

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Lead Member for Transport and Environment Strategy
Date:	3 October 2022
Title:	Manydown North to Town Centre Cycle Route Basingstoke
Report From:	Director of Economy, Transport and Environment

Contact name: Phil Marshall

Tel: 03707 795832

Email: philip.marshall@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to update progress on the Manydown North to Town Centre Cycle Route major transport scheme in Basingstoke, including the results of the public engagement, to secure the necessary approvals to continue design and development work and to help secure sufficient funding to deliver the scheme in full.

Recommendations

2. That the Executive Lead Member for Transport and Environment Strategy approves the preferred scheme as detailed in Appendix 1, noting the preferred option to cross the Ringway by bridge, and that options for crossing the Ringway either by a bridge or at grade will both be taken forward for further design work.
3. That the Executive Lead Member for Transport and Environment Strategy delegates authority to the Director of Economy, Transport and Environment to progress all design and development work necessary to enable the completion of detailed design, make minor amendments, and accommodate responses made in the public engagement and take opportunities to secure sufficient funding to comprehensively deliver the scheme.

Executive Summary

4. This paper outlines the preferred option for the Manydown North to Town Centre cycle route and the outcome of the public and stakeholder engagement undertaken in February and March 2022, which provided significant overall support for the scheme. A key part of the route is the Ringway Crossing and the report outlines the options available here, including the preferred option to provide a new wider bridge deck.
5. The report outlines the overall funding situation, including the requirement to secure sufficient funding to supplement local contributions to the scheme and the current opportunities available for that. It also notes the need to continue

progressing design and development work on the scheme to meet the delivery requirements for external funding sources.

Contextual information

6. Outline planning approval for the 3,520 dwellings in Manydown North has been granted by Basingstoke and Deane Borough Council. The North Manydown transport assessment identified that a cycle route proposal was required as part of its mitigation strategy. Via the development control process a Section 106 funding commitment has been secured towards the cycle route scheme, although this is still subject to the signing of confirmatory deeds.
7. The County Council has developed the route option (illustrated in Figure 1) and undertaken early-stage design work and engagement. It should be noted that following this work the scheme has developed into an enhanced proposal from that originally considered in the transport assessment. This proposal is:
 - more direct;
 - involves fewer gradients, so is more attractive to people cycling;
 - complies better with the latest Government guidance for the design of cycle infrastructure; and
 - provides better access to the existing community in Winklebury and between existing communities and Basingstoke town centre.
8. The scheme aims to maximise the opportunity for existing Basingstoke residents and new residents at the Manydown North development to cycle to and from the town centre and other destinations along the route. The scheme will link into a comprehensive high quality cycle network within the Manydown North development (which will be the responsibility of the developer to deliver) and is consistent with the current and emerging transport policy framework, including the current Local Transport Plan (LTP), the Basingstoke Transport Strategy and the draft LTP4.
9. Following development of a feasibility design for the scheme, the proposals were subject to public engagement in February and March 2022. The responses received were generally positive. Some minor design amendments will be required to take account of comments from the engagement and issues arising from further design work. It is proposed that the scheme layout is approved and progresses to a detailed design stage. The report recommendations request that authority is delegated to the Director of Economy, Transport and Environment to make the minor changes to the design as appropriate. Appendix 1 illustrates the proposed scheme and notes where potential design changes will need to be considered.
10. The main issue arising from the consultation and technical work to date is related to how the cycle route crosses the Basingstoke Ringway. This is a fundamental element of the scheme with potential for it to have a transformational impact on the route's attractiveness to users. As such it is essential that a high-quality facility is provided to ensure the coherence of the whole route.
11. The current bridge crossing the Ringway is 1.8m wide which is too narrow for a shared cycle and walking facility. In order to meet desirable minimum design

guidance, the bridge would need to be 4.0m wide for a shared unsegregated space for people walking and cycling. A 5.5m width would be needed to provide segregated space for people walking and cycling. The public engagement has shown clear support for a widened bridge.

12. Original feasibility work undertaken to examine options for an improved bridge recommended a new steel structure. However, this would be very expensive with cost estimates of over £5million for the 4.0m wide option and an additional £2million for the 5.5m wide option. Following the engagement, further design work was commissioned to examine whether a more cost-effective design solution is available for the bridge. A feasibility proposal has been developed to provide a new 3.5m wide bridge deck on the existing piers and foundations, which has a cost estimate of just under £3million. From the user perspective, this would deliver the desired improvements at a significantly lower cost than a completely new structure.
13. It is proposed to take a number of alternative options forward to a greater level of design so that the costs and benefits of each can inform a future decision regarding delivery:
 - Option 1: A new bridge replacement with a wide unsegregated or segregated cycle facility;
 - Option 2: A lower cost enhancement with a new bridge deck that increases the width from 1.8m to 3.5m or wider if technically possible; and
 - Option 3: Potential for an alternative at-grade (not a bridge) crossing north of Thornycroft Roundabout.
14. Option 1 has already been developed to a reasonable level of preliminary design and initial assessment is that it will be challenging for this option to demonstrate sufficient value for money in a business case, although further work will be undertaken in relation to this. Option 2 offers most of the benefits of Option 1 at significantly reduced cost and is the current preferred option, as noted in Appendix 1. However, further design and development work needs to be progressed to provide certainty on costs and delivery. Option 3 is a contingency option, if there are any adverse cost or deliverability issues with Option 2 and Option 1 is unaffordable.

Finance

15. The recommendations will result in costs being incurred in undertaking design activity. Those costs are covered in existing budgets.
16. Based on the currently preferred option, the total cost of delivering the scheme is expected to be in the region of £11million. The funding of scheme delivery will be subject to future project appraisals and capital programme reports. The funding is expected to come from a mix of sources. Part is proposed to come from the North Manydown Section 106 contributions, but external funding is likely to be essential to fully deliver the scheme.
17. Basingstoke and Deane Borough Council has submitted a bid for the scheme to the Government's second round of Levelling up Fund, which is based on the currently preferred option. If successful this will require the County Council to provide match funding for the scheme, assume a delivery partner role and then deliver the scheme by 2025. Other opportunities to bid for the scheme are also

available from the Department for Transport's Active Travel fund. The deadline for this is currently expected to be in December 2022.

18. In order to meet the delivery timescales for the submitted Levelling Up Fund bid and future Active Travel Fund bid, it is important that design and development continues on the scheme in advance of any decisions on external funding. If unsuccessful in these bidding rounds, the scheme is likely to be subject to further funding bids as appropriate in the future.

Consultation and Equalities

19. A full engagement has been undertaken on the design proposals. The results of this are included in Appendix 2. This was preceded by an online event for key stakeholders, where the scheme was presented with an opportunity for people to ask questions.
20. The results from the engagement were positive, with 132 responses to the feedback form. Of the 125 that answered the relevant question, over 80% expressed their agreement with the scheme proposal. Consideration is being given to amending the design in line with some of the detailed comments received. The most significant issue raised was concern over the proposal for the cycle route to use Ludlow Close for a short section, instead of staying alongside Winklebury Way.
21. An Equality Impact Assessment has been undertaken. This has showed that the scheme is not predicted to have any disbenefits and would have minor benefits for several protected category groups as follows:
 - improve accessibility to education facilities for younger people;
 - the route can be used by mobility impaired people using mobility scooters or electric wheelchairs; and
 - the scheme will provide improved accessibility to education and employment opportunities for people without access to a car.

Climate Change Impact Assessments

22. 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

23. The decision to undertake design work is not a carbon intensive activity and does not require an adaptation or mitigation assessment. However, to inform the decision an initial scoping of the cycle route scheme has been undertaken and assessed in relation to climate change adaptation. This has concluded that there are no significant issues arising and the scheme is generally resistant to climate change issues. There may be short term disruption associated with standing water or storms causing material to block the route temporarily. The

materials used to construct the cycle route may have some susceptibility to very high temperatures, but this is not expected to be a significant issue, as the route is not subject to the much higher loadings of vehicular traffic.

Carbon Mitigation

24. Similarly, the cycle route scheme has been assessed in terms of carbon mitigation. A number of assumptions have been made in the calculations to reflect the nature of the proposed works and the likely impact on travel behaviour. These include:
- saving in petrol vehicle-km due to modal shift of people cycling instead of driving adjusted to reflect take up in electric vehicles over period to 2050;
 - carbon emissions due to new construction adjusted to reflect width of construction on this scheme compared to a typical new road used as the baseline; and
 - carbon emissions due to the replacement bridge deck adjusted to reflect width of structure compared to highway bridge assumed in calculations and the fact that only around half the structure is being replaced.
25. The carbon impact of construction will depend on materials used and the approach taken to the Ringway crossing, particularly if involving bridge alteration or replacement. However, modal shift to cycling will have immediate recurring carbon benefits.
26. There are currently limitations on reducing CO2 emissions in construction projects, although the industry will be addressing these over time to meet national targets.

Corporate Strategic Priorities

27. The scheme is important for meeting Hampshire County Council's Strategic Priorities, as it will:
- improve connectivity and accessibility to employment, retail and education facilities, which contributes to *Hampshire maintaining strong and resilient economic growth and prosperity*;
 - provide improved accessibility for people without a car and provide significant health outcomes through additional physical activity, which contributes to *People in Hampshire living safe, healthy and independent lives*; and
 - enable healthier lifestyles through increased physical activity and providing access to/from proposed Country Park in North Manydown, which contributes to *People in Hampshire enjoying a rich and diverse environment*.

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:	no

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

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:

An Equality Impact Assessment has been undertaken. This has showed that the scheme is not predicted to have any disbenefits and would have minor benefits for several protected category groups as follows:

- improve accessibility to education facilities for younger people;
- the route can be used by mobility impaired people using mobility scooters or electric wheelchairs; and
- the scheme will provide improved accessibility to education and employment opportunities for people without access to a car.

● **FIGURE 1 – MANYDOWN NORTH TO BASINGSTOKE TOWN CENTRE CYCLE ROUTE OVERVIEW PLAN**

