

HAMPSHIRE COUNTY COUNCIL

Officer Decision Record

Decision Maker:	Director of Economy, Transport and Environment
Title:	Whitehill & Bordon Budds Lane Southern Kerb Phase 2

Contact name: James Laver

Tel: 0370 779 3370

Email: James.Laver@hants.gov.uk

1. The decision:

- 1.1. That the Director approves the details of the Whitehill & Bordon Integration Project Budds Lane Southern Kerb Phase 2 scheme, 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 £220,000, to be funded from Local Growth Fund (LGF) from the EM3 Local Enterprise Partnership (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 Budds Lane Phase 2 scheme to be implemented.

2. Reason(s) for the decision:

- 2.1 To improve accessibility, safety and connectivity for 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 for journeys between the new Oakmoor Secondary and surrounding residential areas.
- 2.2 As part of the redevelopment of the Prince Philip Park site to the south, a number of development accesses have been constructed at points along Budds Lane under section 278 agreements. The proposed scheme will provide high-quality pedestrian connectivity along the south side of Budds Lane to link the facilities that have been recently constructed around the site accesses.

3. Other options considered and rejected:

- 3.1 To do nothing was rejected as this scheme will provide improved pedestrian connectivity through to the new Oakmoor Secondary School site, thereby enabling and encouraging the use of sustainable transport modes. The scheme is an important element of the Whitehill and Bordon Integration

Project which seeks to deliver improvements to the pedestrian and cycling routes around the town 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:		Date:
-----		03/02/2021 -----
Stuart Jarvis		
Director of Economy, Transport and Environment		

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Decision Report

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1. Executive Summary

1.1 The purpose of this paper is to provide details of the Whitehill & Bordon Integration Project Budds Lane Phase 2 scheme.

1.2 This scheme will provide improved pedestrian connectivity on the south side of Budds Lane between the C114 Camp Road and the new Oakmoor Secondary School site, thereby enabling and encouraging the use of sustainable transport modes.

1.3 The scheme will provide a high-quality pedestrian facility on the south side of Budds Lane, which will connect a number of new sections of pedestrian facility delivered around the various development site access junctions under recent section 278 agreements. In combination, the developer access works and the proposed scheme will result in a continuous length of upgraded pedestrian facility on the south side of Budds Lane between Camp Road and the Oakmoor Secondary school.

1.4 To do nothing was rejected as this scheme will provide improved pedestrian connectivity through to the new Oakmoor Secondary School site, thereby enabling and encouraging the use of sustainable transport modes. The scheme is an important element of the Whitehill and Bordon Integration Project which seeks to deliver improvements to the pedestrian and cycling routes around the town to sustainably integrate communities and facilities within the new and existing parts of the town.

2. Background

2.1. The initial Budds Lane scheme was developed as a single scheme, however due to uncertainty at the time over developer proposals for the land to the south and the location and nature of the site accesses this was split into two phases prior to the procurement phase. The south side footway was deferred to a second phase of works to be delivered at a later date. The s278 agreements which are now in place for the site accesses on the south side of

Budds Lane provide certainty over the development access, meaning that the proposed scheme can commence.

- 2.2. Resurfacing of the Budds Lane carriageway with potential raised tables shall be carried out at a later date when HGV access into the development site(s) is no longer required, to reduce the risk of damage to the new carriageway.
- 2.3. This scheme aims to provide appropriate cycle and pedestrian facilities between the new town centre and associated developments to the south of Budds Lane and the schools and skate park to the north, creating a safer more balanced flow of pedestrian and cycle use to support the Walking and Cycling Strategy and is to be fully designed and implemented by the Hampshire County Council (HCC) Economy, Transport and Environment department.
- 2.4. The scheme forms part of the wider Whitehill & Bordon Masterplan in regenerating the town whilst creating a safe and healthy environment.

3. Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	5	2	EM3 LGF	220
	Client Fee	3	2		
	Supervision	10	4		
	Construction	196	89		
	Land	1	1		
	Contingency	5	2		
	Total	220	100	Total	220

3.2 Note that design fee is lower than typical as a proportion of construction cost. Much of the detailed design for the scheme was completed under the original Budds Lane scheme.

3.3	<u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in maintenance expenditure	1	0.001%
	Capital Charges (Depreciation and notional interest charges)	21	0.013%

4. Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	Feb 2021	Mar 2021	Apr 2021	March 2022

5. Scheme Details

- 5.1. The scheme includes the widening and improvement of the existing footway on the southern side of Budds Lane to a 2.5m footway for pedestrian use over a distance of approximately 315 metres.
- 5.2. The footway will connect the new access routes to the town centre and associated developments to the mini-roundabout at the entrance to Oakmoor School. Cyclists from the town centre and associated developments shall cross Budds Lane at the eastern end of the scheme to access the schools along the shared use path on the north side of Budds Lane.
- 5.3. Existing kerbs will be replaced along lengths of the footway widening and existing footway areas not in need of widening shall be overlaid or reconstructed as necessary in keeping with the shared-use path on the northern side of the road.
- 5.4. Build-outs to manage traffic speeds shall be implemented in advance of crossing points with associated drainage and replacement road markings.
- 5.5. Lighting columns shall be relocated to the back of the footway. Discussions are ongoing with BT Openreach regarding the relocation of a telegraph pole to be moved to the back of the footway although this is not critical.
- 5.6. The existing wire boundary fencing will be removed with replacements provided by the landowner approximately 0.5 to 1 metre back from their existing location. The wooden fence along the front of the memorial area will be relocated by the contractor.
- 5.7. The specification for this work is per HCC standard for highway construction.
- 5.8. No trees will be removed as a result of this scheme.
- 5.9. A Stage 2 Road Safety Audit has been carried out with no reported issues.

6. Departures from Standards

- 6.1. None.

7. Community Engagement

- 7.1. The local County Councillor, Adam Carew supports the scheme.
- 7.2. Whitehill Town Council have been informed of the scheme and support the initiative to improve sustainable transport measures in the town. Further communications will be made with the Town Council to address any queries and ensure that it is fully informed on the delivery of the scheme.
- 7.3. The Whitehill & Bordon Transportation website will be updated and local residents / businesses will be informed of the works prior to commencement.
- 7.4. Whitehill Bordon Regeneration Company (WBRC) support the scheme. Regular liaison between WBRC and HCC is in place to coordinate works and to ensure that the proposed scheme and the adjacent development works can progress without conflict.
- 7.5. The HCC School Travel Planning Officer is in support of the widened footway.

8. Statutory Procedures

- 8.1. There are no alterations to existing Traffic Regulation Orders proposed.
- 8.2. 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 proposed scheme is mainly located within the existing publicly maintainable highway. A section of the rear of the footway is in Prince Philip Park development site owned by Defence Infrastructure Organisation, for which the Whitehill & Bordon Regeneration Company (WBRC) is the Developer's Manager / Landowner's agent and acts on DIO's behalf under a Development Management Agreement between DIO and WBRC.
- 9.2. It has been agreed between HCC and WBRC that this land will be dedicated as publicly maintainable highway for use by the public and future maintenance by HCC as Highway Authority. WBRC will arrange for the DIO as landowner to enter into the dedication of the land with the necessary legal arrangements progressed prior to commencement of works.

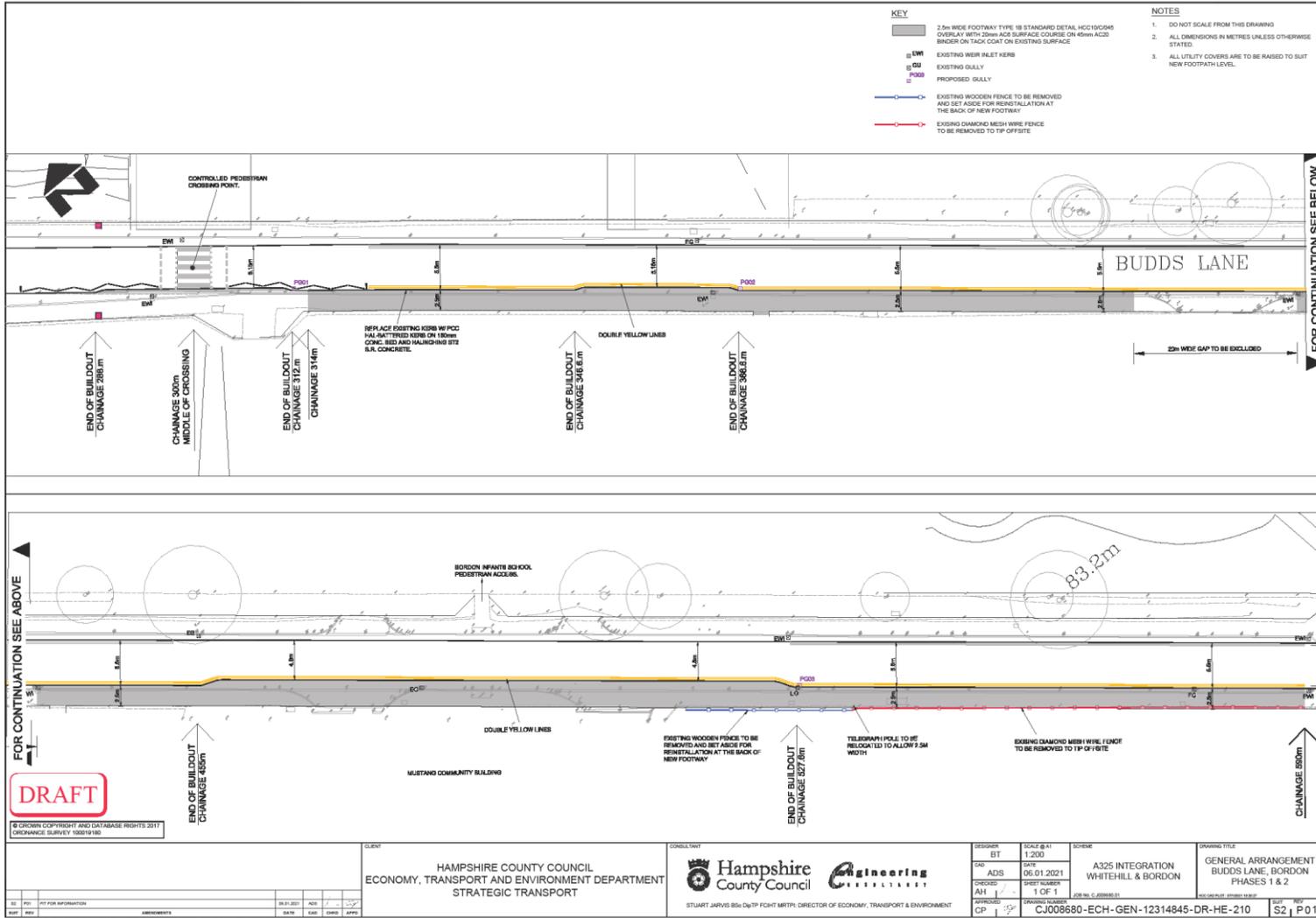
10. Maintenance Implications

- 10.1 The Economy, Transport and Environment Asset Management team has been consulted on the proposals and has agreed to the standard of highway materials being used. There are minor asset management implications impacting HCC Highways Asset Management and the future maintenance of the asset. These include additional gullies at the build-outs and a small area of additional footway.

11. Recommendations

- 11.1. That the Director approves the details of the Whitehill & Bordon Integration Project Budds Lane Phase 2 scheme, 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 £220,000, to be funded from Local Growth Fund (LGF) from the EM3 Local Enterprise Partnership (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 Budds Lane Phase 2 scheme to be implemented.

APPENDIX – 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:**

Carbon emissions / energy consumption will emanate from the works themselves although this is mitigated through a significant amount of the scheme being the renewal of the existing infrastructure. This will reduce the need for these works in the future.

The increase in pedestrian use is calculated to reduce carbon emissions by encouraging less use of motorised vehicles for local journeys to school etc.

Climate change impact on the scheme will be minimum, although extreme heat may affect the bituminous surface should large vehicles over-run it although the risk of this is low.