

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Highways Operations
Date:	10 March 2022
Title:	Project Appraisal: Arrival Square, Whitehill and Bordon
Report From:	Director of Economy, Transport and Environment

Contact name: Allen Harris

Tel: 07834 123434

Email: allen.harris@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to obtain permission from the Executive Member for Highways Operations to deliver the scheme as part of the 'Whitehill and Bordon: Arrival Square – Public Realm New Town Centre Access' to support the sustainable economic growth potential in Whitehill and Bordon, and to encourage walking and cycling.

Recommendations

2. That the Executive Member for Highways Operations approves the Project Appraisal for 'Whitehill Bordon: Arrival Square – Public Realm New Town Centre Access' ("the Scheme"), as outlined in 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 scheme, as set out in the supporting report, at an estimated cost of £1,680,000 to be funded from Defence Infrastructure Organisation and Section 106 Developer Contributions.
4. That approval be given to enter into any necessary licences, consents, approvals and agreements in consultation with the Head of Legal Services, to secure all dedications and rights prior to the start of works to enable implementation of the Scheme.
5. That authority to make the 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

6. This report seeks to deliver access to the new town centre from the existing C114 High Street for pedestrians, cyclists and bus users.
7. The scheme will provide the appropriate infrastructure to access Arrival Square as a destination from the North, South and East of Whitehill and Bordon connecting residents living in the existing housing developments to the new town centre development.
8. The scheme also provides measures to manage traffic whilst encouraging through traffic to use the A325 Relief Road instead of travelling through the town.

Contextual Information

9. This scheme was to be provided as a condition of the new town centre planning application. Following a request from Whitehill Bordon Regeneration Company, Hampshire County Council has agreed to deliver the scheme based on its experience and capability in delivering this type of infrastructure and this will now be undertaken under permitted development.
10. This scheme provides a vibrant and inviting focal point into the new town centre supporting the regeneration of the town and community wellbeing and is a high-quality entrance for users of the new business, residential and social activity space.
11. This scheme also forms part of a wider strategic network facilities that links the whole of Bordon to meet the objectives of the Walking and Cycling Strategy.
12. This scheme aims to provide improved bus facilities in the town centre encouraging greater patronage both locally and from towns and villages further afield.
13. This scheme will also replace existing infrastructure such as street lighting columns, drainage and traffic signals equipment, in addition to resurfacing of the existing footways and carriageway with new thus off-setting the maintenance burden to future years.
14. This scheme will support the aims of Hampshire County Council strategies:
 - promote walking and cycling to provide a healthy alternative to the car for short local journeys to work, local services or school;
 - provide a safe, well maintained and more resilient road network in Hampshire; and
 - 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.

Finance

15.	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	73	4	DIO	1,430
	Client Fee	22	2	Development Control	250
	Supervision	155	9	(Section 106)	
	Construction	1,283	75		
	Legal	4	1		
	Contingency	143	9		
	Total	1,680	100	Total	1680

16.	<u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in current expenditure	3	0.003%
	Capital Charge	162	0.106%

17. The Executive Member for Economy, Transport and Environment decision day report 'Project Appraisal: Whitehill and Bordon Highways and Cycle Improvements' dated 14 January 2020 gave delegated authority to the Director of Economy, Transport and Environment, in consultation with the Head of Legal Services, to progress and enter into all appropriate legal agreements to make a financial contribution to the developer's Section 278 scheme at Arrival Square, included within the total estimated budget for the scheme, from Section 106 contributions previously received by the County Council for development within Whitehill and Bordon. This funding has been allocated to this scheme.

Programme

18.

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (30/20)	March 2022	July 2022	December 2022	March 2023

Scheme Details

19. The scheme (see Appendix) consists of the provision of a shared area on the West side of the high street between Chalet Hill and Budds Lane. This will be carried out by widening existing footways and will tie-in to the concourse access to the new town centre.
20. The specification for this work is in accordance with the Hampshire County Council standard for highway construction and also with LTN 1/20: Cycle Infrastructure Guidance, as this location is deemed to be 'public realm' and not an 'urban street' where LTN 1/20 states that cyclists should be segregated from pedestrians.
21. The purpose of Arrival Square is for people to arrive and use the town centre whether this be by public transport, by foot or by cycle. The shared area increases the ease of cycling as a destination and makes it easier for cyclists to stop and dismount within Arrival Square to gain access to the town centre.
22. The shared area will also discourage cyclists to gain speed, where lower speeds should be encouraged to avoid people stopping to use the facilities, for pedestrian safety both in Arrival Square and when trying to exit or access public transport.
23. The shared area also enables the flow of pedestrians/cyclists coming into and leaving Arrival Square from the already shared routes. The consistency of shared space would be appropriate given the short distance that the segregated space would be for.
24. The existing carriageway between Chalet Hill and Budds Lane is to be narrowed to 6 metres to cater for a new bus lay-by and realigned kerbing on the West verge.
25. The footway in all other areas will remain as asphalt construction and is generally required to provide access to the relocated southbound bus lay-by.
26. A mini-roundabout is to be constructed to replace the existing traffic signal junction at the junction of High Street and Chalet Hill. This will mirror the recently constructed mini-roundabout at the Budds Lane junction and aims to manage predicted traffic effectively.
27. A mini-roundabout also improves pedestrian and cycling connectivity for east and west movements, providing more space for pedestrian and cycling infrastructure whilst incorporating safe controlled crossings.
28. The mini-roundabout also reduces operating costs and emissions, compliments the mini-roundabout at the junction of Budds Lane and manages traffic more efficiently based on predicted use of the C114 High Street following the construction of the A325 Relief Road.
29. Controlled parallel crossings will be provided north of the Chalet Hill junction and south of the Budds Lane junction to enable safe crossing of pedestrians from east to west and vice versa.

30. A controlled signal crossing is to be provided south of Chalet Hill to take into account the higher estimated pedestrian numbers from the east including from the existing shopping precinct, Tesco superstore and Chalet Hill to access the new leisure centre, health hub and town centre.
31. Street lighting is to be replaced and upgraded throughout the scheme.
32. Existing drainage issues shall be rectified to cater for the realignment of and alterations to the carriageway.
33. The carriageway is to be resurfaced with binder reinstatement where required.
34. Road markings and signing will be provided to suit. The existing “Keep Clear” markings to maintain access into and out of Lynton Road at the westbound approach to the Chalet Hill traffic signal junction will remain when the mini-roundabout is provided.
35. The design has avoided the need to remove trees.

Departures from Standards

36. None. The specification for this work is in accordance with the Hampshire County Council standard for highway construction and with LTN 1/20: Cycle Infrastructure Guidance as ‘public realm’.

Consultation and Equalities

37. The scheme has been subject to a town wide consultation exercise carried out by the developer, Whitehill Bordon Regeneration Company, from which comments have been received. The main comments question the replacement of the traffic signal junction with a mini-roundabout for which the benefits of this approach have been explained.
38. East Hampshire District Council (EHDC) Planning Officer, overseeing the Town Centre Development planning application, is satisfied with the design highlighting the more opportunities for pedestrian crossing, the better as it would also act to further reduce the traffic speeds in this area. The EHDC Planning Officer questioned whether the uncontrolled pedestrian crossing point between the bus laybys could be formalised. The design team has investigated the possibility of another controlled (zebra) crossing and found that it would not fit between the northbound and southbound bus laybys. However, this crossing is to be used mainly by bus users and is considered appropriate for the expected use.
39. Whitehill Town Council has been given the opportunity to comment on the scheme. Its comments include a request to ensure the works are completed quickly to minimise disruption. The Town Council has been informed that it is planned to undertake the works as efficiently as practicable, both to minimise

inconvenience and disruption but also for commercial benefits whilst allowing enough time for the Contractor to undertake the works safely. Further comments include a request for the County Council to provide signing at both ends of town advising that the A325 Relief Road is the preferred route for through traffic and that the mini-roundabout should have a more prominent centre dome than that at the Camp Road/Budds Lane junction. The Town Council has been advised that these comments will be taken into account by the Design Team, although the mini-roundabout will be designed and implemented in accordance with highway design standards.

40. The local County Councillor, Andy Tree, has been made fully aware and supports the scheme and has reiterated the points made by Whitehill Town Council regarding completing the works with the minimum of disruption and diverting traffic to avoid the town centre.
41. Whitehill Bordon Regeneration Company (WBRC), acting as managing agents on behalf of Defence Infrastructure Organisation is supportive of the proposals.
42. A website specific to this scheme will be created for community information.
43. The Whitehill Bordon Transportation website will be updated, and local residents/businesses will be informed of the works prior to commencement.
44. The Public Sector Equality Duty, established by the Equality Act 2010 (“the Act”), places a duty upon the County Council to have due regard to the need to eliminate discrimination, to advance equality of opportunity and to foster good relations. Age, disability, gender reassignment, marriage or civil partnership (in employment only), pregnancy and maternity, race, religion or belief, sex and sexual orientation are protected characteristics for the purposes of the Equality Act 2010 and the Public Sector Equality Duty. It is important to note that impact on poverty is not listed as a protected characteristic under the Act.
45. This scheme aids active travel access to local jobs created by the wider town centre development due to the additional crossing and pedestrian areas. It has a positive impact on age, disability, pregnancy and maternity by providing additional safe road crossings, easier access arrangements on to buses including improved bus access kerbing and shelters with additional seating for those who need it. The area will be subject to improved lighting and bus shelters will be equipped with real time bus information.
46. This scheme compliments the town centre ambition to encourage visitors from outside of the town to visit the new shops and other facilities increasing wealth in the community. The new crossing and pedestrian facilities also provide improved access for those unable to afford motorised vehicles as access to public transport will be made easier.
47. There are benefits on rurality as a result of this project with improved access to the new town centre which includes social facilities, medical centre and

leisure centre providing a more inclusive nature for those both in and outside the town increasing wealth in the community.

Climate Change Impact Assessments

48. 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.

Climate Change Adaptation

49. Results from the screening tool suggest that vulnerability to climate change is considered to be low. This is particularly the case regarding flood events where the design looks to improve existing drainage infrastructure. Extreme storm events that would damage infrastructure such as bus shelters have not been experienced in Whitehill & Bordon and the likelihood of this is considered to be low with shelters and foundations designed to withstand these events. The highway construction is of standard design with low risk of damage by extreme heat events.
50. This scheme will have a positive effect on the corporate strategic priorities and wider benefits. This will particularly benefit residents living safe, healthy and independent lives and enjoying being part of strong, inclusive communities by providing improved connections to local community buildings.

Carbon Mitigation

51. In the longer-term use, the scheme enables sustainable travel, thereby encouraging reductions in emissions with increased use, particularly where other carbon polluting travel modes are replaced.
52. In the short-term during construction, carbon emissions from this project arise from the manufacture of the new infrastructure to be constructed. Bitumen and cementitious based materials will be used for the footways with concrete kerbing. Traffic signs and lighting materials are mainly aluminium with steel posts and concrete foundations. The provision of all materials will be to industry standard.
53. The replacement of street lighting is estimated to reduce electricity usage through the use of efficient lighting design and low voltage LED lamps. Replacing the traffic signal junction with a mini-roundabout will reduce emissions in operation and replacement, although this will be partially off-set

by the traffic signal crossing to the south of Chalet Hill, albeit with less infrastructure.

54. Transporting materials and resources to site will generate CO2 emissions as will the operation of plant during the works. The contractor will be requested to use direct routes and to turn off vehicles, plant and equipment when not in use.
55. Carbon emissions will be mitigated by focusing the Contractor to use recycled materials where practicable and using manufacturers with a focus on efficient low carbon manufacturing methods.
56. There will be no further CO2 emissions generated by the infrastructure upon completion of the works other than for maintenance, replacement of infrastructure as part of general routine maintenance or to address defects.

Statutory Procedures

57. There are amendments to existing traffic regulation orders which will be applied for in accordance with Hampshire County Council's process.
58. Any conversions of footway and cycle ways will be carried out in accordance with the provisions of Sections 65-66 (inclusive) Highways Act 1980.
59. A public notice for the controlled crossings giving the public 28 days' notice of the provision of the controlled crossing will be erected on site and the Hampshire County Council public notice website.
60. The works will be coordinated, and road space booked to ensure that there is limited conflict with other highways and developer works in the area in cooperation with Hampshire County Council's Streetworks Officer.
61. A Stage 3 Road Safety Audit will be carried out on completion of the scheme with any recommendations considered and implemented where applicable.

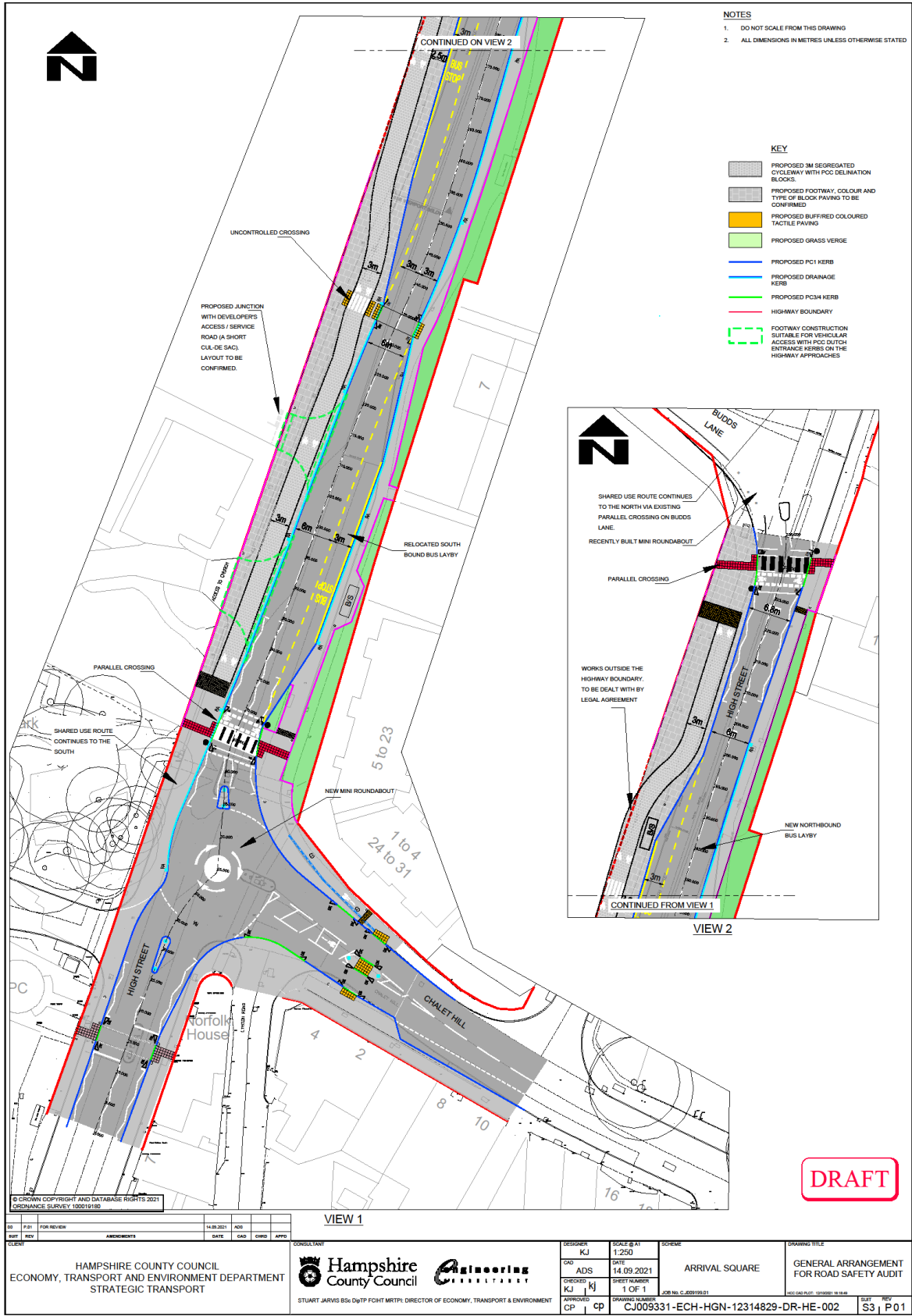
Land Requirements

62. The works are permitted development under Part 12 of Schedule 2 of the General Permitted Development Order (works permitted for a local authority).
63. Defence Infrastructure Organisation's (DIO) managing agent WBRC, has confirmed that DIO is prepared to give Hampshire County Council rights to access land as working space to complete the works and it is willing to enter into an agreement in this respect. The necessary arrangements are to be progressed by Hampshire County Council Legal Services and will be in place prior to commencement of the works.

Maintenance Implications

64. Hampshire County Council's Highways Asset Management has been consulted on this proposal and raised minor comments and requests for clarification which have been resolved.
65. The footway materials on the western verge, (access to the new town centre), will be an upgrade on existing materials and in-keeping with the materials used by the developer for the concourse area. This will lead to additional replacement costs, although minor maintenance works costs are considered to be negligible and have been agreed with the Asset Manager.
66. The overall increased bituminous constructed area is not considered significant and there are no negative impacts on the current drainage system, which will be improved. Binder course repairs will be made to the carriageway structure during the works.
67. The replacement street lighting will result in reduced maintenance and energy costs. New and revised street lighting will be accrued for maintenance under the Hampshire Street Lighting PFI contract.

APPENDIX – PROPOSED WORKS PLAN



APPENDIX – WORKS ACCESS PLAN

© CROWN COPYRIGHT AND DATABASE RIGHTS 2021 ORDNANCE SURVEY 100019198		14.09.2021 DATE		ADS APPR		1:250 SCALE @ A1		ARRIVAL SQUARE PROJECT NAME		GENERAL ARRANGEMENT FOR ROAD SAFETY AUDIT DRAWING TITLE	
HAMPSHIRE COUNTY COUNCIL ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT STRATEGIC TRANSPORT						STUART JARVIS BSc DipTP FCIHT MRTP, DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT		KJ ADS KJ CP		CP	
HAMPSHIRE COUNTY COUNCIL ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT STRATEGIC TRANSPORT		STUART JARVIS BSc DipTP FCIHT MRTP, DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT		KJ ADS KJ CP		CP		C/J009331-ECH-HGN-12314829-DR-HE-002		S3 P 01	

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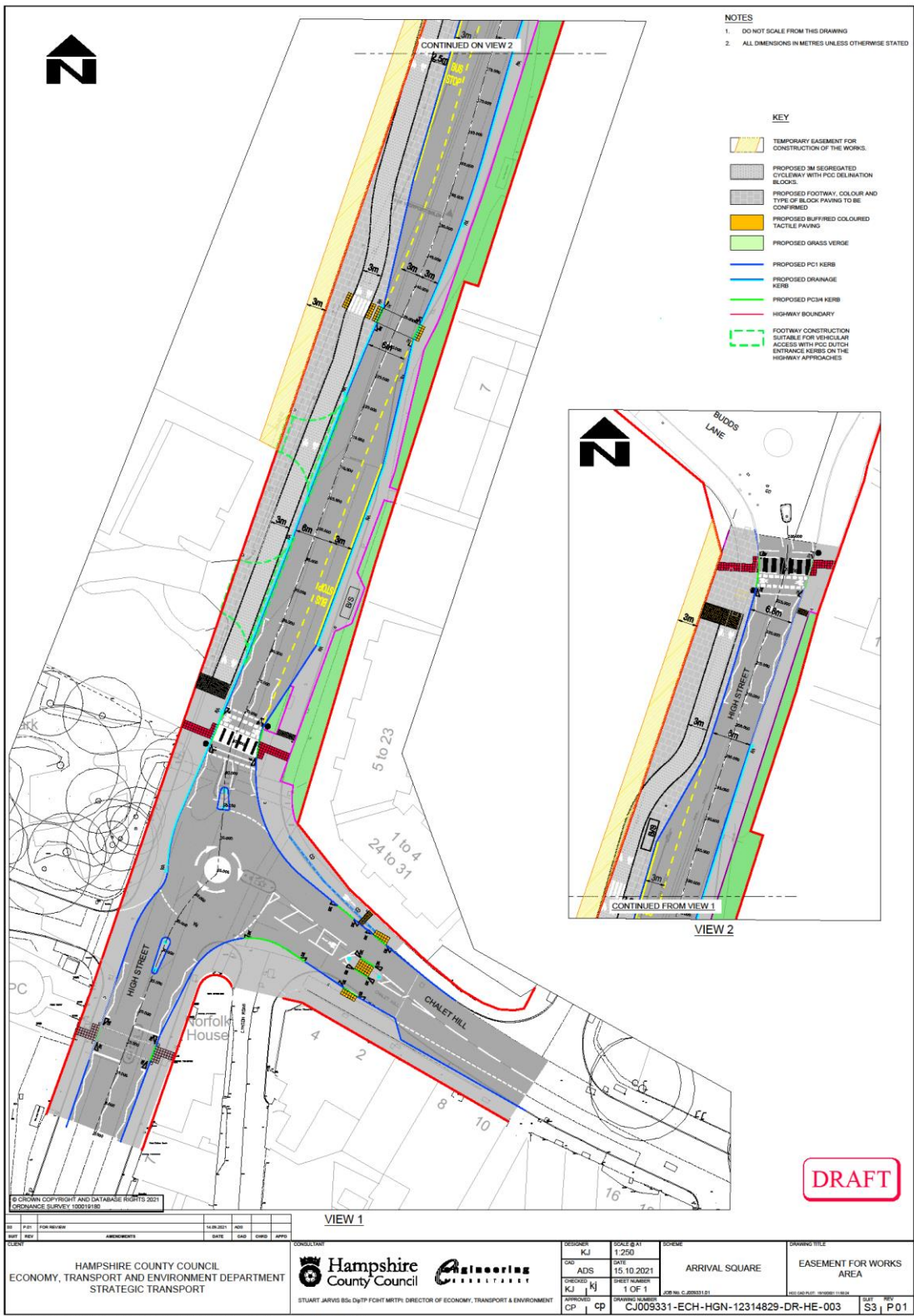


Figure 2:– Works Access Plan

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.

REQUIRED CORPORATE AND 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

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

Project Appraisal: Whitehill and Bordon Highways and Cycle Improvements – Executive Member Decision Day Report – 14 January 2020

[PA - Whitehill and Bordon Highways and Cycle Improvements-2020-01-14-EMETE Decision Day \(hants.gov.uk\)](#)

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 scheme aids active travel access to local jobs created by the wider town centre development due to the additional crossing and pedestrian areas. It has a positive impact on age, disability, pregnancy and maternity by providing additional safe road crossings, easier access arrangements on to buses including improved bus access kerbing and shelters with additional seating for those who need it. The area will be subject to improved lighting and bus shelters will be equipped with real time bus information.