

## HAMPSHIRE COUNTY COUNCIL

### Decision Report

|                        |   |
|------------------------|---|
| <b>Decision Maker:</b> | Executive Member for Highways Operations  |
| <b>Date:</b>           | 27 January 2022   |
| <b>Title:</b>          | Project Appraisal: Whitehill Bordon: Oakhanger Road/Station Road (West) Shared Use Path |
| <b>Report From:</b>    | Director of Economy, Transport and Environment  |

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#### 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 Walking and Cycling Strategy' 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: Oakhanger Road/Station Road (West) Shared Use Path' ("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 this report, at an estimated cost of £1,279,000 to be funded from EM3 LEP, developer funding (Section 106), and structural maintenance budget.
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 authority to deliver a network of cycle facilities that links the whole of Whitehill and Bordon contributing to the overall delivery of the Whitehill and Bordon Sustainable Transport Improvements Package.
7. The proposed scheme will provide appropriate walking and cycling facilities via the provision of a shared-use pedestrian and cycle path to create cycle provision between the West and North of Whitehill & Bordon.
8. This scheme will provide cycle and pedestrian crossing facilities to connect residents living in the new housing developments west of the Household Waste Recycling Centre to Oakmoor School via the skate-park. The shared use path will continue along Oakhanger Road to the Relief Road with further path improvements to link to Hogmoor Road.
9. The proposed scheme and resulting increase in walkers and cyclists along Station Road, will support the recently implemented 30mph speed limit.

## Contextual Information

10. This scheme forms part of a wider strategic network of cycle facilities that links the whole of Bordon to meet the objectives of the Walking and Cycling Strategy.
11. The aims of the Walking and Cycling strategy are to:
  - link together the existing and new areas of town;
  - reduce motor-traffic dominance in the town and thereby free up capacity to support growth in housing and jobs;
  - make the town an attractive place to relocate to;
  - support better health by enabling active travel; and
  - enable sustainable growth by promoting sustainable travel.
12. This scheme aims to address increased pedestrian and cycle use to Oakmoor School following the completion of the Relief Road Junction 2 to 3 Shared Use Path and new housing off Station Road, west of the HWRC, providing improved links requested by the Head of Oakmoor School, local representatives, and residents.
13. This scheme will support one of the aims of Hampshire County Council's cycling and walking strategies: Promote walking and cycling to provide a healthy alternative to the car for short local journeys to work, local services or school.

## Finance

| 14. | <u>Estimates</u> | <u>£'000</u> | <u>% of total</u> | <u>Funds Available</u> | <u>£'000</u> |
|-----|------------------|--------------|-------------------|------------------------|--------------|
|     | Design Fee       | 160          | 13                | EM3 LEP                | 60           |
|     | Client Fee       | 35           | 3                 | Development Control    | 1,189        |
|     | Supervision      | 120          | 10                | (Section 106)          |              |

|              |              |            |                        |              |
|--------------|--------------|------------|------------------------|--------------|
| Construction | 880          | 67         | Structural maintenance | 30           |
| Land         | 4            | 1          |                        |              |
| Contingency  | 80           | 6          |                        |              |
| Total        | <u>1,279</u> | <u>100</u> | Total                  | <u>1,279</u> |

|     |                                     |              |  |
|-----|-------------------------------------|--------------|--|
| 15. | <u>Maintenance Implications</u>     | <u>£'000</u> | <u>% Variation to Committee's budget</u> |
|     | Net increase in current expenditure | 5            | 0.005%                                   |
|     | Capital Charge                      | 123          | 0.081%                                   |

## Programme

16.

|              | Gateway Stage         |               |                |            |
|--------------|-----------------------|---------------|----------------|------------|
|              | 3 - Project Appraisal | Start on site | End on site    | 4 - Review |
| Date (30/20) | January 2022          | April 2022    | September 2022 | March 2023 |

## Scheme Details

17. The scheme consists of the provision of a three-metre-wide shared use path via Oakhanger Road from Hogmoor Road to Budds Lane. This will be carried out by widening existing footways and narrowing the carriageway. Carriageway narrowing will also have the effect of reducing traffic speeds in line with the recently implemented 30mph speed limit. A section of this route near Hogmoor Road will encroach on Defence Infrastructure Organisation land for which a dedication as adopted highway will be necessary.
18. The provision of a three-metre-wide shared use path in Station Road will connect the new Maple Fields development (parcel 4.2) with the skate park at the junction with Budds Lane. This will be carried out by widening existing footways and narrowing the carriageway. Carriageway narrowing will also have the effect of reducing traffic speeds in line with the recently implemented 30mph speed limit. Small sections of this route encroach on Defence Infrastructure Organisation (DIO) land for which a dedication as adopted highway will be necessary.
19. The section of Station Road from Budds Lane to the new Maple Fields development (parcel 4.2) is the first phase of this shared use path, which will

be extended to the Sidney Martin Road junction at a later date as part of the Station Road (East)/Station Road Crossing scheme.

20. The provision of a three-metre-wide shared use path in Budds Lane will enable cyclists and pedestrians to access Oakmoor School from Oakhanger Road and the new path recently provided between Junctions 2 and 3 on the Relief Road. The section of path in Budds Lane is also on Defence Infrastructure Organisation land for which a dedication as adopted highway will be necessary.
21. Uncontrolled crossings will be provided in Oakhanger Road and Station Road to connect to new and existing developments and footways. The zebra crossing in Budds Lane will be upgraded to a parallel crossing for pedestrians and cyclists.
22. Street lighting is to be replaced and upgraded in Station Road from Budds Lane to Loweswater Gardens.
23. Existing drainage issues will be rectified to cater for the narrowing of and alterations to the carriageway.
24. The junction of Oakhanger Road, Station Road, and Budds Lane is to be tightened to remove the right-turn filter, which is no longer required since the reduction of the 40mph speed limit to 30mph. A crossing island across Budds Lane will also be provided.
25. At a later date, it is planned to convert the junction to a mini-roundabout. As the construction of the mini-roundabout will require resurfacing of the junction, it is planned to be carried out following the expansion of Oakmoor School, planned to start early 2023 for completion by early 2024, in order to reduce damage to the new roundabout. This will also be carried out in coordination with the resurfacing of Budds Lane to be funded separately.
26. 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.
27. The design has avoided the need to remove trees. However, an area of invasive laurel is to be removed as part of these works to meet the objectives of the scheme.

### **Departures from Standards**

28. None.

### **Consultation and Equalities**

29. The provision of the shared use path in Budds Lane and tightening of the Hogmoor Road junctions followed a request from the Head of Oakmoor

School to improve safety for school pupils. The request was supported by the former County Councillor, Adam Carew.

30. The local County Councillor, Andy Tree, is supportive of the proposals.
31. East Hampshire District Council Officers working in partnership with Hampshire County Council in the delivery of the Walking and Cycling Strategy are in support of the scheme. East Hampshire District Council elected members for the area have been invited to comment on the proposals for which no response has been forthcoming.
32. Whitehill Town Council has been given the opportunity to comment on the scheme and is satisfied with the proposals.
33. Whitehill Bordon Regeneration Company (WBRC), acting as managing agents on behalf of Defence Infrastructure Organisation is supportive of the proposals.
34. Residents currently living in the new Maple Fields development (parcel 4.2) have made comments about traffic speeds and a lack of appropriate footway provision in Station Road, west of the Household Waste Recycling Centre. These are the only residents considered to be directly affected by this scheme.
35. A website specific to this scheme has been created for which the residents of the new Maple Fields development (parcel 4.2) have been asked to give their views on the proposed works. Comments regarding visibility concerns of the uncontrolled crossing and the installation of a pavement from the crossing point to the entrance of Maple Field have been addressed in collaboration with the developer.
36. The Household Waste Recycling Centres operations team discussed its needs with the design team and is happy with what is being proposed.
37. The Whitehill Bordon Transportation website will be updated, and local residents/businesses will be informed of the works prior to commencement.
38. This scheme has no detrimental impact on equalities or diversity and has the potential to improve modes of travel for physically and socially disadvantaged groups. The design is in accordance with best practice in meeting mobility requirements.

### **Climate Change Impact Assessments**

39. 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**

40. 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.
41. This scheme will have a positive effect on the corporate strategic priorities and wider benefits. This will particularly benefit the community in living safe, healthy and independent lives and enjoying being part of strong, inclusive communities by providing improved connections to local community buildings.

### **Carbon Mitigation**

42. 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.
43. In the short-term during construction, carbon emissions from this project arise from the manufacture of the new infrastructure to be constructed. Bitumen 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 is to industry standard.
44. The provision of additional street lighting will increase electricity usage although this will be minimised by the use of efficient lighting design and low voltage LED lamps.
45. Transporting materials and resources to site will generate CO<sub>2</sub> 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.
46. Carbon emissions have been/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.
47. There will be no further CO<sub>2</sub> 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**

48. There are minor amendments to existing traffic regulation orders which will be applied for in accordance with Hampshire County Council process.

49. Any conversions of footway and cycle ways will be carried out in accordance with the provisions of Sections 65-66 (inclusive) Highways Act 1980.
50. Open watercourse consent will be obtained prior to works for the revised drainage.
51. 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.
52. 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**

53. Sections of Defence Infrastructure Organisation land are required in order for the existing footway to be widened to three metres in Oakhanger Road and Station Road and for the section of shared use path in Budds Lane to be constructed. It has been agreed with the Defence Infrastructure Organisation that the shared use paths be dedicated to Hampshire County Council as adopted highway maintainable at public expense.
54. The Defence Infrastructure Organisation has confirmed that it is prepared to give Hampshire County Council rights to access the land and complete the works, and it is willing to enter into a licence 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 construction.
55. It has been confirmed with the East Hampshire District Council Planning Officer that all works on this scheme are permitted development under Part 12 of Schedule 2 of the General Permitted Development Order (works permitted for a local authority).

### **Maintenance Implications**

56. Hampshire County Council Highways Asset Management has been consulted regarding the proposed works and some implications have been raised which may impact on the future maintenance of the asset. 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. The improvements will have a modest impact on future years maintenance budgets, and this is expected to be approximately £5,000 per annum.
57. The replacement street lighting will result in maintenance and energy costs. New and revised street lighting will be accrued for maintenance under the Hampshire Street Lighting PFI.

58. A 2-metre strip of carriageway is to be resurfaced, alongside the road narrowing and build outs, in the Station Road section of the scheme from the new Maple Fields development (parcel 4.2) to Budds Lane. Asset Management has requested that the full carriageway width be resurfaced along this section as part of this scheme to supplement the resurfacing of Station Road to C114 Camp Road included in the Highway Resurfacing Programme. This additional area is to be funded by the Operation Resilience budget.

# APPENDIX – PROPOSED WORKS PLAN

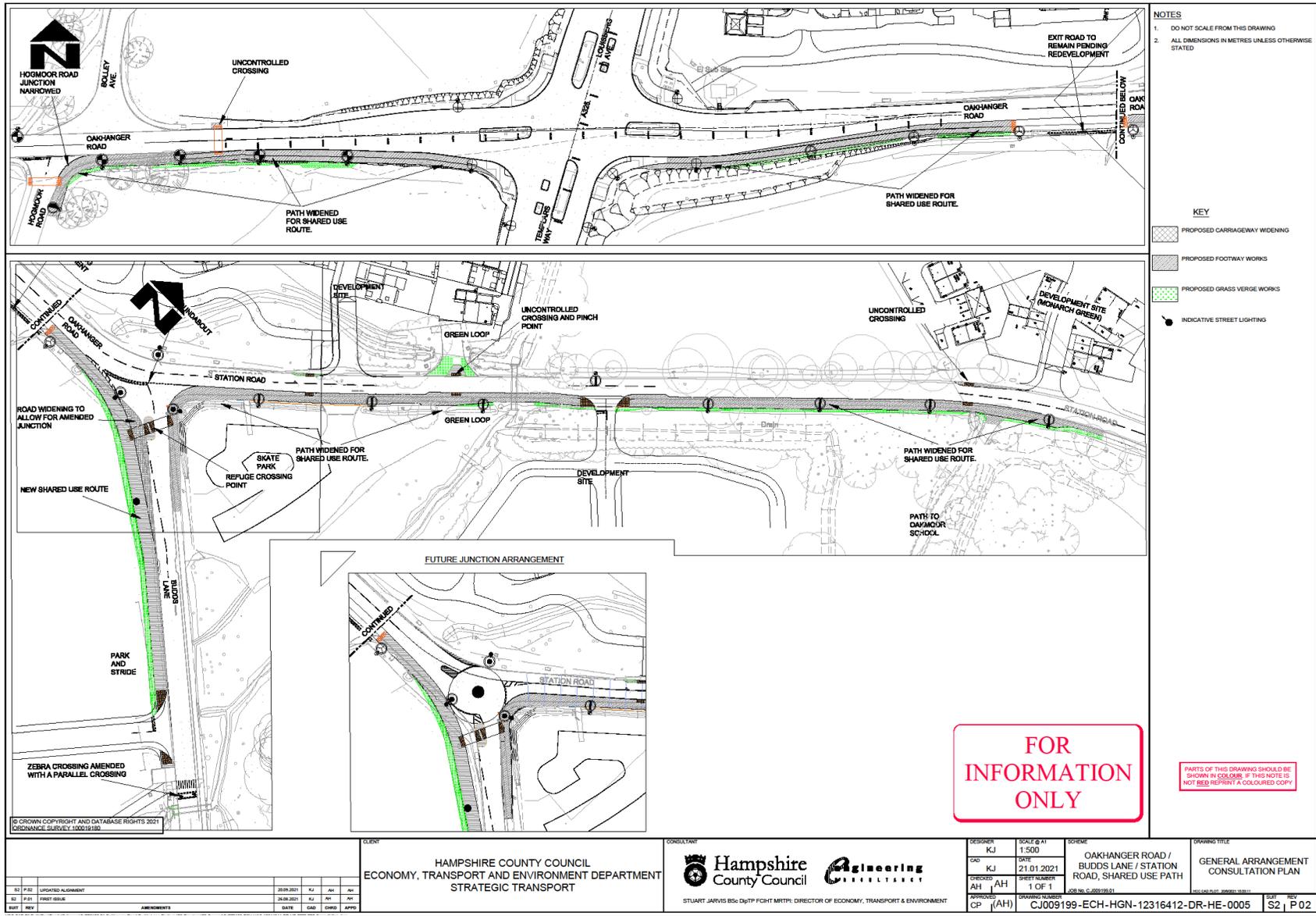


Figure 1 –Pedestrian and Cycle Path

## APPENDIX – LAND PLAN

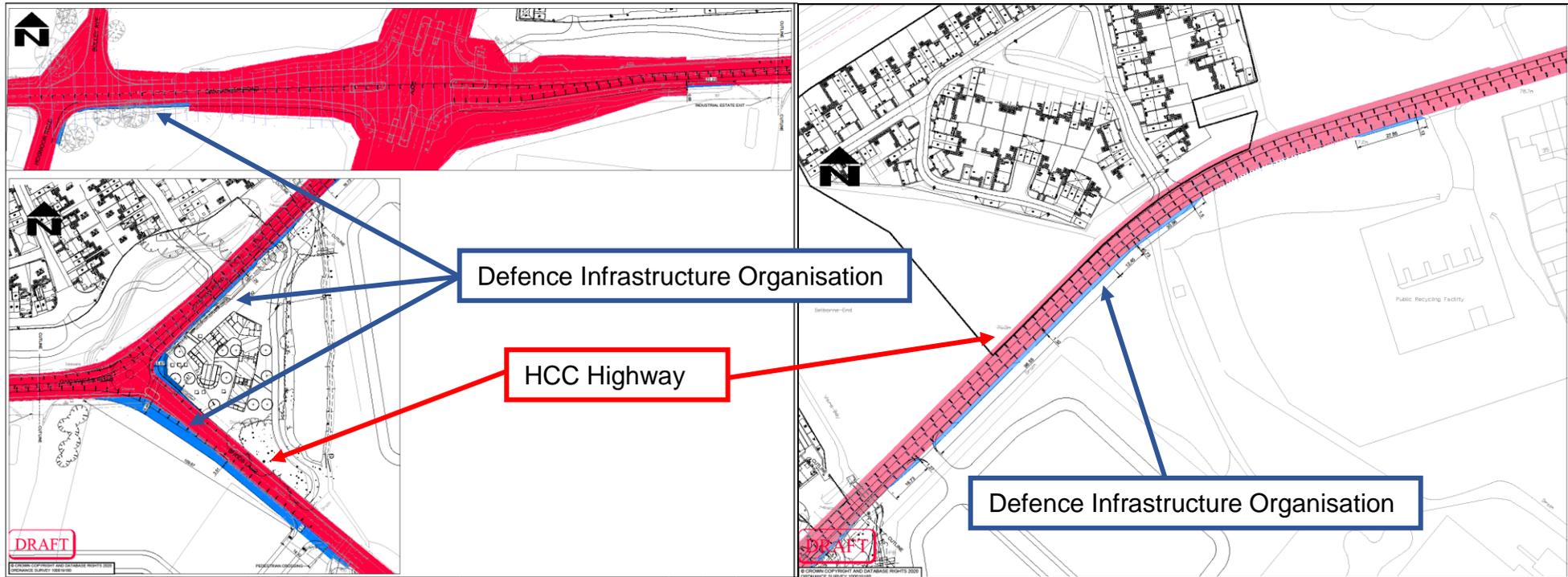


Figure 2:– Land Plan

## 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**

|   |     |
|---|-----|
| <b>Hampshire maintains strong and sustainable economic growth and prosperity:</b> | Yes |
| <b>People in Hampshire live safe, healthy and independent lives:</b>              | Yes |
| <b>People in Hampshire enjoy a rich and diverse environment:</b>                  | Yes |
| <b>People in Hampshire enjoy being part of strong, inclusive communities:</b>     | 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

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 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 has no detrimental impact on equalities or diversity and has the potential to improve modes of travel for physically and socially disadvantaged groups. The design is in accordance with best practice in meeting mobility requirements.