

HAMPSHIRE COUNTY COUNCIL

Officer Decision Record

Decision Maker:	Director of Economy, Transport and Environment
Title:	Whitehill & Bordon GGGL: Ennerdale Road Phase 4 Shared-Use Pedestrian and Cycle Route

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 Whitehill & Bordon GGGL: Ennerdale Road Phase 4 Shared-Use Pedestrian and Cycle Route, 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 £213,000, to be funded from Local Growth Fund from EM3 LEP.
- 1.3. That the Director, gives approval, in consultation with the Head of Legal Services, to progress all appropriate orders, legal agreements, deeds of dedication, notices or statutory procedures and secure any consents, licences, permissions, rights or easements necessary to enable the Whitehill & Bordon GGGL: Ennerdale Road Phase 4 Shared-Use Pedestrian and Cycle Route scheme to be implemented.

2. Reason(s) for the decision:

- 2.1. To improve accessibility, safety and connectivity for cyclists and pedestrians in and around Bordon, thereby encouraging an increase in use of sustainable transport modes, particularly for local journeys within the town. This scheme will facilitate the increased use of sustainable home-to-school travel modes for access to the new Oakmoor Secondary School.

3. Other options considered and rejected:

- 3.1. To do nothing was rejected as this scheme will provide a connection to the new Oakmoor Secondary School site, thereby enabling and encouraging the use of sustainable transport modes. The scheme is also an important element of the Whitehill and Bordon Green Grid Green Loop Project which seeks to deliver a network of pedestrian and cycling routes to sustainably integrate communities and facilities within the new and existing parts of the town.

4. Conflicts of interest:

4.1. Conflicts of interest declared by an Executive Member who is consulted by the officer which relates to the decision:

None

5. Dispensation granted by the Head of Paid Service:

5.1. None

6. Supporting Information:

6.1. None

Approved by: ----- Stuart Jarvis Director of Economy, Transport and Environment		Date: 10/08/2020
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Decision Report

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Title:	Whitehill & Bordon GGGL: Ennerdale Road Phase 4 Shared-Use Pedestrian and Cycle Path

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1. Executive Summary

- 1.1. The purpose of this paper is to provide details of the Whitehill & Bordon GGGL: Ennerdale Road Phase 4 Shared-Use Pedestrian and Cycle Path. The new path forms an important link in the wider Whitehill and Bordon Green Grid Green Loop (GGGL) network; a project which seeks to provide improved connections between new and existing areas of the town through the delivery of high-quality walking and cycling routes.
- 1.2. The proposed scheme will deliver a new shared-use pedestrian and cycle path, approximately 120m in length, through the woodland behind the recently opened Oakmoor Secondary School site. At the south-eastern end, the path will connect with the recently completed GGGL Ennerdale Road Phase 1 scheme (which provides a connection to the rear entrance of the school from the existing areas of highway to the south-west (Ennerdale Road, Oakley Road etc.). The Phase 4 path will proceed in a north-westerly direction to the boundary of the adjacent residential development site (Parcel 3.8), where a future continuation of the GGGL will link through to Station Road. A general arrangement plan of the proposed Phase 4 scheme is in the Appendix.
- 1.3. The proposed scheme will also deliver works to plant numerous new trees as replacements for those felled to facilitate construction of various phases of the Green Grid Green Loop project in and around the Ennerdale Road area. Replanting proposals have been developed whereby two/three trees will be planted for every tree removed, which will offer a good level of canopy cover replacement within a reasonable time.
- 1.4. The alternative option, 'to do nothing' was rejected for two primary reasons. Firstly, the proposed scheme is part of the Whitehill & Bordon GGGL project; the proposed route network of which was an agreed option within the successful EM3 LEP funding bid, which is funding a large proportion of the GGGL project. Secondly, this link will provide an important active travel route through to the new school site for residents in the north-west areas of Bordon, which is key to enabling sustainable transport options, particularly in terms of travel choices made by those attending the new school site.

2. Background

2.1. The Whitehill and Bordon GGGL project seeks to deliver a package of walking and cycling transport improvements in Bordon. The GGGL proposal has been developed in partnership between Hampshire County Council and East Hampshire District Council, and the various construction elements are being delivered in part by Hampshire County Council and part by developers. The aims of the GGGL are to:

- Link together the existing and new areas of town;
- Reduce motor-traffic dominance in the town and thereby free up capacity to support growth in housing and jobs;
- Make the town an attractive place to relocate to;
- Support better health by enabling active travel; and
- Enable sustainable growth by promoting sustainable travel.

2.2. The project has been developed as part of the wider regeneration of Whitehill and Bordon, in response to the sustainable economic growth potential in the area being suppressed by the following factors:

- Traffic dominance and congestion in the town centre
- Poor air quality in the town centre
- Perceptions that walking and cycling are unsafe
- Poor transport infrastructure connectivity resulting in a lack of alternative and sustainable transport options throughout the town
- Severance and disconnection between old and new areas.

2.3. This scheme will directly contribute to the mitigation of two of the issues described above: poor transport infrastructure and connectivity resulting in a lack of alternative and sustainable transport options throughout the town; and severance and disconnection between old and new areas.

2.4. The proposed scheme will connect to a recently completed part of the Green Grid Green Loop network at Phase 1 Ennerdale Road, (behind the recently opened Oakmoor Secondary School site) and link through to the Parcel 3.8 residential development boundary. The Whitehill & Bordon Regeneration Company (WBRC), are committed to deliver the continuation of this link north-westwards through Parcel 3.8 to meet Station Road.

2.5. A plan showing the layout of the GGGL network in this area is included in the Appendix. This plan indicates the location of the proposed Phase 4 scheme. It also shows the position of the Phase 1 Ennerdale Road (delivered November 2019) and the line of the route as it continues through Parcel 3.8 (development of which is planned to commence toward the end of 2020).

2.6. Constructing a shared cycle and footpath to the school site will support one of the aims of HCC's cycling and walking strategies; to enable everyone to reach education and training opportunities by cycling and walking.

2.7. The success of the scheme can be assessed through the programme of monitoring that is included within the EM3 LEP bid for the wider GGGL

network. The use of this element of the GGGL could also be measured through the School travel plan.

3. Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	36	17	LGF from EM3 LEP	213
	Client Fee	15	7		
	Supervision	12	6		
	Construction	150	70		
	Total	<u>213</u>	<u>100</u>	Total	<u>213</u>

3.2	<u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in maintenance expenditure	0	0.000%
	Capital Charges (Depreciation and notional interest charges)	20	0.013%

3.3 There is no expected net increase in HCC maintenance expenditure resulting from this scheme as in delivering these works, the County Council is not acting in its capacity as Highway Authority. The works are not within the existing public highway and the works will not be dedicated as publicly maintainable highway. On completion of the works, future maintenance of the new pedestrian/cycle facility will be the responsibility of the landowner, not the County Council. Further detail on this is in Section 10.

4. Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review

Date (mm/yy)	July 2020	Sept 2020	Oct 2020	Oct 2021
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5. Scheme Details

- 5.1. The scheme will provide a new shared-use pedestrian and cycle path over a length of approximately 120m, between the end of the Phase 1 path (at the rear access to Oakmoor School) through to the boundary of the Parcel 3.8 development site. The path will be 3m in width, with asphalt surfacing and a system of street-lighting.
- 5.2. The western extent of the site is about 150m south-east of Station Road and is accessed via a private un-made road passing through land owned by the Ministry of Defence within Parcel 3.8. This road will provide the construction access, however it does not form part of the future GGGL route as on completion of the Phase 4 works, this area will be within the site development boundary of Parcel 3.8. The developer works will deliver the continuation of the GGGL route through to Station Road.
- 5.3. The route of the path has been agreed with EHDC as landowner, in consultation with EHDC and HCC Arboriculture teams to minimise tree loss. Delivery of the path required twelve trees to be felled; the path route was considered carefully so that the only trees to be felled were those considered to be of low arboricultural value. This work was undertaken by EHDC Arboriculture team in March 2020.
- 5.4. The position of the tie-in of the Phase 4 path at the Parcel 3.8 boundary has been agreed with the Whitehill and Bordon Regeneration Company (WBRC) (the developers of Parcel 3.8), acting as agents on behalf of the Ministry of Defence (the landowner). The Phase 4 path terminates at the land boundary with Parcel 3.8 at the top of an existing drainage ditch; the ditch itself is within the development land. Enabling works are required to facilitate temporary construction access to Phase 4, whereby the ditch will be culverted to provide a level access route from the MoD land and Station Road. On completion, the extent of the Phase 4 works will be fenced at the land boundary with Parcel 3.8 for the safety of the public. The developer of Parcel 3.8 will deliver the permanent ditch crossing as part of their on-site GGGL network.
- 5.5. The proposed scheme also includes measures to plant additional trees in the area around the Ennerdale Road Phase 1-4 shared use path projects, as mitigation for trees that have been felled to facilitate the construction of the new pedestrian and cycle facilities. Replanting proposals include a ratio of two-three trees planted for every tree removed, of a suitable species type in line with the existing range and that would offer a good level of canopy cover replacement within a reasonable time. All replanting proposals are located within areas of EHDC land and the trees shall become the maintenance responsibility of the landowner. EHDC have therefore been consulted on the replanting proposals.

5.6. A general arrangement plan of the Phase 4 scheme is provided in the Appendix.

6. Departures from Standards

6.1. None

7. Community Engagement

7.1 This scheme, and the wider GGGL project, has the support of Councillor Adam Carew; the local Hampshire County Councillor.

7.2 East Hants District Council, Whitehill Town Council and the Whitehill and Bordon Regeneration Company have been contacted regarding the proposals and have raised no objections.

7.3 The concept and routing of the Green Grid Green Loop was proposed through the Walking and Cycling Strategy for Whitehill and Bordon, which was developed and consulted on in 2012/13. The route was highlighted again more recently through consultations conducted in 2016 as part of the relocation of Mill Chase Academy (now Oakmoor School) and 2018 as part of wider highway improvement works in the area associated with the Whitehill and Bordon Integration Project.

8. Statutory Procedures

8.1. Ordinary Water Course consent is required for the proposed modifications to the existing drainage ditch. This matter is progressing and the necessary consent shall be in place prior to the commencement of works.

9. Land Requirements

9.1 The new path is to be constructed on land belonging to EHDC. The proposed construction access route is on land owned by the MoD, soon to be developed by WBRC. There are some minor enabling works required on this MoD land to facilitate construction access. No part of the scheme is within the existing public highway or within land owned by Hampshire County Council.

9.2 EHDC and the MoD have confirmed that they are prepared to give HCC rights to access the land and undertake the works and that they are willing to enter into a licence agreement in this respect. The necessary arrangements are being progressed by HCC Legal Services and shall be in place prior to commencement of construction.

9.3 EHDC has confirmed that it is willing to establish public access rights over the land on which the new path is constructed and has confirmed that it will support HCC in pursuing the legal mechanism to secure such rights under existing delegated authority. A deed of dedication shall be progressed for the purpose of establishing highway access rights only; the works will not be

dedicated as highway maintainable at public expense. The necessary arrangements are being progressed by HCC Legal Services and the dedication and associated access rights shall come into effect upon issue of the works completion certificate.

9.4 The Whitehill and Bordon regeneration approved masterplan shows the extension of the GGGL network from the north-west end of the proposed Phase 4 scheme through Parcel 3.8 and onward to Station Road. The detailed design for the GGGL route through the development site forms part of the planning application for Parcel 3.8. Matters relating to the design, access and future maintenance arrangements for the GGGL elements within Parcel 3.8 are governed by the local planning authority and are outside the scope of this Project Appraisal.

10. Maintenance Implications

10.1 The scheme is being delivered by the County Council in its role as delivery partner for the GGGL as part of the wider regeneration of Whitehill & Bordon. The original GGGL funding application to the EM3 LEP, (to which both EHDC and WBRC (acting as agents for the MoD) are committed), states that maintenance of all new GGGL elements (that are not to be constructed within the existing publicly maintainable highway) shall become the maintenance responsibility of the landowner. On this basis, the route remains privately maintainable. Furthermore, Section 36(2)(a) Highways Act 1980 does not apply to the construction of this route within private land, as the County Council is constructing the route other than in its capacity as Highway Authority. Consequently, the Economy, Transport and Environment department Asset Management team has not been consulted on the proposals as the proposed scheme will have no impact on the maintenance budget in future years.

10.2 With respect to the works on EHDC land, EHDC have confirmed their agreement to the following. Prior to issue of certificate of completion, EHDC will be invited to inspect the works and make comments on any 'snags', following which a completion certificate shall be issued and the contractual defect correction period shall commence. Upon issue of the certificate of completion, the deed of dedication which will secure highway access rights over the path shall be completed. During the defects correction period, HCC (as 'employer' under the works contract) shall be responsible for remediating any defects within the contracted works. EHDC (as landowner) will assume all other liabilities and responsibilities, including those relating to routine maintenance. Upon expiration of the defects period, EHDC shall assume full responsibility for the ongoing management, maintenance and liabilities associated with the new path as the responsible landowner.

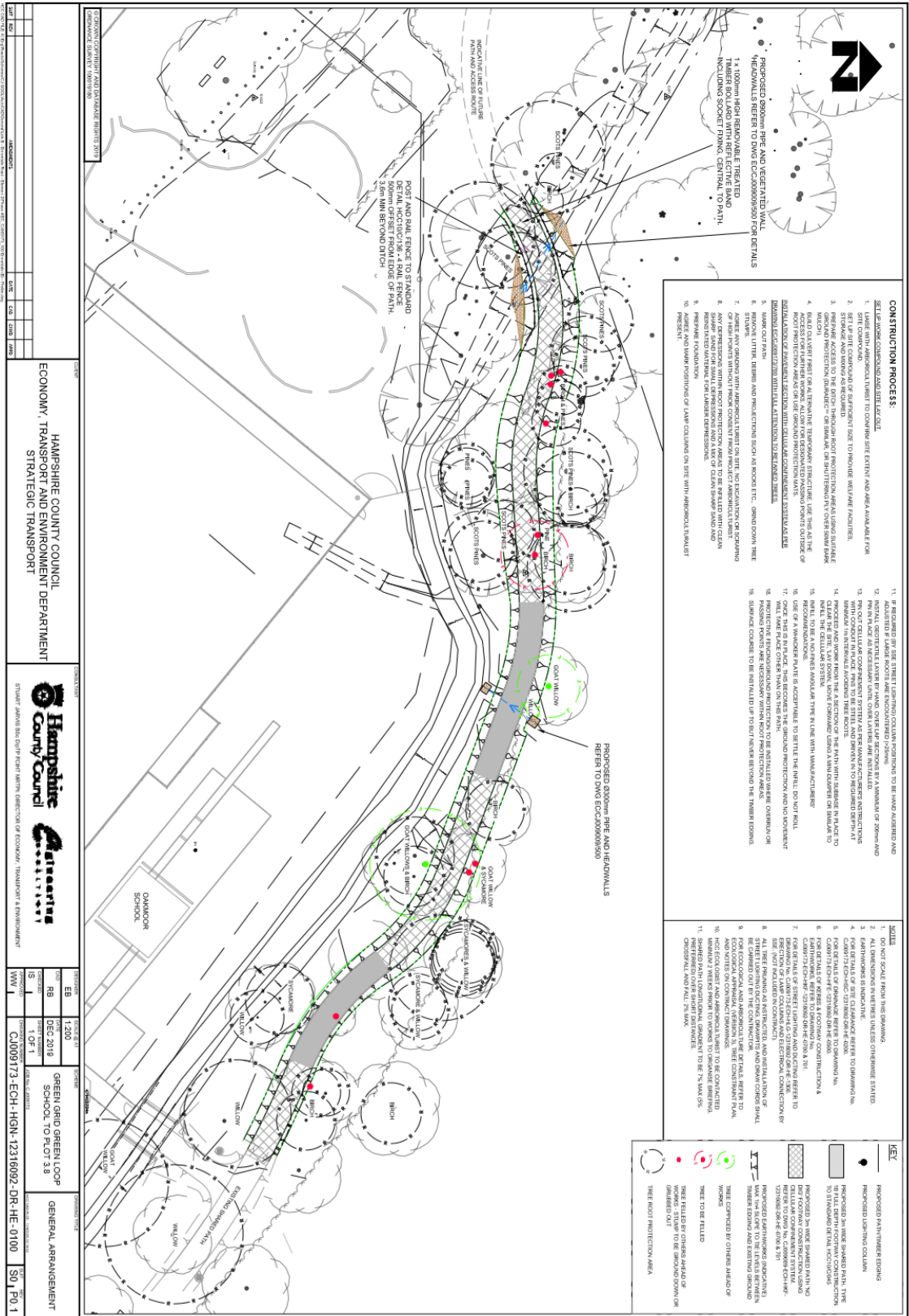
10.3 With respect to the additional tree planting within areas of EHDC land, upon completion of works, EHDC will be invited to inspect the works and make comments on any observed defects. HCC will be responsible for remediating any defects during the maintenance period. Upon expiration of the

maintenance period, EHDC shall be responsible for the ongoing management and maintenance activities as the responsible landowner.

- 10.4 The system of street lighting on this path will be in the ownership of EHDC and accrued for maintenance under the Hampshire Street Lighting PFI. EHDC already have agreements under the PFI for lights in their ownership to be maintained, and lighting along the path will be added to their existing pool. HCC will invoice EHDC for maintenance costs, energy costs and management fee, therefore there is no maintenance cost implication to HCC in this regard. Access for routine maintenance of PFI infrastructure will be via the public highway access rights that shall be established over the path upon completion of construction.

11. Recommendation

- 11.1. That the Director approves the details of the Whitehill & Bordon GGGL: Ennerdale Road Phase 4 Shared-Use Pedestrian and Cycle Path, 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 £213,000, to be funded from Local Growth Fund from EM3 LEP.
- 11.3. That the Director, gives approval, in consultation with the Head of Legal Services, to progress all appropriate orders, legal agreements, deeds of dedication, notices or statutory procedures and secure any consents, licences, permissions, rights or easements necessary to enable the Whitehill & Bordon GGGL: Ennerdale Road Phase 4 Shared-Use Pedestrian and Cycle Route scheme to be implemented.



- CONSTRUCTION PROCESS:**
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11. IF REQUIRED BY THE DESIGN TEAM, THE PROTECTION AREAS SHOULD BE MARKED OUT AND
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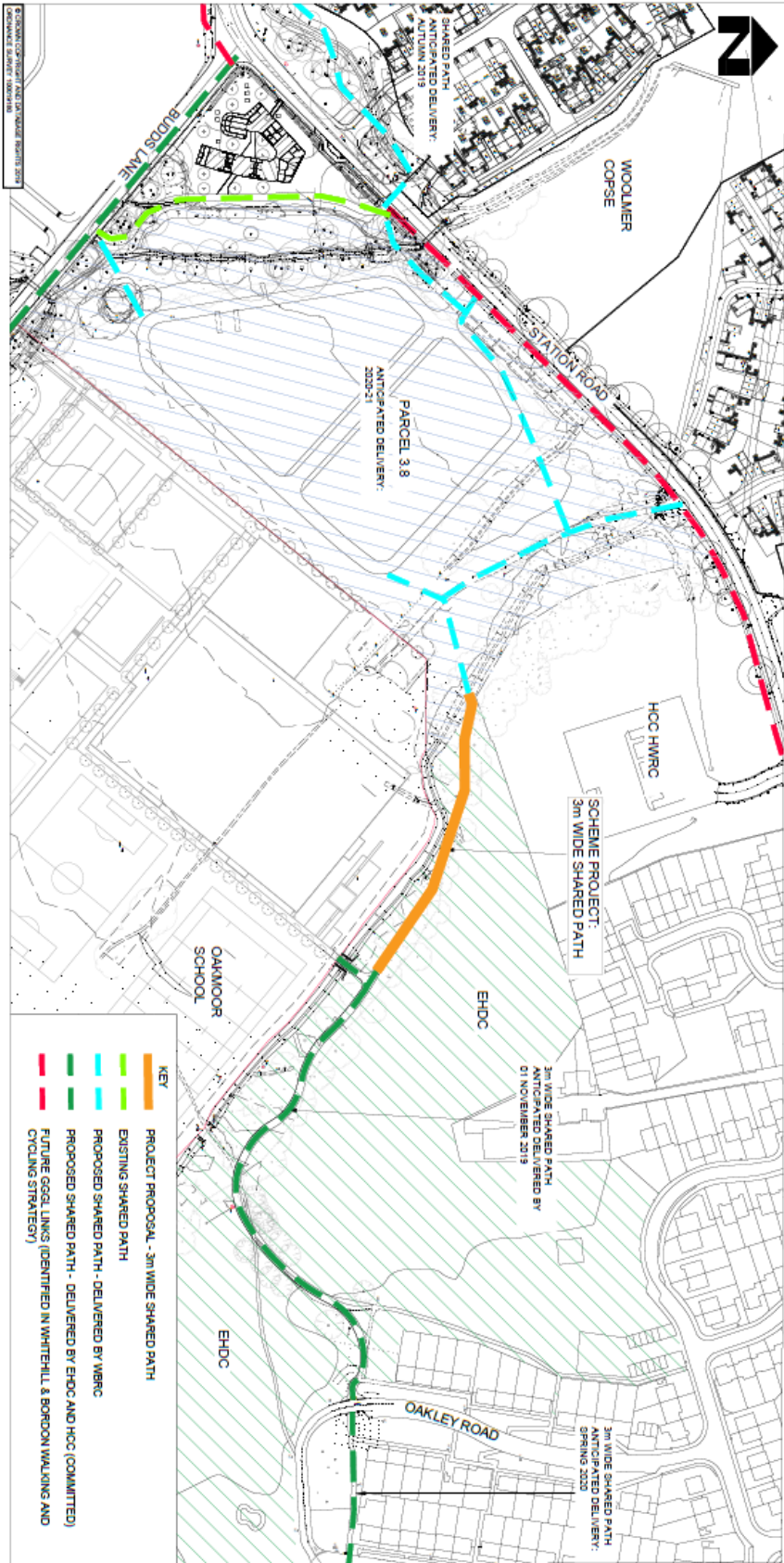
- NOTES:**
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DATE	SCALE	NO.	REVISED
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<p>HAMPSHIRE COUNTY COUNCIL ECONOMY, TRANSPORT AND ENVIRONMENT STRATEGIC TRANSPORT</p> <p>Hampshire County Council ECONOMY, TRANSPORT AND ENVIRONMENT STRATEGIC TRANSPORT</p> <p>STAFF: JAMES BULL (DEPUTY CHIEF EXECUTIVE OFFICER OF ECONOMY, TRANSPORT & ENVIRONMENT)</p>			
PROJECT	LOCATION	DATE	SCALE
GREEN GRID GREEN LOOP	GREEN GRID GREEN LOOP	DEC 2018	1:50
PROJECT NO.	PROJECT NAME	PROJECT NO.	PROJECT NAME
CJ009173-ECH-HGN-12316092-DR-HE-0100	GREEN GRID GREEN LOOP	CJ009173-ECH-HGN-12316092-DR-HE-0100	GREEN GRID GREEN LOOP
PROJECT NO.	PROJECT NAME	PROJECT NO.	PROJECT NAME
50	PO	1	1

Appendix B - GGGL/land plan



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

Other Significant Links

Links to previous Member decisions:	
<u>Title</u>	<u>Date</u>
Direct links to specific legislation or Government Directives	
<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	High
Disability	Medium
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	Bordon

The proposed off-road shared-use path will have a positive impact on those road users considered to be more vulnerable, particularly in the case of local school children. The proposed improvements will assist those pedestrians identified above, by providing a well-connected and sustainable transport link within the town, for commuting, school and leisure purposes.

2. **Impact on Crime and Disorder:** None

3. **Climate Change:**

The proposed scheme will encourage the use of sustainable transport modes for local journeys, particularly travel between home and school. This will reduce the reliance on car use for local journeys within the town, which in Bordon has been particularly high in the past due to historical issues relating to the severance of the town by the old A325. Consequently, the scheme will provide options to reduce carbon emissions and enable sustainable travel for home to school journeys.