

## COUNTY COUNCIL

### Officer Decision Record

<b>Decision Maker:</b>	Director of Economy, Transport and Environment
<b>Title:</b>	Whitehill Bordon STP: South East Loop (North Section)

**Contact name:**

**Tel:** 07834 123434

**Email:** Allen.harris2@hants.gov.uk

**1. The decision:**

- 1.1. That the Director of Economy Transport and Environment approves the Project Appraisal of the 'Whitehill Bordon STP: South East Loop (North Section)' as set out in this paper.
- 1.2. That the Director gives approval to spend and enter into necessary contractual arrangements, in consultation with the Head of Legal Services, to implement the proposed improvements to South East Loop (North Section) Pedestrian and Cycle Facility, as set out in this report, at an estimated cost of £120k to be funded by EM3 Local Enterprise Partnership (LEP).
- 1.3. That approval be given to enter into any necessary licences consents and agreements and to obtain any necessary permissions approvals and agreements with East Hampshire District Council (EHDC), Defence Infrastructure Organisation and Whitehill Town Council, in consultation with the Head of Legal Services, prior to the start of works to enable implementation and use of the Scheme.

**2. Reason(s) for the decision:**

- 2.1. Whitehill & Bordon is being transformed into a prosperous "green and healthy town" with a new town centre of 3,350 new homes and 5,500 new jobs. The present agreed Sustainable Transport Improvements Package proposes the following: -
  - a) to provide walking, cycling and urban realm improvements in Whitehill and Bordon;
  - b) to remove barriers to movement in order to safeguard communities;
  - c) to make the town more attractive and connect local communities.

The package proposed to deliver this is;-

1) South East Loop (North Section), the northern section of the South East Loop forming part of the Green Grid Green Loop for construction by Countryside Services.

**3. Other options considered and rejected:**

3.1. The section of walking / cycling route considered in this report is already a desire line and it was thought best to implement and formalise this as part of a wider planned network therefore the option of do nothing was rejected.

**4. Conflicts of interest:**

4.1. Conflicts of interest declared by an Executive Member who is consulted by the officer which relates to the decision: None.

**5. Dispensation granted by the Head of Paid Service:**

5.1. None

**6. Supporting Information:**

6.1. None

**Approved by:**



**Stuart Jarvis**

**Director of Economy, Transport and Environment**

**Date:**

**21/05/2021**

# HAMPSHIRE COUNTY COUNCIL

## Decision Report

<b>Decision Maker:</b>	Director of Economy, Transport and Environment
<b>Title:</b>	Whitehill Bordon STP: South East Loop (North Section)

**Contact name:** Allen Harris

**Tel:** 07834 123434

**Email:** Allen.harris2@hants.gov.uk

### 1. Executive Summary

- 1.1. This Scheme is part of a successful bid for £3.14m 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.
- 1.2. The Green Grid Green Loop (GGGL) network is currently being delivered by the County Council in its role as Highway Authority and delivery partner as a programme of schemes both on and off-highway, reporting to the Whitehill Bordon Strategic Delivery Board. It is considered appropriate for the Highway Authority to lead on the schemes to ensure consistency with the on-highway links and to manage the overall delivery plan effectively.
- 1.3. Following Scheme Design and Approval, the County Council Countryside Service will be commissioned to engage the Contractor and manage the works on a consultancy basis on behalf of ETE. This provides benefits in that this specific element of the GGGL is more in keeping with schemes regularly provided by Countryside Service and their contractors.
- 1.4. The small on-highway cycle access works shall be delivered under the HCC Highways Framework Contract.
- 1.5. This scheme consists of:
  1. South East Loop (North Section), the northern section of the South East Loop forming part of the Green Grid Green Loop for construction by Countryside Services.

1.6. Alternative Options Considered and Rejected: The section of walking / cycling route considered in this report is part of a wider planned network therefore the option of do nothing was rejected.

1.7. Measures of Success; Monitoring will be covered under other budgets to understand how modes of travel might change.

## **2. Background**

2.1. This Scheme is part of a successful bid for £3.14m 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.

2.2. The Green Grid Green Loop (GGGL) was first identified through the Walking and Cycling Strategy for Whitehall and Bordon and discussed and completed in the consultation with local stakeholders by WSP in 2013.

2.3. The GGGL traverses both highway and private land such as Hogmoor Inclosure (Defence Infrastructure Organisation - DIO), Alexandra Park (Whitehill Town Council - WTC) Deadwater Valley (WTC, EHDC and HCC) and soon to be Jubilee Park (EHDC) and Bordon Inclosure (DIO).

2.4. This particular section of the route aims to link Conde Way to the existing foot / cyclepath network in Bordon Inclosure to the north and new pedestrian path in Deadwater Valley and existing highway cycle network to the south and the off-highway works are to be fully designed and implemented by HCC Countryside Service.

2.5. A small link for cycle access / egress within highway is to be designed and implemented by ETE Engineering Consultancy.

2.6. EHDC led the bid in partnership with HCC who would deliver schemes identified in the bid.

### 3. Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	5	4	EM3 LEP	120
	Client Fee	5	4		
	Supervision	8	7		
	Construction	96	80		
	Land	1	1		
	Contingency	5	4		
	Total	<u>120</u>	<u>100</u>	Total	<u>120</u>

3.2	<u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in maintenance expenditure	1	0.001%
	Capital Charges (Depreciation and notional interest charges)	12	0.007%

3.1. The construction of the track within DIO and EHDC land was stated in the LEP bid for which the LEP has agreed spend for this purpose.

### 4. Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (30/20)	<del>April</del> <u>May</u> 2021	June 2021	August 2021	August 2022

### 5. Scheme Details

5.1. The scheme consists of the construction of a shared pedestrian and cycle use unsealed path in two sections along the line shown as the red dotted line in accordance with the General Arrangement in the appendix below and a

dropped kerb arrangement to enable cycle access on and off the carriageway.

- 5.2. An off-highway 3-metre wide path to be delivered by HCC Countryside Service as per HCC standard path construction considered sufficient for use as a shared use path shall be constructed at the following locations;
  - Section A – Alexandra Park to Branson Road – 235 metre length.
  - Section B – Branson Road to Chalet Hill – 230 metre length.
- 5.3. Given that the path to the immediate north is a substantial track which is recorded as a Bridleway (open to walkers, cyclists and horse-riders) and that the western end of this route will lead to the new town centre, it is likely that there will be demand to use this path from horse riders.
- 5.4. A boardwalk (15 metres approx. total length) to raise the path at low-level flood points is to be replaced with a recycled plastic alternative.
- 5.5. Existing metal gates and fencing is to be replaced with wooden post and rail fence and staggered barriers to allow access
- 5.6. It is proposed to provide standard cycle barriers, to continue to allow pushchair use.
- 5.7. The open space park, rural environment dictates the paths are unlit and that the path surface provided is specifically non-bituminous surfacing. The proposed design is considered sensitive to the nature of the environment it is being built in.
- 5.8. Cell-web will be laid to prevent future maintenance damage to existing tree roots and will enable them to grow reducing impact on the structure of the path.
- 5.9. A section of dropped-kerb and widened footway with appropriate corduroy paving and roadmarking within the highway boundary is to be constructed to enable cycle access onto and off the carriageway. This element of the works shall be delivered under the HCC Highways Framework Contract.
- 5.10. Environment
- 5.11. There are no national or international conservation designations in the immediate area, although there are several SINCs (Sites of Nature Conservation) as designated by HCC. Extra notice of potential impact on wildlife / habitat has been observed, but not requiring Natural England consent.

5.12. No trees are proposed to be removed to construct this path.

## **6. Departures from Standards**

6.1. 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 the design falls within the guidance and is consistent with the local network.

## **7. Community Engagement**

7.1. East Hampshire District Council commissioned the original bid development and is in full support of the scheme.

7.2. The local County Councillor, Adam Carew, has agreed to the proposals.

7.3. Whitehill Town Council approved the scheme at their Executive Decision Council meeting on Thursday 8 October 2020 attended by an officer from HCC Countryside Services.

7.4. The Deadwater Valley Trust, who will be tasked with maintaining the works on WTC land, have been consulted regarding impacts on watercourses / ponds, trees, bat roosts and habitats.

7.5. 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.

## **8. Statutory Procedures**

8.1. EHDC Planning has confirmed that permitted development rights apply to this scheme.

8.2. Bordon Inclosure forms part of the Deadwater Valley Local Nature Reserve (LNR). Although owned by Whitehill Town Council, the Deadwater Valley LNR Bylaws were made by East Hampshire District Council (EHDC) on 15th November 2006 under Section 20, 21(4) and 106 of the National Parks and Access to the Countryside Act 1949, and in accordance with Section 236 of the Local Government Act 1972.

8.3. East Hampshire District Council may issue permits authorising any person to do any act or class of acts within the Reserve or any part thereof which would

otherwise be unlawful under these byelaws. Hampshire County Council will obtain any necessary permit prior to the works.

## **9. Land Requirements**

- 9.1. Section A is to be constructed as a path for public use on land owned by Defence Infrastructure Organisation. The path will remain in the ownership of the landowner for public use at all times whilst the land remains a public open space.
- 9.2. DIO has a long-term lease with WTC to maintain the land and as a condition of the lease consent is required from DIO for WTC to allow access for HCC to undertake the works. Consent has been applied for by WTC and has been given by DIO for the proposed scheme to be constructed. WTC will maintain the works for use by the public at all times for the period of the lease. At the end of the lease the landowner will be responsible for maintenance of the path. It is not proposed by DIO and WTC or considered by HCC that the lease will end in the foreseeable future.
- 9.3. DIO has confirmed that prepared to enter into a permissive path agreement and for HCC to access the land to complete the works. This enables the public to use the path at all times for the duration of the lease with WTC and have stated that they are willing to enter into agreement with HCC in this respect. This does not give HCC highway dedication rights.
- 9.4. Section B is to be constructed as a path on land owned by EHDC. The path and will remain in the ownership of the landowner who will continue to be responsible for maintenance in perpetuity once the works are completed and dedicated for use as a path for pedestrians and cyclists at all times.
- 9.5. East Hants District Council has confirmed that it is prepared to give Hampshire County Council the necessary rights to access the land to complete the works and that they are willing to enter into agreements in this respect.
- 9.6. All necessary arrangements are to be progressed by Hampshire County Council Legal Services and will be in place prior to start of works.
- 9.7. All landowners and lessees are to maintain public accessibility to the relevant sections of the scheme on their land following completion of the works.

## **10. Maintenance Implications**

- 10.1. The off-highway section of the scheme is being delivered by the County Council in its role as delivery partner for the GGGL as part of the wider regeneration of Whitehill & Bordon. The original GGGL funding application to the EM3 LEP states that maintenance of all new GGGL elements (that are not to be constructed within the existing publicly maintainable highway) shall become the maintenance responsibility of the landowner. On this basis, the route remains privately maintainable. Furthermore, Section 36(2)(a) Highways Act 1980 does not apply to the construction of this route within private land, as the County Council is constructing the route other than in its capacity as Highway Authority. Consequently, the Economy, Transport and Environment department Asset Management team has not been consulted on the proposals as the proposed scheme will have no impact on the maintenance budget in future years.
- 10.2. WTC will maintain section A as the responsible lessee after the scheme has been completed.
- 10.3. After practical completion, a defects period shall run for a period of 12 months. During this period, WTC will be responsible for maintenance; however, HCC will be responsible for any liabilities and remediating any defects. Upon expiration of the defects period, WTC will be responsible for management, maintenance and liabilities as the responsible lessee / landowner.
- 10.4. EHDC will maintain section B as the responsible landowner after the scheme has been completed.
- 10.5. After practical completion of section B, a defects period shall run for a period of 12 months. During this period, EHDC will be responsible for maintenance; however, HCC will be responsible for any liabilities and remediating any defects. Upon expiration of the defects period, WTC will be responsible for management, maintenance and liabilities as the responsible landowner.
- 10.6. Prior to issuing a certificate / confirmation of practical completion EHDC and WTC will be invited to inspect the new paths and make comments of any "snags".
- 10.7. There are minor asset management implications on the on-highway element of the works impacting HCC Highways Asset Management and the future maintenance of the asset.
- 10.8. HCC Highways shall be responsible for the maintenance of works in the highway only.

## **11. Recommendations**

- 11.1. That the Director of Economy Transport and Environment approves the Project Appraisal of the 'Whitehill Bordon STP: South East Loop (North Section)' as set out in this paper.
- 11.2. That the Director gives approval to spend and enter into necessary contractual arrangements, in consultation with the Head of Legal Services, to implement the proposed improvements to South East Loop (North Section) Pedestrian and Cycle Facility, as set out in this report, at an estimated cost of £120k to be funded by EM3 LEP.
- 11.3. That approval be given to enter into any necessary licences consents agreements and to obtain any necessary permissions approvals and agreements with East Hampshire District Council, Defence Infrastructure Organisation and Whitehill Town Council, in consultation with the Head of Legal Services, prior to the start of works to enable implementation and use of the Scheme.

# APPENDIX – PROPOSED WORKS PLAN

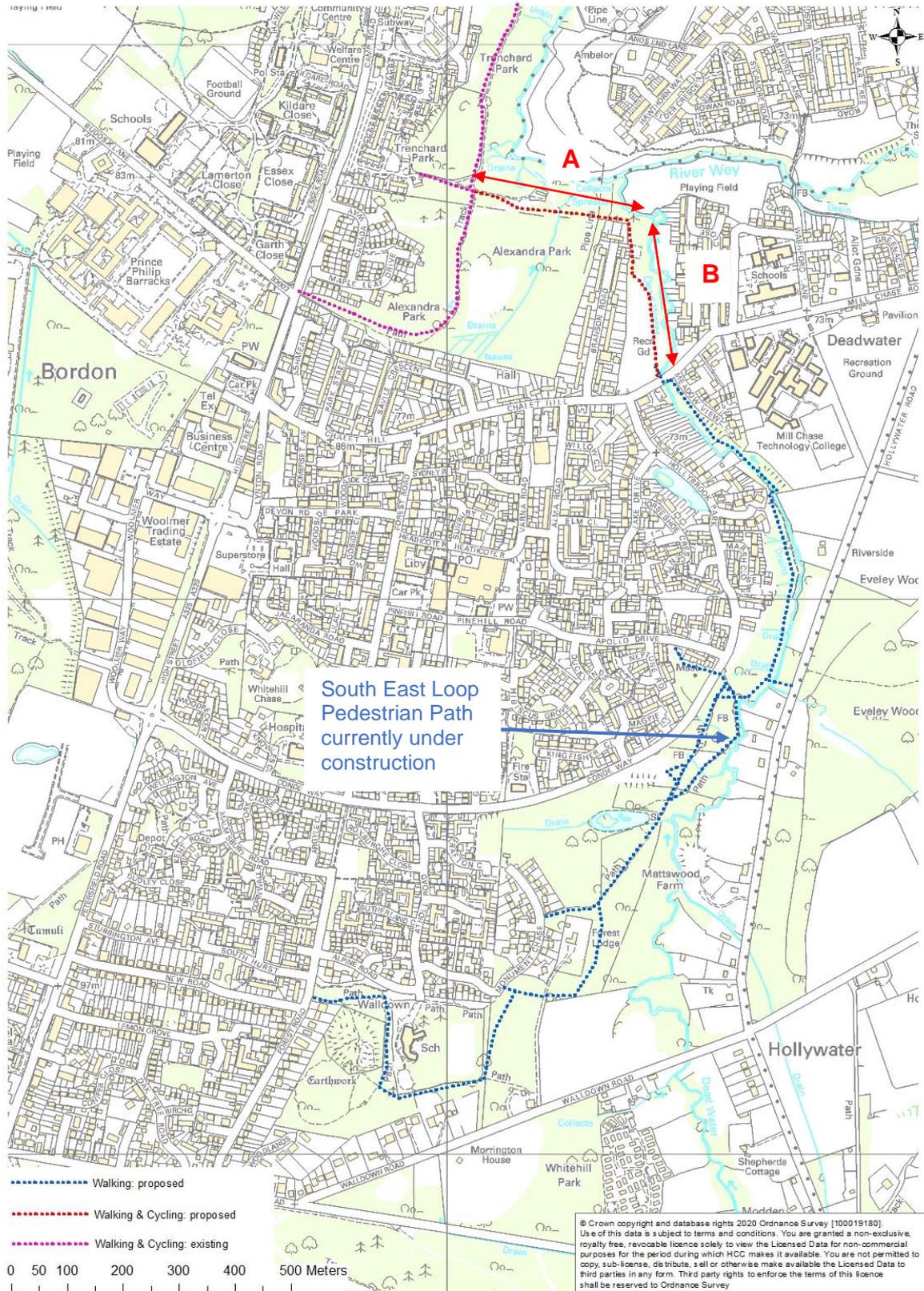


Figure 1 – Proposed South East Loop North Section) - Pedestrian and Cycle Path

## **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.

**CORPORATE OR 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

**Other Significant Links**

<b>Links to previous Member decisions:</b>	
<u>Title</u>	<u>Date</u>
<b>Direct links to specific legislation or Government Directives</b>	
<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.)

DocumentLocation

## Impact Assessments

### 1. Equalities Impact Assessment:

1.1. The proposals in this report have been developed with due regard to the requirements of the Equality Act 2010, including the Public Sector Equality Duty and the Council's equality objectives. The website contains a summary [assessment of the impacts](#) on developing Hampshire's highway network and transport systems.

1.2. Statutory considerations:

Impact	
Age	None
Disability	None
Sexual Orientation	None
Race	None
Religion and belief	None
Gender Reassignment	None
Sex	None
Marriage and civil partnership	None
Pregnancy and maternity	None
Other policy considerations	
Poverty	None
Rurality	None
Other factors	None
Geographical impact	None

2. Impact on Crime and Disorder: None

3. Climate Change:

Opportunity to develop a sustainable route and link to connect people to the town, residential areas and points of interest by active travel thus reducing carbon emissions and particle pollutants and congestion.