

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	19 November 2020
Title:	Project Appraisal: Whitehill Bordon – Woolmer Way (Tesco) /High Street Junction Improvement
Report From:	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 Economy, Transport and Environment to deliver the scheme as part of the 'Whitehill and Bordon Sustainable Transport Improvements Package' to support the sustainable economic growth potential in Whitehill and Bordon, and to encourage walking and cycling.

Recommendations

2. That the Executive Member for Economy, Transport and Environment approve the Project Appraisal for 'Whitehill and Bordon: Woolmer Way (Tesco) / High Street Junction Improvement' ("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 proposed improvements to Woolmer Way (Tesco) / High Street Junction Improvement, as set out in this report, at an estimated cost of £495,000 to be funded from EM3 LEP and developer funding (Section 106).
4. That approval be given to enter into any necessary licences consents approvals and agreements with East Hampshire District Council, in consultation with the Head of Legal Services, 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 a section of the Green Grid Green Loop (GGGL), a network of cycle facilities that links the whole of Whitehill and Bordon (See Appendix) contributing to the overall delivery of the Whitehill and Bordon Sustainable Transport Improvements Package.
7. The Whitehill and Bordon GGGL project seeks to deliver a package of walking and cycling transport improvements in Bordon, both on and off-road facilities. The GGGL will be delivered in part by a partnership between Hampshire County Council and East Hampshire District Council, with the remainder being delivered by developers.
8. The aims of the GGGL 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.
9. This particular junction improvement aims to provide appropriate cycle and pedestrian crossing facilities for users of the existing shared use cycle routes in C114 High Street and Woolmer Road to meet the objectives of the Walking and Cycling Strategy, and is to be fully designed and implemented by Hampshire County Council.
10. Improvements to this junction will support the County Council's cycling and walking strategies, to promote walking and cycling and provide a healthy alternative to the car for short local journeys to work, local services, or school.

Contextual Information

11. This Scheme is part of a successful bid for £3.14million to the EM3 LEP in July 2018 titled, 'Whitehill and Bordon Sustainable Transport Improvements Package'. This package was prepared as a response to the sustainable economic growth potential in Whitehill and Bordon, to encourage walking and cycling.
12. East Hampshire District Council led the bid in partnership with Hampshire County Council, which will deliver the schemes identified.

Finance

13.	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	48	10	EM3 LEP	160
	Client Fee	16	3	Development Control (Section 106)	335

Supervision	54	10		
Construction	327	66		
Land	1	1		
Contingency	49	10		
Total	<u>495</u>	<u>100</u>	Total	<u>495</u>

14. Maintenance Implications £'000 % Variation to Committee's budget

Net increase in maintenance expenditure 1 0.0001

Capital Charges 48 0.03

15. The construction and fee estimate of £495,000 has been allocated to this scheme, as is now reflected in the Capital Programme.

Programme

16.

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (30/20)	November 2020	March 2021	May 2021	May 2022

Scheme Details

17. The scheme consists of the Improvements to the existing C114 High Street/Woolmer Way traffic signal junction, including upgrading of existing pedestrian crossings to toucan crossings, a new additional crossing to the northern arm of the signalised junction, increased splitter islands to allow for cyclists, dropped crossing upgrades, and drainage to suit in accordance with the General Arrangement in the appendix below.

18. Four options were developed incorporating a range of staggered and direct crossing islands, varied shared use path widths, and facilities for pedestrians or pedestrians and cyclists. The options incorporated either two lanes on the southbound approach to the junction as existing or a single southbound approach to the junction to enable widening of the eastern footway to become a shared use path. This allows for southbound on road cyclists to join the off-road cycle facilities. The options incorporate shared use paths to the northern side of Woolmer Way west, ahead of the junction, to allow cyclists to join the off-road facilities, and to the northern side east, to link the junction and Lynton Road.

19. This option was chosen as it performed highest overall in the following;

- cost – falls within the available budget for this junction;
 - non-motorised user accessibility – provides full manoeuvrability of the junction for pedestrians and cyclists. The scheme presented in this report is a part of a wider cycle network where consistency of cycle routes measures has been prioritised. New design guidance for cycle routes has been recently released since the scheme was first designed and has been seamlessly integrated into the preliminary design where practical to do so;
 - traffic performance and waiting time – meets junction capacity requirements whilst allowing pedestrian/cyclist waiting times that will not discourage use at the junction; and
 - land acquisition – avoids future liabilities associated with land acquisition, legal agreement, and statutory diversions.
20. Widening the footpaths in the vicinity of the junction to a minimum of 3 metres will facilitate full movement for cyclists around the junction. Facilities will also connect the cycle link from Devon Road to the signal junction.
 21. The left-turn filter lane on the southbound approach to the junction is to be removed to create a shared use cycle facility to enable cyclists from Chalet Hill direction to exit the carriageway and to create an adequate width of shared use path for cyclists crossing the junction.
 22. In addition, the crossing island in Woolmer Way, eastbound approach, is to be removed due to the narrowing of the junction to cater for the widened cycle facility. Pedestrians and cyclists will still be able to cross within the signal junction phasing.
 23. The analysis and modelling of this layout by the County Council ITS Team demonstrated acceptable pedestrian/cyclist waiting times and increases in traffic queuing on the C114 within the signal cycle time. Although this option has a lower reserve signal capacity than other potential junction layouts, this was not considered to impact on adjacent junctions and will potentially discourage vehicle movements through the town centre in favour of the A325 Relief Road.
 24. Street lighting is to be replaced and upgraded with an overall reduction in the number of lighting columns and lanterns.
 25. Existing drainage issues will be rectified to cater for the altered junction arrangement.
 26. No trees are to be removed as part of these works.

Departures from Standards

27. Local Transport Note (LTN) 1/20: Cycling Infrastructure Design, published Summer 2020, provides guidance to local authorities on delivering high quality, cycle infrastructure and replaces previous guidance. Although the

scheme does not segregate cyclists from pedestrians (which would require significant land acquisition and is not feasible at this location) the design falls within the guidance and is consistent with the local network.

28. North of this junction, the C114 shared use path is segregated with a white line over a length 70 metres. This is no longer a recommended design in accordance with LTN 1/20 and is to be converted to a shared use path to satisfy the guidance.

Consultation and Equalities

29. East Hampshire District Council commissioned the original bid development and is in full support of the scheme.
30. The local member, Councillor Carew, supports the scheme. Cllr Carew has, however, expressed some reservations regarding the removal of the left-turn filter lane into Tesco which he considers will lead to the queue extending back onto the Chalet Hill junction. Technical work indicates this is unlikely to be the case even in the worst case scenario. Cllr Carew has been made aware of these findings.
31. Whitehill Town Council has been informed of the scheme and supports the initiative to improve sustainable transport measures in the town. Further communications will be made with the council to address any queries and ensure that it is fully informed on the delivery of the scheme.
32. During initial development of the scheme it was proposed to obtain land owned by Tesco to widen existing footways. This is no longer the case, but Tesco is aware of the proposals and Hampshire County Council will continue dialogue with store representatives, keeping them informed on the delivery of the scheme.
33. The Whitehill Bordon Transportation website will be updated and local residents/businesses will be informed of the works prior to commencement.
34. 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.

Statutory Procedures

35. Rights to convert existing lengths of footway to new shared use sections will be given under sections 65 and 66 of the Highways Act 1980.
36. There are no alterations to existing Traffic Regulation Orders proposed.
37. There is no requirement for open watercourse consent to the revised drainage.

38. 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

39. A small area of East Hampshire District Council land, less than two square metres, on the southwest corner of the junction is required in order for the existing footway to be widened to 3 metres. It has been agreed with East Hampshire District Council that the increased footway area will be maintained by Hampshire County Council.
40. East Hampshire District Council has confirmed that it is prepared to give Hampshire County Council the necessary highway rights dedication and rights to access the land to complete the works, and that it is willing to enter into agreements 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.

Maintenance Implications

41. Hampshire County Council Highways Asset Management has been consulted regarding the proposed works. There are minor asset management implications impacting future maintenance.
42. The existing traffic signal infrastructure is in need of an upgrade. This is to be renewed as part of this scheme, thus reducing planned maintenance costs in the short to medium terms. Future maintenance will be undertaken by Hampshire County Council ITS Team.
43. The replacement street lighting will reduce planned maintenance costs in the short to medium terms whilst also reducing energy costs. New and revised street lighting will be accrued for maintenance under the Hampshire Street Lighting PFI.
44. All construction defects shall be undertaken by the main works contractor during the 52 weeks defect period.

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
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- 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

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.