

HAMPSHIRE COUNTY COUNCIL

Decision Report

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| Decision Maker: | Executive Member for Economy, Transport and Environment |
| Date: | 11 March 2021 |
| Title: | ATF Brighton Way Cycle Route, Basingstoke Cycle Route Scheme |
| Report From: | Director of Economy, Transport and Environment |

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Purpose of this Report

1. The purpose of this report is to provide detail and seek approval to implement the Brighton Way Cycle Route scheme in Basingstoke.

Recommendations

2. That the Executive Member for Economy, Transport and Environment approves the Project Appraisal for the Brighton Way cycle route Scheme in Basingstoke, as detailed in Appendix 1 of 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 proposed Brighton Way cycle route scheme at an estimated cost of £551,202 to be funded from the Active Travel Fund from the Department for Transport and developer contributions.
4. That authority to make arrangements to implement the scheme, including minor variations to the design or contract, be delegated to the Director of Economy, Transport and Environment.

Executive Summary

5. The County Council has recently secured £3.28 million of funding from the Department for Transport's (DfT) Active Travel Fund, which aims to provide a range of measures to create better spaces for walking and cycling in local communities.
6. The scheme to add a new cycle route along the Brighton Way was included within Hampshire's successful Tranche 2 bid for grant funding.
7. While the funding has been made available by the DfT, it is important to note that this scheme also supports the County Council's established priorities to

improve air quality in local communities, help reduce carbon emissions in line with the climate change strategy, support local business in promoting active travel within their workplace, support the wellbeing of residents by providing active travel options, and contributing to a greener and healthier Hampshire.

8. The new Brighton Way cycle route will link through to improved cycle infrastructure on the A30 Brighton Hill roundabout and will extend the cycling provision through to the junction with Sullivan Road.

Contextual information

9. The scheme will provide a fully segregated cycle track along Brighton Way from Brighton Hill Roundabout to Sullivan Road. The scheme will link directly into the cycle routes that will be provided through Brighton Hill Roundabout as part of the planned improvement scheme there. The cycle track has been designed in accordance with the latest national guidance, which aims to provide higher quality cycle routes that will be safe and attractive to use and segregate cyclists from other modes.
10. The new 3.0m wide cycle track will be built alongside the existing footpath in Brighton Way. It will be constructed at a lower level than the footpath and be separated from it with a chamfered kerb that is detectable by users with impaired vision. The height difference between the stepped cycle track and the footpath will be 50mm which is recommended within the DfT's guidance in Local Transport Note 1/20.
11. The existing footpath will be replaced with a new 2.0m wide footpath. The existing concrete slabs will be removed and replaced with asphalt surfacing.
12. The new footpath and cycle track will be lit with new street lighting placed at the furthest edge of the footpath and will be spaced to provide constant lighting levels along the scheme.
13. The surface water from the new footway and cycle track will drain into nearby verges and will supply water to trees and hedgerows along the route. There is no need for additional surface water drainage along the cycle track.
14. Localised tree crown lifting and trimming of overhanging branches will be undertaken in advance of the works and outside of bird nesting season, to provide sufficient headroom over the cycle track and to ensure that new street lighting is effectively lighting the route. In addition, localised vegetation will be cut back to improve sight lines between pedestrian and cyclists, specifically around the footpath link to Cumberland Avenue.
15. Based upon advice from Hampshire County Council's arboriculturist and to protect existing tree roots along Brighton Way, a no dig construction method has been adopted within the tree root protection areas along the cycle track and footpath. However, along the furthest most edge of the footpath a trench will be dug to lay cabling for power to the street lighting. It has been agreed with the arboriculturist that this can be undertaken by hand digging or other mechanical methods that do not damage trees roots and harm tree life.

Finance

16. The scheme is funded from Tranche 2 of the DfT's Active Travel Fund which has a programme grant value of £3.28 million to be spent by March 2022. The bid to the DfT was for £3.45 million with an estimate of £410,000 for Brighton Way. The difference between the bid and award was apportioned across all schemes within the Tranche 2 programme, including 'School Streets' pilots, resulting in a revised budget of £394,000 for Brighton Way.
17. However, since then the estimated cost has increased and it is proposed to use additional developer contributions to fund the shortfall. A significant element of the increase in cost and the subsequent proposal to add developer funding is for an enhanced higher standard scheme, compliant with the Department for Transport's Local Transport Note 1/20. This is an upgrade on the basic standard proposed in the bid to the DfT. It is important to support and encourage active travel by providing a premium facility to link in with the enhanced walking and cycling facilities planned for the Brighton Hill roundabout.
18. At the bid stage for Tranche 2 the constraints around working around the tree roots and need for a no-dig construction were not understood. Following subsequent and more detailed design the cost of the scheme is now currently estimated at approximately £551,202 based upon a 16-week construction period.
19. The scheme cannot be funded in whole from the DfT Active Travel funding without putting other Tranche 2 schemes at risk of being undeliverable from the remaining funding. Therefore, the scheme funding will be partly underwritten by local developer contributions.

20. The scheme funding is as follows:

| <u>Estimates</u> | <u>£'000</u> | <u>% of total</u> | <u>Funds Available</u> | <u>£'000</u> |
|---------------------------|--------------|-------------------|------------------------------|--------------|
| Design Fee | 107 | 19 | DfT Active Travel Funding | 394 |
| Client Fee Supervision | 22 | 4 | Developer Contribution | 157 |
| Construction & Land | 22 400 | 73 | | |
| Total | <u>551</u> | <u>100</u> | Total | <u>551</u> |

| <u>Maintenance Implications</u> | <u>£'000</u> | <u>% Variation to Committee's budget</u> |
|-------------------------------------|--------------|--|
| Net increase in current expenditure | 8.9 | 0.008% |
| Capital Charge | 53 | 0.033% |

Programme

21. The proposal for Brighton Way cycle route forms part of the wider Tranche 2 Active Travel Fund improvements for the County.

22. Key Milestones:

Completion contract audit

Tender April to May 2021

Award June 2021

Construction July 2021 to November 2021

Consultation and Equalities

23. A public consultation on the proposal took place from 25 January for four weeks. There were a total of 114 responses. The findings from the consultation are attached to this report as Appendix 2.

24. The consultation found 64% of respondents in favour of the Brighton Way cycle route. 15% of respondents were not in favour of the scheme and the remaining 21% were unsure.

25. Brighton Way is within the Basingstoke South East ward represented by the local member, Councillor James. Councillor James has expressed support for the proposed enhanced scheme. He has also asked that consideration be given to extending the cycle route further along Brighton Way beyond Sullivan Road but acknowledges the constraints in delivering within this round of Active Travel funding.

Climate Change Impact Assessments

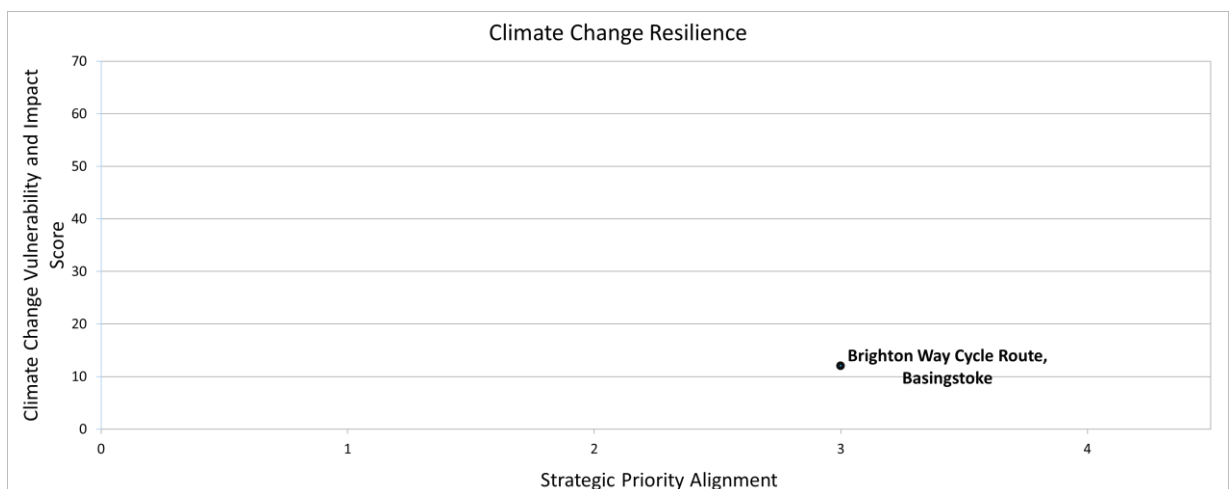
26. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.

27. Using the Adaptation Project Screening Tool, the scheme is considered somewhat vulnerable to exposure to severe weather and to

extreme heat events but no more than any other highway asset within the county. Vulnerability of the asset is dependent on its performance during exposure. The proposed assets are widely used on the highway network and installed to Hampshire County Council standard details.

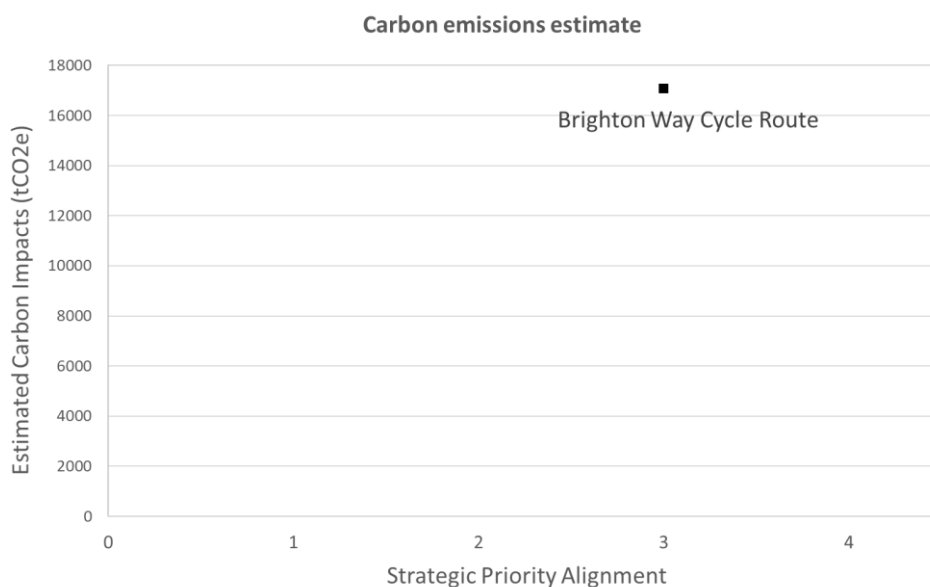
- 28. During extreme periods of wet weather there is potential for localised surface water flooding within cycle track channels if the surrounding ground is saturated, but with an effective cycle track width of 3m it is unlikely to restrict usage.
- 29. The scheme supports strategic priorities for improving wellbeing and health through inclusion of new footways and cycle tracks to encourage active travel.
- 30. Climate change resilience

The graph below provides a simple visual representation of the scheme's estimated vulnerability to climate change against the number of strategic priorities that the scheme meets.



31. Carbon emissions.

The graph below provides a simple visual representation of the estimated carbon emissions generated from the scheme against the number of strategic priorities it meets.



Land Requirements

32. No third-party land is required for the scheme. All works are within existing highway and are permitted development.

Statutory Procedures

33. Where the scheme implements cycle tracks on or alongside existing footways, the existing footway rights will be revised under Section 66(4) and a cycle track created under Section 65(1) of the Highways Act 1980.

Ecology

34. The ecology assessment for the scheme is partially captured under the ecological appraisal report for the adjacent Brighton Hill roundabout improvements prepared by Hampshire County Council's ecology team in August 2020. This concluded that the area supports habitats of low ecological value with no evidence of species of interest that would require protection. Whilst the existing trees were judged to offer low bat roost suitability, it was acknowledged that along the Brighton Way footway, the low level of lighting could offer suitable corridor habitat for bats commuting and foraging. A preliminary ecological appraisal of the whole cycle route will be completed during February to identify any necessary action before construction.

35. Advanced tree works, limited to crown lifting of branches over the cycle track and cutting back of hedgerow alongside the back of the footway are required

and ideally must be completed ahead of bird nesting season to prevent disturbance to nesting birds. These works are likely to commence in mid-March and be within bird nesting season. As such, a pre-works survey will be carried out to advise on extents of tree and vegetation works. Should any nesting birds be found then works around these areas will be completed once fledglings have left the nest.

36. The existing hedgerow alongside the back of footway has become overgrown and will be cut back by a depth of 1m. All hedge clearance is within the existing highway boundary. The largely domestic-type hedge is not connected to anything more suitable for species.

Maintenance

37. There will be a minor increase in the long-term maintenance liability with the implementation of this scheme. The increased maintenance cost has been calculated at approximately £8,900 per annum and should be considered when setting future annual highway maintenance budgets
38. The materials that will be used in the construction of the scheme are standard highway materials and will match those of the site. As part of the processes involved in developing the scheme, internal consultations have taken place with representatives from the Asset Management team, who are content with the materials specified.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

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| 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

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| Links to previous Member decisions: | |
| <u>Title</u> EMETE Capital Programme Monitoring | <u>Date</u> 14 January 2021 |
| 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.)

| <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 improved cycle infrastructure surfaced footways and new street lighting will deliver a positive impact for Hampshire residents. The proposal provides the County Council with an opportunity to capitalise on government funding available to provide choices for active travel that benefit health and wellbeing. The scheme has been assessed as having a neutral impact on people with protected characteristics, though enhanced facilities will be provided to assist users with visual disabilities including tactile paving and a raised kerb to the footway edge to help guide users along the new route.