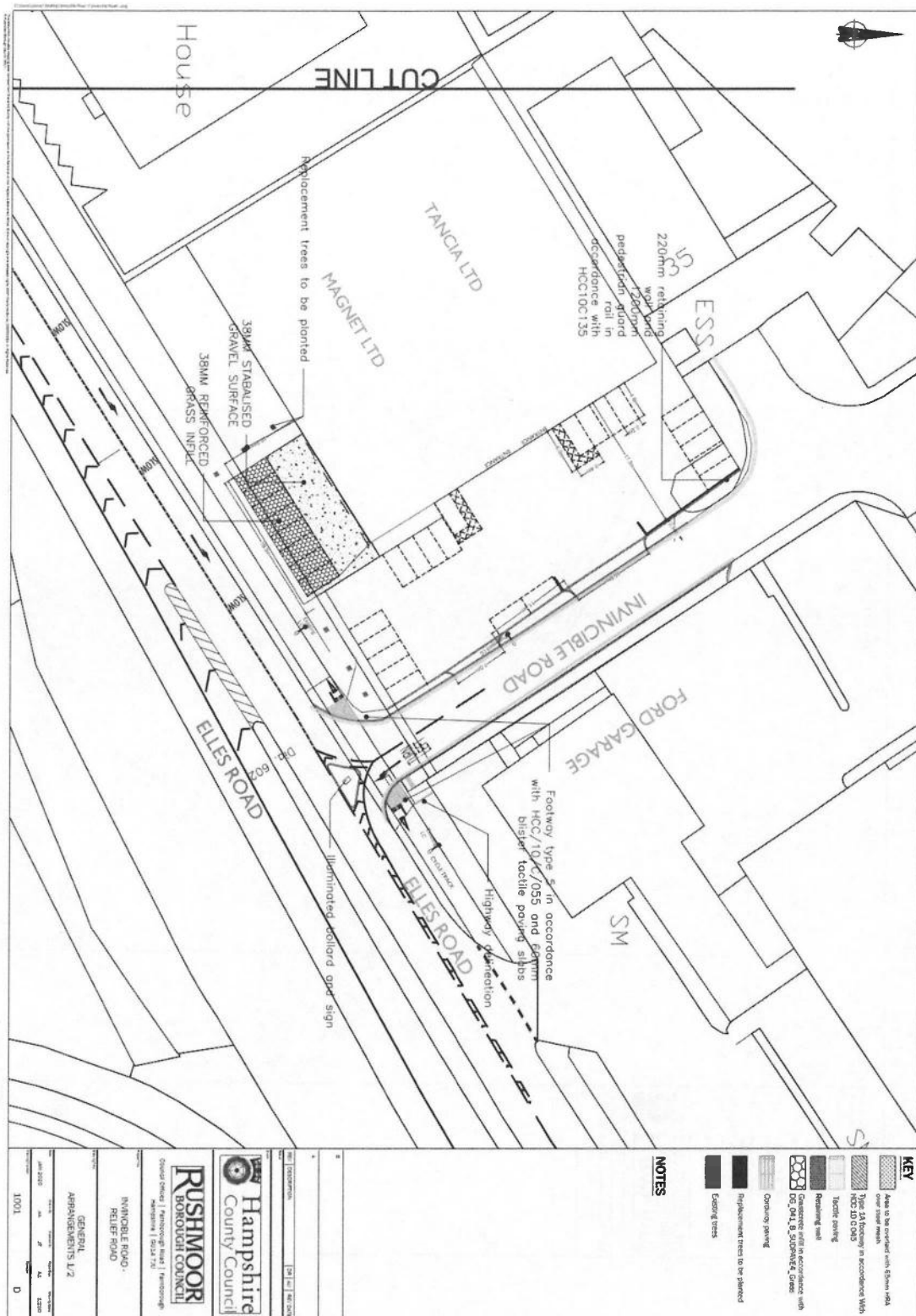
11.1. That the Director approves the details of the Invincible Road scheme, as set out in this paper.

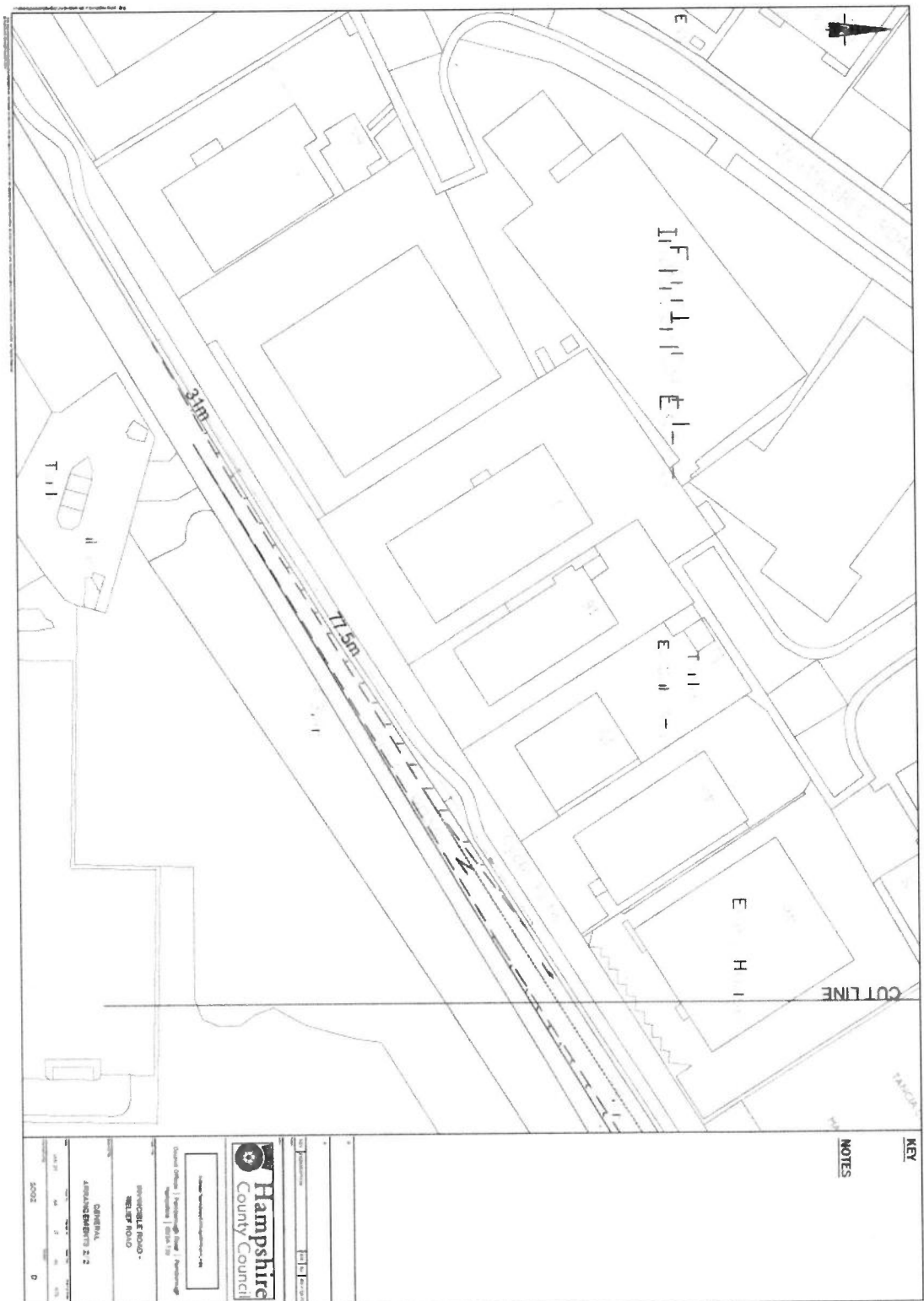
11.2. That the Director gives approval to procure, spend and enter into necessary contractual arrangements to implement this scheme, at a total estimated cost of £228,700, to be funded by Local Growth Fund from the EM3 LEP.

11.3. That the Director gives approval to enter into the necessary deed for dedication of the road as highway for the use of the public and adoption of the road as publicly maintainable.



## Appendix A: General Arrangement Drawings





KEY

NOTES

**Hampshire**  
County Council

Planning Department  
Planning Officer: [Name]  
Telephone: [Number]  
Email: [Address]

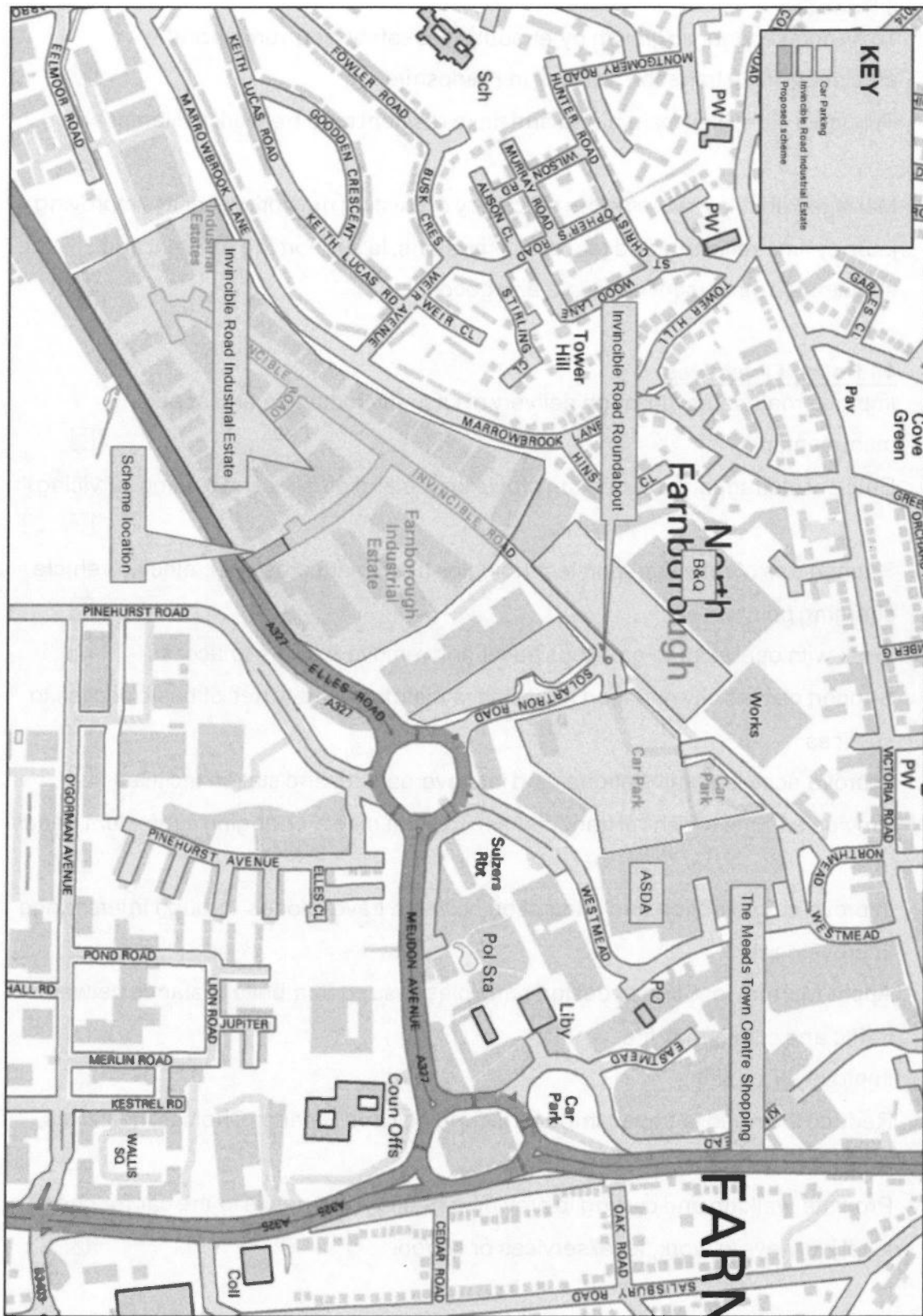
PROPOSED ROAD -  
[Name]

GENERAL  
[Name]

2002







## **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:	No
People in Hampshire enjoy a rich and diverse environment:	No
People in Hampshire enjoy being part of strong, inclusive communities:	No

**Other Significant Links**

<b>Links to previous Member decisions:</b>	
<u>Title</u> Executive Member for Environment and Transport: Title: Farnborough Growth Package and Blackwater Valley Gold Grid Report From: Director of Economy, Transport and Environment	<u>Date</u> 13 March 2018
<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:

Impact	
Age	None
Disability	None
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	Farnborough

### 2. Impact on Crime and Disorder:

No impact is anticipated from this decision on issues of crime and disorder.

### 3. Climate Change:

The scheme will contribute to a reduction in traffic congestion around the Invincible Road junction with Solartron Road and contribute to a general improvement to the efficiency of the road network in the area. The reduction in traffic congestion associated with the scheme will deliver a reduction in vehicle emissions and energy consumption when compared to the existing situation.

The scheme also adds to the existing cycle and pedestrian network in the area. It provides a road link through to the commercial/retail and employment centres in Invincible Road, creating a more direct route to many parts of Invincible Road from the existing highway along a route which will be less heavily trafficked than

the main access road. This provides an alternative travel option for employees and customers of local businesses in the area, encouraging them to make use of sustainable transport modes.