

# HAMPSHIRE COUNTY COUNCIL

## Decision Report

<b>Decision Maker:</b>	Executive Member for Economy, Transport and Environment
<b>Date:</b>	2 July 2020
<b>Title:</b>	Project Appraisal: Whitehill Bordon Relief Road: Junction 2 to 3 Shared Use Footway/Cycleway
<b>Report From:</b>	Director of Economy, Transport and Environment

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### Purpose of this Report

1. The purpose of this report is to provide details of the Whitehill and Bordon Relief Road: Junction 2 to 3 Shared Use Footway/Cycleway scheme and seek approval to progress with the necessary procurement, spending and contractual arrangements to deliver the works.

### Recommendations

2. That the Executive Member for Economy, Transport and Environment approve the Project Appraisal for the Whitehill and Bordon Relief Road: Junction 2 to 3 Shared Use Footway/Cycleway scheme in Bordon, as outlined in this report.
3. That approval be given to procure, spend and enter into necessary contractual arrangements, in consultation with the Head of Legal Services, to implement the Whitehill and Bordon Relief Road: Junction 2 to 3 Shared Use Footway/Cycleway scheme, as set out in the supporting report, at an estimated cost of £696,000 to be funded by the EM3 LEP.
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 Economy, Transport and Environment.
5. 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 Relief Road: Junction 2 to 3 Shared Use Footway/Cycleway scheme to be implemented.

## **Executive Summary**

6. This report seeks to set out the background to the project to provide a shared-use pedestrian and cycle facility on the eastern side of the Whitehill and Bordon Relief Road (A325) between Junction 2 and Junction 3. The scheme will complete a continuous route for pedestrians and cyclists along the full length of the Relief Road and address the issues that have been highlighted by the local community regarding pedestrians currently walking down the A325 verge, due to a lack of nearby alternative north-south routes at present.
7. This scheme will contribute to the continuing development of an area-wide network of pedestrian and cycle improvements that are being developed by the County Council and partner organisations as part of the regeneration of Whitehill and Bordon. The scheme has the potential to reduce short car journeys within the town and thus support the school travel plan targets and the wider public health benefits. It will provide a better-quality environment to encourage and enable residents of the town to choose more active modes of transportation for local activities.
8. A location plan and general arrangement plans of the proposed scheme are supplied in the Appendices.

## **Contextual information**

9. The A325 Whitehill & Bordon Relief Road was opened in January 2019; the road is a 4km two-way single carriageway, the majority of which has a 40mph speed limit. Much of the route has a shared-use footway and cycleway running adjacent to the carriageway, however between Junctions 2 and 3, there is currently no off-road pedestrian/cycle provision. The masterplan for the adjacent Prince Philip Park development includes a suitable pedestrian facility linking junction 2 to 3 within the site boundary, therefore an on-highway facility was not constructed as part of the main construction work for the Relief Road. However, the redevelopment of this part of the Prince Philip Park site has been delayed and is not yet due for redevelopment, therefore the proposal is to provide this final section of shared footway/cycleway in the highway verge of the Relief Road. This will deliver route continuity for pedestrians and cyclists along the full length of the Relief Road, to accommodate north-south movements between new and existing areas of the town and enable the use of active travel modes for local journeys.

## **Finance**

10. The Covid-19 virus brought a temporary halt to many of the County Council's construction projects. While work has largely now been able to re-start, there may be a financial impact to working in accordance with 'Covid-secure' guidance on site. The costings set out below were prepared pre-Covid, and any increase to ensure safe ways of working has not been factored in at this stage.
11. For schemes of more than £0.5million in value, if tenders/quotations exceed the approved amount by more than 10% then Financial Regulations require that further Executive Member approval is sought.

12.	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	125	18	EM3 LEP funding	696
	Client Fee	28	4		
	Supervision	21	3		
	Construction	522	75		
	Land	0	0		
	<b>Total</b>	<b>696</b>	<b>100</b>	<b>Total</b>	<b>696</b>

13.	<u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in current expenditure	13	0.011%
	Capital Charge	67	0.042%

## Programme

14.

	<b>Gateway Stage</b>			
	<b>3 (PA)</b>	<b>Start on site</b>	<b>End on site</b>	<b>4</b>
<b>Date</b>	May 2020	Sept/Oct 2020	December 2020	Dec 2021

## Scheme Details

15. The scheme will deliver the final section of shared-use pedestrian and cycle facility along the A325 Whitehill and Bordon Relief Road, to provide route continuity for active travel modes along the full length of the new road. The new facility will be approximately 1km in length and 3m in width throughout, linking Junction 2 and 3 (Oakhanger Road to the Town Centre Link Road) along the east side highway verge. The works will include associated landscaping, additional streetlighting where necessary and tie-in with the existing crossing facilities at the junctions each end.

## Departures from Standards

16. No departures from standards are proposed.

## **Consultation and Equalities**

17. The local County Council Member, Councillor Adam Carew has been involved in the development of the scheme and was briefed on the proposals at a meeting between Hampshire County Council and Councillor Carew on 24 January 2020 at Whitehill Village Hall. Councillor Carew is in support of the proposed scheme.
18. The issues relating to a lack of continuity of pedestrian and cycle provision between Junction 2 and Junction 3 of the Relief Road has been raised by members of the local community and local community groups. Hampshire County Council officers attend regular meetings with the Whitehill and Bordon Regeneration Company (WBRC) who is the lead developer of the regeneration site to the east of the proposed scheme. The County Council also regularly attends the Xchange group of key local stakeholders.
19. Hampshire County Council will continue to keep Whitehill Town Council and East Hampshire District Council updated, whilst also briefing the Xchange group on the proposals at appropriate points in the process.
20. The scheme links with the wider package of walking and cycling improvements being developed and delivered in this area. These measures will help support behavioral change through travel planning with respect to school journeys for parents and children attending the nearby schools. The scheme is considered to have a neutral impact on groups with protected characteristics. A full Equality Statement for the scheme is provided at the end of the report.

## **Statutory Procedures**

21. The Whitehill and Bordon Relief Road has Protected Street Status under Section 61 of the New Roads and Street Works Act, which restricts construction and associated traffic management activities that can be undertaken on this section of road. Therefore, under the requirements of Section 61, the formal consent of the Street Authority has been sought to allow the works to go ahead within the Protected Street. This scheme is considered necessary in order to address a community road safety concern associated with the main Relief Road project and furthermore, the new shared use facility is located within the existing highway verge and off-set from the existing carriageway construction, meaning that it does not affect the integrity of the existing highway asset. With consideration of this, the Street Authority gave consent to the works on 3 June 2020, subject to a condition that monitoring of the impact of the scheme on traffic flows would be undertaken throughout the works duration and agreed mitigating actions taken if deemed appropriate.
22. The necessary temporary traffic signals approval and Streetworks permit will be arranged prior to the commencement of the works.

## **Land Requirements**

23. The full extent of the work is within the existing highway; it is a change of use for the existing area of highway verge on the east side of the relief road to a surfaced pedestrian and cycle path.
24. The preferred location for the site compound for welfare and storage is on land belonging to the Ministry of Defence, within the boundary of the WBRC development site and directly adjacent to the relief road. WBRC has been engaged during the development of this scheme and the necessary arrangements for a licence agreement for access and use of this land and will be progressed by Hampshire County Council Legal Services, to be complete prior to commencement of construction.

## **Maintenance**

25. ETE Asset Management team has been consulted on the proposals and has agreed to the standard of highway materials being used. The proposed scheme will have an impact on the maintenance budget in future years, this is expected to be approximately £13,000 per annum.

## **Conclusions**

26. The scheme is being delivered in response to concerns relating to the safety of pedestrians walking on the highway verge of the Relief Road due to a lack of other north-south pedestrian facilities in this area at this time. The project will deliver high-quality pedestrian and cycle facilities which will address this issue and also add to the emerging route network within Whitehill and Bordon, thereby supporting sustainable and active travel choices for local journeys. The scheme has been funded by the EM3 LEP, which considers this to be a priority scheme for delivery in the near term. Approval of the recommendations within this report would facilitate delivery of the scheme as soon as possible.

**REQUIRED CORPORATE AND LEGAL INFORMATION:**

**Links to the Strategic Plan**

<b>Hampshire maintains strong and sustainable economic growth and prosperity:</b>	Yes
<b>People in Hampshire live safe, healthy and independent lives:</b>	Yes
<b>People in Hampshire enjoy a rich and diverse environment:</b>	Yes
<b>People in Hampshire enjoy being part of strong, inclusive communities:</b>	Yes

**Other Significant Links**

<b>Links to previous Member decisions:</b>	
<u>Title</u>	<u>Date</u>
Project Appraisal – CMS2318 Whitehill & Bordon Relief Road Phase 1	20 Jan 2015
Project Appraisal – CMS2319 Whitehill & Bordon Relief Road Phase 2	31 Mar 2016

**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.)

<u>Document</u>	<u>Location</u>
None	

## **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 characteristic connected to that characteristic;
- Take steps to meet the needs of persons sharing a relevant protected characteristic 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 which participation by such persons is disproportionately low.

### **2. Equalities Impact Assessment:**

The proposals have undergone an equalities impact assessment and it is considered that the scheme will have a positive impact on the safety of pedestrians and cyclists in the local area. No additional impacts have been identified for people with protected characteristics, so the scheme has been assessed as having a neutral impact.