

COUNTY COUNCIL

Officer Decision Record

Decision Maker:	Director of Economy, Transport and Environment
Title:	Whitehill Bordon GGGL: Conde Way Roundabout Improvements

Contact name: Allen Harris

Tel: 07834 123434

Email: Allen.harris2@hants.gov.uk

1. The decision:

- 1.1. That the Director of Economy Transport and Environment approves the Project Appraisal of the 'Whitehill Bordon GGGL: Conde Way Roundabout Improvements' ("the Scheme") as set out in this paper.
- 1.2. That the Director gives approval to procure, spend and enter into contractual arrangements (in consultation with the Head of Legal Services) for the dedication of land and implementation of the Scheme at a total estimated cost of £153k, to be funded from Enterprise M3 Local Enterprise Partnership (EM3 LEP).
- 1.3. That the Director gives approval, in consultation with the Head of Legal Services, to enter into any necessary licenses consents approvals and agreements with East Hants District Council prior to the start of works to enable implementation of the Scheme.

2. Reason(s) for the decision:

- 2.1. Whitehill & Bordon is being transformed into a prosperous "green and healthy town" with a new town centre of 3,350 new homes and 5,500 new jobs. The present agreed HCC Sustainable Transport Improvements Package proposes the following: -
 - a) to provide walking, cycling and urban realm improvements in Whitehill and Bordon;
 - b) to remove barriers to movement in order to safeguard communities;
 - c) to make the town more attractive and connect local communities.

The package proposed to deliver this is;-

- 1) Conde Way Roundabout Improvements, a link of the Green Grid Green Loop.

3. Other options considered and rejected:

3.1. The junction improvements considered in this report allow connectivity of proposed cycle facilities for which the current layout is insufficient and fails to deliver the appropriate crossing facilities to encourage use by cyclists of the wider network, therefore, the option of do nothing was rejected.

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.

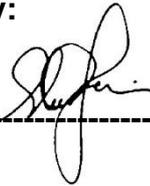
5. Dispensation granted by the Head of Paid Service:

5.1. None

6. Supporting Information:

6.1. None

Approved by:



Stuart Jarvis

Director of Economy, Transport and Environment

Date:

19/11/2020

HAMPSHIRE COUNTY COUNCIL

Decision Report

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Title:	Whitehill Bordon GGGL: Conde Way Roundabout Improvements

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1. Executive Summary

- 1.1. This Scheme is part of a successful bid for £3.14m to the EM3 LEP in July 2018 titled, 'Whitehill and Bordon Sustainable Transport Improvements Package'. This package was prepared as a response to the sustainable economic growth potential in Whitehill and Bordon, to encourage walking and cycling.
- 1.2. LEP funding is allocated to Hampshire County Council (HCC) who have identified the scheme which has been further developed and is to be delivered by HCC.
- 1.3. HCC will enter into the necessary legal agreements with East Hants District Council prior to start of works to implement the scheme.
- 1.4. This package consists of schemes:
 1. Conde Way Roundabout Improvements, a link of the Green Grid Green Loop.
- 1.5. Alternative Options Considered and Rejected: The junction improvements considered in this report are required to improve existing crossing facilities, not currently available for cyclists, to tie into the wider planned cycle network and therefore the option of do nothing was rejected.
- 1.6. Measures of Success; Monitoring will be covered under other budgets to understand how modes of travel might change.

2. Background

- 2.1. The GGGL is a wider strategic network of cycle facilities that links the whole of Bordon. The GGGL traverses both highway and private land (See location plan in Appendix A).
- 2.2. This roundabout improvement aims to provide appropriate cycle and pedestrian crossing facilities for users using the existing shared use cycle routes in C114 Camp Road / Conde Way to meet the objectives of the Whitehill and Bordon Walking and Cycling Strategy and is to be fully designed and implemented by HCC in partnership with EHDC.
- 2.3. This Scheme is part of a successful bid for £3.14m to the EM3 LEP in July 2018 titled, 'Whitehill and Bordon Sustainable Transport Improvements Package'. This package was prepared as a response to the sustainable economic growth potential in Whitehill and Bordon, to encourage walking and cycling.
- 2.4. East Hants District Council (EHDC) led the bid in partnership with HCC who will deliver schemes identified in the bid.

3. Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	18	12	EM3 LEP	153
	Client Fee	8	5		
	Supervision	16	10		
	Construction	100	65		
	Land	1	1		
	Contingency	10	7		
	Total	<u>153</u>	<u>100</u>	Total	<u>153</u>

3.2	<u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in maintenance expenditure	1.00	0.0001%
	Capital Charges (Depreciation and notional interest charges)	0.15	0.009%

3.3 The funding of the tree replacement described in paragraph 5.4 below has been approved in the Project Appraisal Officer Decision Record for Whitehill Bordon GGGL: Ennerdale Phase 4 Shared-Use Pedestrian and Cycle Route dated 10 August 2020.

4. Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (30/20)	November 2020	January 2021	March 2021	March 2022

5. Scheme Details

- 5.1. The scheme consists of the improvements to the existing Camp Road / Conde Way roundabout junction including widening of the crossing / splitter islands, dropped crossing upgrades and additional drainage to mitigate standing water at the crossing points in accordance with Figure 1 in Appendix B – Conde Way Roundabout Improvements - General Arrangement.
- 5.2. The specification for this work is per HCC standard for highway construction.
- 5.3. Due to poor health and damage at the base with associated decay, a mature oak tree on EHDC land, currently leaning into an adjacent tree is to be removed on the advice of HCC Arboriculture Team and agreed with EHDC Arboriculture Officer.
- 5.4. A GGGL tree/shrub replanting scheme led by HCC arboriculture will follow on completion of this GGGL link. The tree to be removed as part of this scheme will be replaced with two new trees at an alternative location in collaboration with the local County Councillor and Whitehill Town Council.
- 5.5. A stage 2 Road Safety Audit has been carried out with minor recommendations addressed.

6. Departures from Standards

- 6.1 Local Transport Note 1/20: Cycling Infrastructure Design, published Summer 2020, provides guidance to local authorities on delivering high quality, cycle infrastructure and replaces previous guidance. Although the scheme does not segregate cyclists from pedestrians (which would require significant land

acquisition and is not feasible at this location) the design falls within the guidance and is consistent with the local network.

7. Community Engagement

- 7.1. EHDC commissioned the original bid development and is in full support of the scheme.
- 7.2. The local County Councillor, Adam Carew supports the scheme.
- 7.3. Whitehill Town Council (WTC) have been informed of the scheme and support the initiative to improve sustainable transport measures in the town. Further communications will be made with WTC to address any queries and ensure that he is fully informed on the delivery of the scheme.
- 7.4. The Whitehill Bordon Transportation website will be updated and local residents / businesses will be informed of the works prior to commencement.

8. Statutory Procedures

- 8.1. Conversion of the existing lengths of footway to new shared use footway and cycleway sections will be carried out in accordance with sections 65 and 66 of the Highways Act 1980.
- 8.2. There are no alterations to existing Traffic Regulation Orders proposed.
- 8.3. A Stage 3 Road Safety Audit will be carried out on completion of the scheme with any recommendations considered and implemented where applicable.

9. Land Requirements

- 9.1. The civils works are mainly to be carried out within public highway except where stated in paragraphs 9.2, 9.3 and 9.4 below.
- 9.2. An area of EHDC land on the western verge in Camp Road may be required for use as site storage by the Contractor which has been agreed by EHDC. This will be subject to a works licence agreement between HCC and EHDC which will be completed prior to start of works.
- 9.3. Access to EHDC land to remove the tree will be required and has been agreed by EHDC. This will be subject to a works licence agreement between HCC and EHDC which will be completed prior to start of works.
- 9.4. In addition, a small area of verge (less than 2 square metres) owned by EHDC will be required to widen the footway to 3 metres on the corner of

Camp Road and Woolmer Way. It has been agreed between HCC and EHDC that this land will be dedicated to enable the construction and use of this area of cycle facility to be maintained by HCC. The relevant agreement / dedication and licence for works are being progressed and will be completed prior to start of the works.

10. Maintenance Implications

- 10.1. HCC Highways Asset Management has been consulted regarding the proposed works. There are minor asset management implications impacting HCC Highways Asset Management and the future maintenance of the asset. These include additional gullies and pipes to prevent ponding at the crossing pints, a small section of additional cycleway and associated signs.
- 10.2. The replacement trees to be provided at locations agreed with landowners in Whitehill and Bordon will be maintained by the relevant landowner.

11. Recommendations

- 11.1. That the Director approves the details of the Whitehill Bordon GGGL: Conde Way Roundabout Improvements (“the Scheme”) as set out in this paper.
- 11.2. That the Director gives approval to procure and spend and enter into contractual arrangements (in consultation with the Head of Legal Services) for the dedication of land and implementation of the Scheme, at a total estimated cost of £153k, to be funded from Enterprise M3 Local Enterprise Partnership (EM3 LEP).
- 11.3. That the Director gives approval, in consultation with the Head of Legal Services, to enter into any necessary licenses consents approvals and agreements with East Hants District Council prior to the start of works to enable implementation of the Scheme.

APPENDIX A – LOCATION PLAN

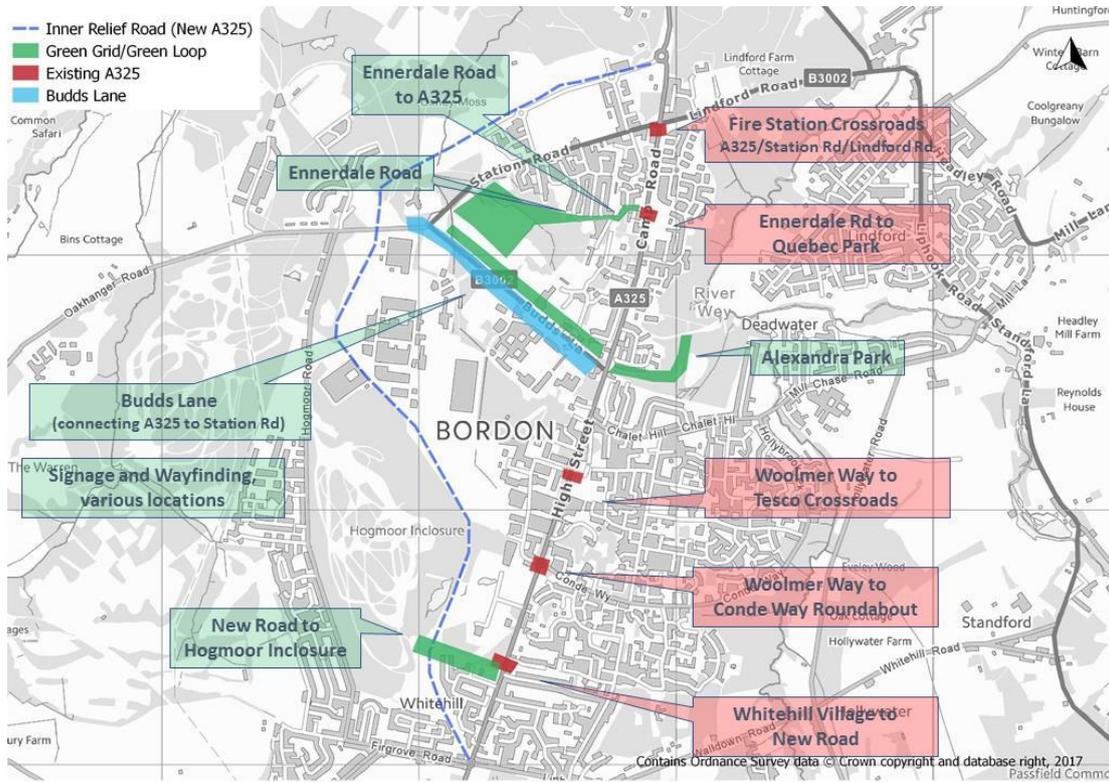


Figure 1 - Map showing the Whitehill and Bordon Sustainable Transport Improvements Package areas, including the Green Grid/Green Loop and Ennerdale Road

APPENDIX B – GENERAL ARRANGEMENT

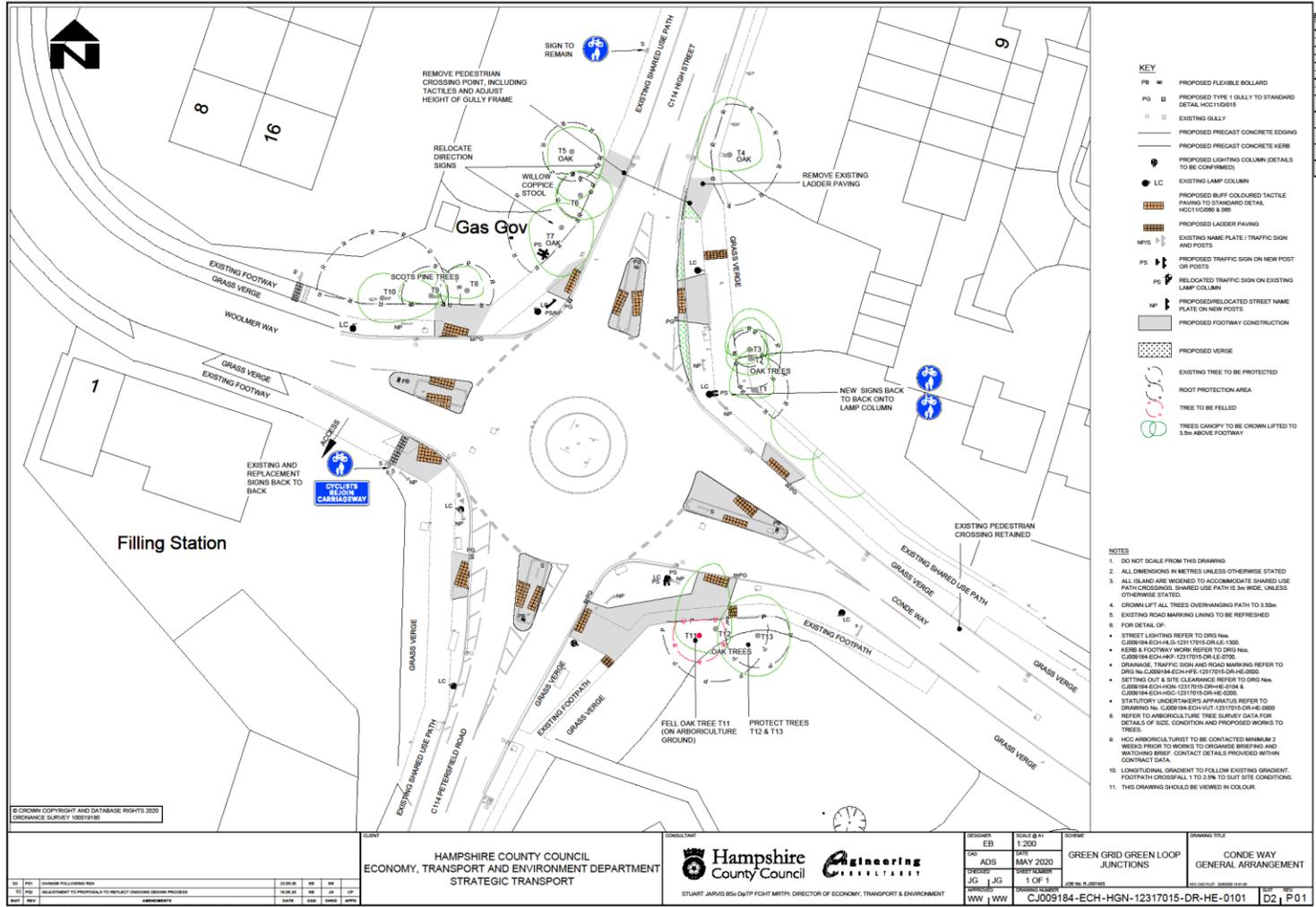


Figure 2 Conde Way Roundabout Improvements – General Arrangement

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:	yes
People in Hampshire enjoy being part of strong, inclusive communities:	yes

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	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	None

2. Impact on Crime and Disorder: None

3. Climate Change:

Opportunity to develop a sustainable route and link to connect people to the town and their residential areas by active travel thus reducing carbon emissions and particle pollutants and congestion and also engine idling in traffic. The land and tree management may offer a more productive ecological system that stimulates and adds oxygen and takes out and converts carbon dioxide from the atmosphere. An orchard is to be planted adding to the increased carbon cycle and all the benefits that this brings as it increases biomass.