

## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Economy, Transport and Environment
<b>Date:</b>	8 October 2020
<b>Title:</b>	Project Appraisal Update – Town Mills, Andover
<b>Report From:</b>	Director of Economy, Transport and Environment

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#### Purpose of this Report

1. The purpose of this paper is to seek approval for the additional £312,000 increase in budget variation from the original Project Appraisal that was previously approved for Town Mills, Andover, in September 2019.

#### Recommendations

2. That the Executive Member for Environment and Transport approves the revised project appraisal for the improvements at Town Mills, Andover, as set out in this paper.
3. That approval be given to increase the Capital Programme value of Town Mills, Andover from £1,303,000 to £1,615,000 (increase of £312,000) to be funded by existing developer contributions.

#### Executive Summary

4. The project is an accessibility improvement scheme in the Town Mills area of Andover. A detailed Project Appraisal was previously approved by the Executive Member of Environment and Transport in September 2019. A link to the Project Appraisal report is as follows:  
<https://democracy.hants.gov.uk/ieDecisionDetails.aspx?ID=1227>
5. This Project Appraisal update seeks further funding to meet the unforeseen additional costs which have arisen due to uncharted services, the discovery and disposal of asbestos material from site, and delays to associated utility works caused by the Covid-19 Pandemic.

#### Contextual Information

6. Construction work began in January 2020 and was first delayed due to Southern Gas Network's (SGN) uncovering uncharted services while

undertaking a gas main diversion on behalf of Hampshire County Council. This subsequently caused delay while the site team tried to ascertain the owner of the apparatus before this could be mitigated.

7. Further delays were caused when work on site had to cease in response to the Covid -19 pandemic. This required the utility diversion works to stop and SGN had to demobilise all plant and material from site. The utility contractor remobilised and restarted the diversion works in early May, completing their works in early July.
8. The main contractor experienced further delay when asbestos material was discovered while excavating to create a new vehicle access to the Town Mills car park from Western Avenue. The material had to be disposed from site by a specialist contractor.

## **Finance**

An updated finance summary is provided below which includes the increase in costs outlined in this report.

9.	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	210	13.0	EM3 LEP	513
	Client Fee	48	3.0	PRIP	228
	Supervision	153	9.5	Market Town Fund	307
	Construction & Land	1,196	74.0	TVBC	133
		8	0.5	Developer Contribution	434
	Total	<u>1,615</u>	<u>100</u>	Total	<u>1,615</u>

10.	<u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in current expenditure	155	0.097%
	Capital Charge		

## **Programme**

11. The current project programme is provided below which includes the additional work outlined in this report.

Gateway Stage				
	3 - Project Appraisal	Start on Site	End on Site	Review
Date (mm/yy)	09/19	01/20	02/21	02/22

## **Scheme Details**

12. The details of the wider scheme are included in the Project Appraisal report previously approved by the Executive Member of Environment and Transport in September 2019:  
<https://democracy.hants.gov.uk/ieDecisionDetails.aspx?ID=1227>

## **Departures from Standards**

13. None.

## **Consultation and Equalities**

14. The formal consultation for the wider scheme was undertaken between 20 and 31 July 2017. The outcome of the consultation has been previously reported in the Project Appraisal report approved by the Executive Member of Environment and Transport in September 2019.
15. The local County Councillor, Cllr Martin Boiles, supports the scheme.

## **Statutory Procedures**

16. No additional Statutory Procedures are needed for the increase in works outlined in this report.

## **Land Requirements**

17. No additional Land Requirements are needed for the increase in works outlined in this report.

## **Maintenance Implications**

18. There are no additional maintenance implications associated with the increase in works outlined in this report.
19. The maintenance implications associated with the wider scheme are included in the Project Appraisal report previously approved by the Executive Member of Environment and Transport in September 2019:  
<https://democracy.hants.gov.uk/ieDecisionDetails.aspx?ID=1227>

## **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.

## 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>	No

### Links to Previous Members Decisions:

Title: <a href="https://democracy.hants.gov.uk/ieDecisionDetails.aspx?ID=1227">https://democracy.hants.gov.uk/ieDecisionDetails.aspx?ID=1227</a>	Date: Sep 19
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### 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

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 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:**

This decision has been assessed as having a neutral impact on groups with protected characteristics. The scheme is designed to improve accessibility to Andover town centre and the River Anton for pedestrians and cyclists. The proposals will also provide better continuity in the existing cycle network and aims to reduce the dominance of motor vehicles in the town centre. This will also have a positive effect on improving air quality and providing people with sustainable alternatives to access the town centre.