

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Environment and Transport
Date:	15 January 2019
Title:	Whitehill & Bordon Integration – Budds Lane
Report From:	Director of Economy, Transport and Environment

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1. Recommendations

- 1.1 That the Executive Member for Environment and Transport approve the Project Appraisal for Phase 1 of the Whitehill and Bordon Integration Project; namely the Budds Lane Scheme, as outlined in this report, and notes the outcome of the public consultation.
- 1.2 That subject to all necessary land interests being acquired and funding being secured, approval be given to procure and spend and enter into necessary contractual arrangements, in consultation with the Head of Legal Services, to implement or facilitate the implementation of the proposed improvements in the Budds Lane Scheme, as set out in this report, at an estimated cost of £3.4million to be funded from EM3 LEP.
- 1.3 That authority is given to enter into a Funding Agreement with the Enterprise M3 Local Enterprise Partnership, in consultation with the Head of Legal Services, to secure £3.4 million for the delivery of the Budds Lane Scheme
- 1.4 That authority to make the arrangements to implement the Budds Lane Scheme, including minor variations to the design or contract, be delegated to the Director of Economy, Transport and Environment.
- 1.5 That authority be delegated to the Director of Economy, Transport and Environment in consultation with the Head of Legal Services to progress all appropriate orders, notices or statutory procedures and secure any consents, licences, permissions, rights or easements necessary to enable the Budds Lane Scheme to be implemented.

2. Executive Summary

- 2.1 The purpose of this paper is to provide an update on the Whitehill & Bordon Integration Project following on from the Public Consultation undertaken between 13 July 2018 and 9 September 2018.
- 2.2 This paper also recommends that the Budds Lane Scheme, Phase 1 of the Whitehill & Bordon Integration Project, be progressed and approval granted to procure, spend and enter into necessary contractual arrangements to enable the timely implementation of this scheme. The purpose of which is to ensure that the new Mill Chase Academy (MCA) can be transferred to the University of Chichester in time to enable the school to open in September 2019 and that the County Council complies with the planning conditions.
- 2.3 This paper summarises:
- The response to the public consultation;
 - The background to the Scheme;
 - The proposed Scheme works; and
 - The funding sources for the Scheme.

3. Contextual information

- 3.1 The County Council secured funding from EM3 LEP to undertake the A325 Integration Project. Consultation in early 2013 set out the main principles, following which design work was progressed by Atkins. A location plan is shown in Figure 1.

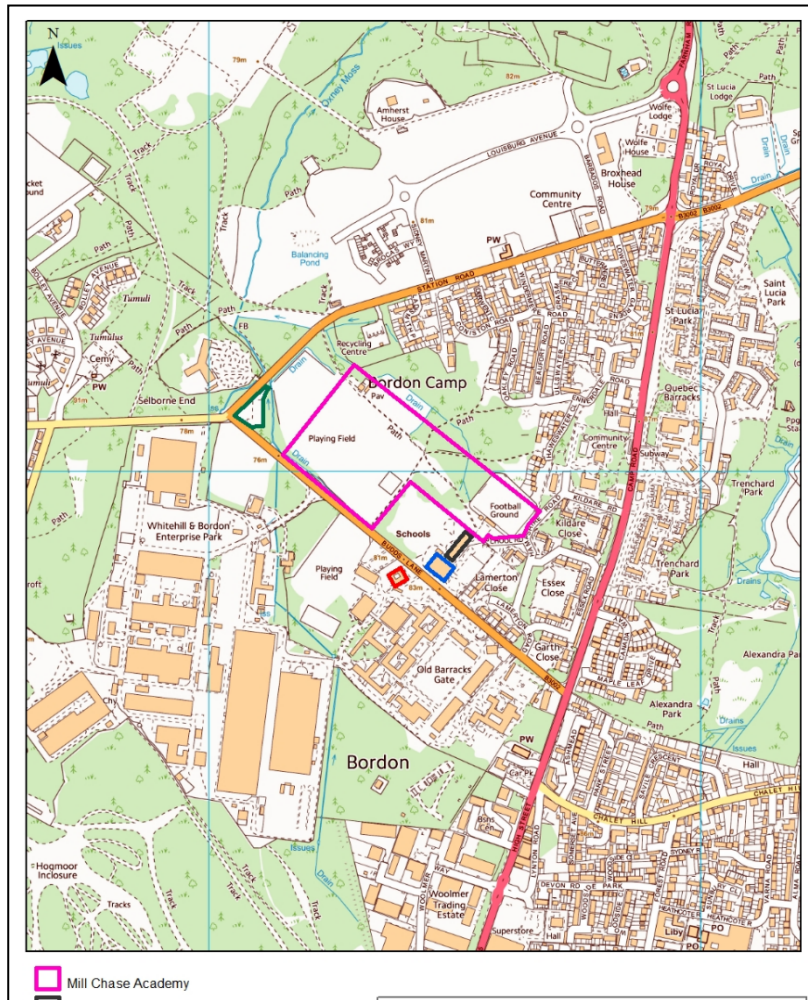


Figure 1 – Location Plan

- 3.2 A refresh of the Whitehill & Bordon Transport Strategy (March 2017) acknowledged that Budds Lane is now of critical importance as the Mill Chase Academy (MCA) is being relocated from Chalet Hill to Budds Lane and the routing strategy for the new Town Centre also requires access from Budds Lane.
- 3.3 A decision was taken by Whitehill & Bordon Transport Strategy Board to re-consult with the public due to the time lag that had passed since the previous consultation on principles and because new areas have been added into the scope of the project.
- 3.4 Public consultation on the Whitehill & Bordon Integration Project was subsequently undertaken between 13 July and 9 September 2018. Preferred options (feasibility design stage) for Budds Lane/Arrival Square/Northern Gateway/Southern Gateway were presented at the public consultation.
- 3.5 The event was promoted by the following means;
 - Letter drop to homes and businesses fronting onto the affected roads;
 - Press release in the Bordon Herald;
 - HCC website, and social media outlets (Facebook and Twitter);
 - EHDC Whitehill & Bordon Website;
 - Whitehill Town Council; and
 - WBRC email database (Facebook).
- 3.6 Three staffed public exhibitions were held at the beginning of the consultation period. Public attendance was recorded and is provided in brackets next to the respective venue;
 - Friday 13 July, Forest Community Centre 1200 – 1300 for Local Members, 13:00 – 19:00 for public (78)
 - Saturday 14 July, Mustangs Community Building 10:00 – 13:00 (41)
 - Monday 16 July, Forest Community Centre 13:00 – 17:00 (45)
- 3.7 The consultation material was left in situ at the Mustangs Community Building for a Street Party on 22 July. Booklets and information were also left at the Forest Centre and Bordon Library, and all the consultation material was available online throughout the duration of the consultation.
- 3.8 The consultation was covered in the Bordon Herald and targeted social media on Facebook and Twitter were also used. In total the targeted Facebook and Twitter Adverts were sent to over 10,000 account holders

within the GU35 0, GU35 5, GU35 8 and GU35 9, postcodes. The Facebook adverts generated 1,056 link clicks.

- 3.9 In total 214 responses were received to the consultation. The findings from the consultation were generally supportive of the proposals. Further details of the consultation response are provided in section 5 of this report where there is a link to the full consultation report.
- 3.10 In principle the consultation showed that there was general support for the Budds Lane Scheme. It was also highlighted that the Budds Lane Scheme will run concurrently with the construction of the new MCA.
- 3.11 To meet the school opening deadline (September 2019), it was considered that priority should be given to providing safe access to the new MCA for children and this could be achieved by implementing the Budds Lane Scheme, which is;
- Widening of Budds Lane northern footway between the junctions with the A325 and Oakhanger Road, to provide a shared use footway & cycleway;
 - Construction of a new roundabout junction for Mill Chase Academy (egress) / Budds Lane / Whitehill & Bordon Enterprise Park;
 - Informal pedestrian crossing points and a zebra crossing outside the pedestrian and cycle access points into MCA respectively;
 - Zebra crossing point outside Mustangs Community Building / Bordon Infant and Junior Schools;
 - Construction of a mini roundabout with associated tiger crossing points over A325 around Budds Lane junction;
 - Street lighting;
 - Drainage works;
 - Statutory Utility diversions necessary for the Budds Lane Scheme works; and
 - Traffic regulation orders associated with the scheme.

4. Finance

4.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	373	11	EM3 LEP (GGGL)*	2690
	Client Fee	179	5	EM3 LEP (Integration)*	717
	Supervision	62	2		
	Construction	2729	80		
	Land	64	2		
	Total	3407	100	Total	3407

* The scheme will be funded by the EM3 LEP. A funding agreement for the LEP Green Grid Green Loop (GGGL) grant between HCC and EM3 LEP is currently

being agreed and it is expected that this agreement could be in place in early 2019, subject to approval of this report. Broadly the funding agreement includes:

- The LEP grant fund the £3.14m directly to HCC for the delivery of the GGGL project (as scoped in the GGGL bid). HCC to be fully accountable to the LEP for all delivery and reporting.
- A proportion of the LEP W&B Integration funding allocated to the Budds Lane project will be moved to the LEP GGGL funding grant so HCC reports on one funding grant rather than two.

The funding agreement includes funding for the Budds Lane scheme as described in this paper, but also other works which will be developed as separate projects. It is more appropriate that some of these works are delivered by East Hampshire District Council, therefore a partnership agreement between HCC and EHDC is currently being finalised. The scope of the work involved in the partnership is estimated to be up to £200k (final figure to be confirmed and transferred to EHDC) and includes:

- Stakeholder management
- Support links between developers to ensure the green grid and loop is consistent across the whole town
- Community Engagement
- Support link with Xchange and Community Trust
- Healthy town initiatives – projects to be worked up further but to include initiatives to encourage increase walking and cycling
- To link with town wide retrofit programme – including green space, links with Future Skills Centre, way finding

4.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in maintenance expenditure	6	0.005%
	Capital Charges (Depreciation and notional interest charges)	328	0.205%

5. Consultation

- 5.1 A public consultation on the Whitehill & Bordon Integration Project was undertaken between 13 July and 9 September 2018 and a total of 214 responses were received. A full analysis and response to consultation (which includes an analysis of the comments made) is provided in this link: <http://documents.hants.gov.uk/transport/transportschemes/WhitehillandBordonIntegrationconsultationSeptember2018report.pdf> . The response relating to the general principles of the Integration Project and the Budds Lane Scheme is summarised in the following paragraphs.
- 5.2 Overall the consultation demonstrated a high level of support (over 80%) for;
- Making the town safer and more attractive to walk and cycle around;
 - Making it easier to cross the main roads by foot or by bicycle; and
 - Encouraging through traffic to use the relief road.
- 5.3 The most popular aspect of the Budds Lane Scheme proposals was the introduction of safer crossing points with greater priority assigned to pedestrians and cyclists (78% in support). In addition, 74% supported the introduction of the shared use path on the northern side of the carriageway compared to only 53% who supported widening the pavements for pedestrian use only.
- 5.4 One aspect of the Budds Lane and Arrival Square proposals are the conversion of Budds Lane and the Chalet Hill junctions with A325 to mini-roundabouts. 62% of respondents supported these changes.

6. Equalities

- 6.1 In the context of the Equalities Impact Assessment, the main object of the scheme is to transform Budds Lane into a route which will enable and encourage local residents to walk or use their bicycles. This will also enable the Town Centre to become more attractive and accessible for all who live, work and shop there. These measures will help support behavioural change through travel planning with respect to school journeys for parents and children attending schools along Budds Lane. A full Equality Statement for the Budds Lane Scheme is provided in Appendix B.
- 6.2 The scheme will provide a lit shared bicycle/pedestrian footpath along Budds Lane. Associated pedestrian crossings are also included. Therefore, the Budds Lane Scheme is considered to have a positive impact in the age and disability aspects.

7. Other Key Issues

- 7.1 The Divisional County Councillor (Adam Carew) supports the Budds Lane Scheme, but his preference is that off carriageway cycle routes are segregated rather than shared with pedestrians. A shared pedestrian cycle

route has been proposed in the Budds Lane Scheme due to the expected high flow of children and parents accessing the schools. Segregating this section of route would not provide sufficient width for pedestrians during these times. Where cycle routes are proposed in other sections of the wider Whitehill & Bordon Integration project, opportunities for segregated routes will be considered.

- 7.2 The delivery of MCA is associated with the Budds Lane Scheme. The current programme for the MCA is for the construction works to be complete at the end of July 2019, with the school opening at the start of September 2019. Regular liaison between the relevant County Council project management teams for the MCA and Budds Lane Scheme is in place to coordinate the two projects.
- 7.3 Wider development works are ongoing by the Whitehill & Bordon Regeneration Company (WBRC) which include statutory utility works on Budds Lane. Regular liaison between WBRC and HCC is in place to coordinate works and help ensure the Budds Lane Scheme is not disrupted by development works.
- 7.4 The Budds Lane Hampshire County Council project management team also intends to liaise with WBRC and Bordon Infant & Junior schools regarding access arrangements during construction.

8. Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	Jan 2019	April 2019	September 2019 / March 2020*	September 2020

* all works essential to the MCA opening will be completed before the start of school term in September 2019. Other works may continue into March 2020.

9. Scheme Details

- 9.1 Budds Lane is a straight road connecting the existing A325, Camp Road to the east with a give-way junction onto Oakhanger Road to the west. The road is approximately 900m in length with a steady longitudinal fall from east to west. The existing speed limit is 30mph with a section of 40mph from Mill Chase to Oakhanger Road junction.
- 9.2 The proposed scheme entails constructing a 3 metre wide (where possible) shared use footway to the northern side of Budds Lane (minimum requirement needed to fulfil the MCA planning conditions). The installation of

two mini roundabouts is proposed, located at the entrance to Bordon Enterprise Park opposite Mill Chase Academy and Budds Lane/A325. Two new zebra crossings are included in the scheme within Budds Lane to facilitate the Mill Chase and Bordon Infant School. A Tiger crossing facility at the mini roundabout on Budds Lane / A325 is proposed to provide a safe crossing location on the A325. Layout plans for the proposed scheme are shown in Appendix C.

9.3 Due to the condition of the carriageway, works at the Budds Lane/A325 junction will include a section of full road reconstruction. The scheme also includes street lighting works along the whole length of Budds Lane and localised drainage works.

9.4 The Scheme has been subject to an independent RSA process.

10. Departures from Standards

10.1 A departure from standards has been approved for a 'reduced visibility splay at Budds Lane/A325 roundabout (southbound traffic)'.

11. Statutory Procedures

11.1 As a result of on-going construction works on both sides of Budds Lane (particularly alongside the north-western length), the character of the road is changing significantly. Therefore, Traffic Regulation Orders (TRO) for a speed limit of 30mph and installation of double yellow lines along Budds Lane are included in the Budds Lane Scheme.

11.2 Lowering the speed limit at the north-western end of Budds Lane from 40mph to 30mph would, from a technical point of view, be appropriate as this would provide a consistent speed limit in the vicinity of Bordon Junior School, Bordon Infant School and the 'new' developed area including the potentially busy area around the MCA.

11.3 Other Statutory Procedures include:

- **Parking Controls.** A combination of enforceable School Keep Clear markings and yellow lining is proposed adjacent to junctions, accesses and crossing points in the vicinity of the new secondary school. As per current policy, the controls are proposed for safety-related reasons to deter parked vehicles from obscuring visibility and/or hindering manoeuvrability;
- **TRO Process.** As a minimum, formal consultations would initially be carried out with the local County Councillor (Adam Carew) and the Police followed by formal public advertisement of the proposals. It would also be necessary to advertise proposals for zebra crossings; and
- **Temporary TROs** for various carriageway closures and temporary traffic signals for the construction works will be required and are currently

being prepared. This process will be managed to ensure that it will be made valid before the work on site takes place.

11.4 With respect to the safety record of Budds Lane, in reference to the County Council's 2016 Traffic Management policy, the most recent five-year injury accident record in the Budds Lane area shows four accidents. Two of these accidents occurred adjacent to the Oakhanger Road/Station Road junction, one occurred at the High Street/Camp Road junction and one occurred within the north-western length of Budds Lane. This level of safety record in isolation would not usually justify TROs but given the level of development and associated change in character along Budds Lane, TROs are included in the Scheme.

12. Land requirements

12.1 Hampshire County Council (Legal Team) has engaged with WBRC/Ministry of Defence (MoD) in relation to carrying out the work at the junction of Budds Lane and Lamerton Road on a small section where the land belongs to the MoD. A deed of dedication is being sought in order to enable the proposed highway works to be carried out. There are also three other small areas along Budds Lane where a legal arrangement with WBRC (acting for the MoD) will have to be sought.

12.2 This process is currently ongoing and is considered low/medium risk. It is programmed that these agreements will be in place for the construction to take place. Should land arrangements not be in place before works start then the scheme can still proceed, therefore the land arrangements are considered desirable rather than essential.

13. Ecology

13.1 An Ecological Appraisal for the Budds Lane Scheme has been completed. The assessment identified the site as having moderate potential to support two protected species during the programmed construction phase:

- Birds. An examination of the affected areas must be carried out before clearance starts. If occupied nests are present then work should stop in that area and a suitable stand-off maintained. Clearance can only recommence once the nest becomes unoccupied of its own accord; and
- Bats. The impacts on foraging/commuting bats are considered low. Therefore, it is advised that no development works take place in the hours of darkness and under artificial lighting.

14. Maintenance Implications

- 14.1 The Asset Management Team has been consulted on the proposals and the design amended to reflect the comments received. The scheme details outlined in this paper are provisionally supported by the Asset Management Team.
- 14.2 The Budds Lane Scheme will have an impact on future years' maintenance budgets and this is estimated to be £6,076 pa.

15. Next Steps

- 15.1 The Budds Lane Scheme is the first phase of the Whitehill & Bordon Integration Programme of works. The programme will be delivered by a range of partner organisations including Hampshire County Council, East Hampshire District Council and developers (through Section 278 agreements).
- 15.2 Further phases of work are being planned over the next three years. Phase two will be the A325 Arrival Square directly outside the new town centre and further work on Budds Lane on the development side of the highway (southern side). Note the further work on Budds Lane is separate to the scheme presented in this paper. Phase three will involve the provision of an off-carriageway cycle route along the current A325 over the length of the town as proposed in the Summer 2018 consultation.

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>
Project Appraisal – CMS2318 Whitehill & Bordon Relief Road Phase 1	20 Jan 2015
Project Appraisal – CMS2319 Whitehill & Bordon Relief Road Phase 2	31 Mar 2016
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	

IMPACT ASSESSMENTS:

1. Equality Duty

- 1.1 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 under the Act;
 - Advance equality of opportunity between persons who share a relevant protected characteristic (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, gender and sexual orientation) and those who do not share it;
 - Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- a) The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- b) Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- c) 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.

1.2 Equalities Impact Assessment:

This part of the scheme is to provide enhanced pedestrian/bicycle paths. This will also involve dropping some of the existing kerbs to allow for easier crossing across adjoining roads. The associated pedestrian crossings will enable a safer way of crossing the carriageway for all, including those with reduced mobility due to age or disability.

The above-mentioned pedestrian crossings will also include tactile paving which will provide an additional safety measure for visually impaired users.

2. Impact on Crime and Disorder:

- 2.1 Positive due to proposed street lighting along Budds Lane.

3. Climate Change:

- (a) How does what is being proposed impact on our carbon footprint / energy consumption? Neutral.
- (b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts? The Scheme includes carriageway surface and drainage works, making the highway more resilient.