

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Lead Member for Economy, Transport and Environment
Date:	12 May 2022
Title:	Outline Project Appraisal: Botley Bypass – Phase 3
Report From:	Director of Economy, Transport and Environment

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Purpose of this Report

1. The purpose of this report is to seek approval to the Outline Project Appraisal and to appoint a contractor through a 2-stage procurement process for Phase 3 of Botley Bypass. This approach is recommended as it supports commitments to deliver the bypass and associated works, estimated at £23.112million. The approach facilitates Early Contractor Involvement with an appropriately experienced contractor to finalise the design and work in partnership to provide greater certainty around deliverability; cost and securing the necessary consents/approvals required to realise the benefits of this project.

Recommendations

2. That the Executive Lead Member for Economy, Transport and Environment approves the Outline Project Appraisal and Procurement Approach for Botley Bypass - Phase 3 as outlined in this report.
3. That approval be given to procure, spend and enter into necessary (Stage 1) contractual arrangements, in consultation with the Head of Legal Services, to implement the proposed improvements to Botley Bypass - Phase 3, as set out in this report.

Executive Summary

4. Implementation of the Botley Bypass - Phase 3 proposals will provide a new 1.8km long, 7.3m wide single carriageway road that will link to the Phase 1 works and provide the new eastern section of the Bypass route from Winchester Street to the existing A334, east of Botley Village.
5. Works will commence in Spring 2023 and will follow the completion of the first two phases (Phase 1: Uplands Development Infrastructure (UDI) and Phase

2: Woodhouse Lane South) and include a new bridge over the River Hamble, a new roundabout junction with the A334 and a new access for Newhouse Farm.

6. The scheme cost, estimated at £23.112 million, is to be funded from developer contributions and forecast capital receipts arising from the sale of the Uplands Farm development sites.
7. This report seeks approval of the Outline Project Appraisal and Procurement Approach using a two-stage procurement process to allow early engagement with an appropriately experienced contractor.
8. The 2-stage process includes a 'break-point' at the end of the design and target cost phase allowing options to be considered in advance of the construction phase. At this point, a further report (early 2023) will be presented to the Executive Lead Member for Economy Transport and Environment to consider the full Project Appraisal and the route to construction.
9. This report sets out the approach to procurement followed by a summary of the financial details, programme, scheme details and key risks. The report also outlines land transactions and summarises next steps in this regard.

Background to the Scheme

10. In November 2016 a report to the Executive Member for Environment and Transport regarding 'Botley Bypass Public Consultation and Preferred Route' recommended that the preferred route as outlined in the report be approved and that work should be progressed to finalise details of the scheme and enable the timely submission of a Planning Application. Further to this recommendation, preliminary and early detailed design work was progressed in relation to the layout for the Scheme, developed along the preferred route alignment approved in November 2016.
11. Planning Permission for the Botley Bypass was granted on 22 November 2017 (Application No: CS/17/81226) in respect of the plans and particulars put forward under the planning application and subject to 29 conditions.
12. In January 2018 the Executive Member for Environment and Transport gave permission to progress the detailed design and development work for the Bypass and confirmed the alignment of the scheme.
13. In September 2019 a report to the Executive Member for Environment and Transport regarding 'Botley Bypass - Scheme Update (development of Land West of Woodhouse Lane)' recommended that the preferred route is phased to accommodate the off-site requirements of a proposed Development to Land West of Woodhouse Lane.
14. The bypass route (Appendix 1) commences to the east of the priority junction at Winchester Street which is being constructed as part of the Botley Bypass – Phase 1: Uplands Development Infrastructure (UDI) scheme. Under that contract, a short stub into the bypass will be provided. From there, the bypass heads in an easterly direction towards the railway where it crosses an existing farm track. It then runs parallel to the railway, crossing an existing right of way

and then the River Hamble via a new bridge to be constructed as part of the scheme. The bypass then heads south, to the west of Bottings Industrial Estate, before turning east again to join the A334 with a new roundabout to replace the existing A334/A3051 priority junction. The A3051 will also be realigned to the north to tie in with the new roundabout.

15. The scheme is in mid-stage detailed design and it is considered an appropriate stage to secure contractor involvement to help complete the design process and provide a greater certainty towards delivering the construction phase.

Procurement Strategy

16. Approval of this report will enable a contractor/supplier to be procured for the Stage-1 contract providing Early Contractor Involvement (ECI) to finalise the design and work in partnership to provide greater certainty around deliverability; cost and securing the necessary consents/approvals required to realise the benefits of this project.
17. Although the scheme has been largely designed by Hampshire County Council's Engineering Consultancy, the complex logistical nature of the scheme, including the construction of structural elements, site access and material sourcing, as well as environmental and planning approvals will require specialist input from the contractor who will deliver the works, to ensure the works are deliverable and within the budget constraints of the project. This report is required to enable a contractor to be procured to undertake Early Contractor Involvement (ECI).
18. The Generation 4-3 2020-2024 Civil Engineering, Highways and Transportation Collaborative Framework commenced in April 2021 and is the framework is to be used. Gen4-3 was specifically designed to cater for complicated civil engineering projects including those within the value range (£8million to £150million).
19. Selection of suppliers to gain a place on the Gen 4-3 framework was on a quality/price ratio of 80/20. The four suppliers were chosen from quality responses to eight quality criteria placed in the framework document. As these criteria are largely relevant to this project, it is not proposed to request the suppliers to restate them. Instead, a small number of quality elements will be included within the mini competition which relate to the construction methods and approach in delivery of this particular project, along with elements relating to social value and climate change. The content of these quality questions and assessment of tender responses will be compiled and marked by a panel selected for their relevant expertise and moderated by the project management team.
20. Although the parameters and scope of the project will be set through the contract documents, the final contract award will be based upon a thorough and detailed analysis of the contractor's bid. This may slightly affect some of the detail contained in this report and will be subject to a further report.

Contract Award

21. Following completion of the first stage contract a design and target cost will be available which has been developed through Early Contractor Involvement. The contract provides a 'break-point' at this stage enabling the following options to be considered and an informed decision on the way forward to be made:

- subject to performance on Stage 1 and the target cost aligning with the approved budget, a decision could be made to appoint the same contractor for the construction (Stage-2) phase;
- if the target cost exceeds the approved budget, a descoping exercise could be undertaken to align with the approved budget; an increase in budget considered or the scheme curtailed; and
- if the target costs exceed the approved budget and a decision is made to deliver the project, options exist to appoint the same contractor for the construction (Stage-2) phase or open this stage to competition.

22. A report will be brought back to the Executive Lead Member for Economy, Transport and Environment in early 2023 at the conclusion of Stage-1 to consider the above options and seek approval of the full Project Appraisal.

Finance

23.	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	2,689	12	Developer	
	Client Fee	401	2	contributions and	
	Supervision	1,360	6	forecast capital	
	Other Fees	548	2	receipts arising from	
	Construction (incl risk)	17,930	77	the sale of the	
	Land	184	1	Uplands Farm	
				developments sites	
	Total	<u>23,112</u>	<u>100</u>	Total	<u>23,112</u>

24.	<u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in current expenditure	209	0.201%
	Capital Charge	2,223	1.463%

25. The approved budget is based upon the current stage of design and includes quantified risk. However, it is not a fully worked pre-tender estimate which can only be developed at the conclusion of the detailed design. There is an

uncertain economic outlook due to emerging construction inflation and resource capacity and cost issues experienced across the sector. Factors such as material shortages, rising fuel costs, labour costs and a shortage of HGV drivers are impacting logistics and supply chain management as lead times for key materials are affected. Additionally, recent events in eastern Europe are having a very significant impact on top of these existing challenges which has intensified the financial situation.

26. The regional market has also seen high volumes of infrastructure schemes seeking to be delivered to similar timescales which may saturate the marketplace making competition and costs volatile and difficult to predict. In order to de-risk and improve certainty of the cost position a 2-stage (Early Contractor Involvement) approach is recommended.
27. Tender price inflation is already impacting delivery of the major projects within the capital programme. Evidence has been seen through tendering that projects costs have increased by 20% - 30% over the past 12 months.
28. The Economy, Transport and Environment Department continues to work hard to develop strong collaborative relationships with contractor partners to mitigate these challenges for the successful delivery of its capital programme.

Programme

29. The current forecasted tender for Stage 1 procurement is to take place between April and July 2022, Stage 2 contract award is estimated to take place in March 2023, with a view to commence on site in April 2023 for approximately 24 months. A further Executive Member report for Stage 2 contract award and full Project Appraisal is scheduled for early 2023.
30. If an alternative traditional procurement option is adopted, the completion of detailed design and development of a worked-up pre-tender estimate would be expected to conclude in approximately 8 months. A traditional single stage procurement would then take place between January and March 2023 with contract award in April 2023. This would then lead to the start of construction works in August 2023.
31. The sections of existing road being improved as part of the scheme, including public utility diversionary works will be undertaken alongside live traffic conditions. Work in these areas will be progressed with respect to the need to minimise disruption to the travelling public. The areas of new highway construction will have less impact on the travelling public although they are more vulnerable to weather and ground conditions.
32. The landscape planting will be undertaken by specialist contractors both at suitable times during the main contract works and before the end of the first planting season after completion of the works. This approach will help to enable the landscape planting to become established and contribute towards the mitigation for the scheme at the earliest opportunity.

33. Traffic management and accessibility measures designed to support the use of the bypass will be implemented once the bypass has been opened for use and traffic patterns have started to normalise. The detail of these proposals will be confirmed separately.

Scheme Details

34. The bypass is 1.8km long and 7.3m wide single carriageway with a 40mph design speed. A 3m wide shared use footway/cycleway is provided along the southern side.
35. The proposed drainage network incorporates balancing ponds, filter drains, geocellular attenuation units and ditches which allow the surface water to be directed to the watercourse and final discharge/outfall locations. Existing drainage is proposed to be retained and re-used where feasible.
36. The proposed structure is a 2-span continuous plate girder steel bridge supported by reinforced concrete abutments and an intermediate pier on piled foundations. The steel plate girders will be composite with the reinforced concrete deck spanning between the beams. Both spans will be 34m long between supports and the bridge will have a skew angle of approximately 18 degrees.
37. The bridge spans have been positioned such that the River Hamble will flow under the west span with minimum distances of approximately ten metres and eight metres from the banks of the river to the faces of the abutment and central pier respectively. The stream will flow under the east span closer to the east abutment. The bridge has been designed to avoid any construction works within the watercourses.
38. A standard 1m high parapet will be provided on the north elevation but as the bridge incorporates a shared use footway/cycleway, a 1.4m high parapet with mesh infill will be provided on the south elevation. Safety fencing will be connected to the parapets on all four corners of the bridge.
39. Other key features of the project include construction of acoustic bunding to the west of the River Hamble, street lighting and landscaping/planting works.
40. Extensive utility works will also be required including SSE overhead cables; Southern Water mains; BT and Virgin Media apparatus. Management and co-ordination of the utility works will form an integral element of the Stage-1 contract.
41. Botley Fields development is being considered in parallel to Botley Bypass – Phase 3. Close working across Hampshire County Council is in place to manage this interface.

Departures from Standards

42. The Scheme proposals are being designed to comply with Department for Transport and Hampshire County Council standards for highway improvement schemes.
43. The list of Departures from Standards has not been finalised as detailed design has not been concluded.

Consultation and Equalities

44. In November 2016 a report to the Executive Member for Environment and Transport regarding 'Botley Bypass Public Consultation and Preferred Route' recommended that the preferred route as outlined in the report be approved and that work should be progressed to finalise details of the scheme and enable the timely submission of a Planning Application. Further to this recommendation, preliminary and early detailed design work was progressed in relation to the layout for the Scheme, developed along the preferred route alignment approved in November 2016.
45. The Botley Bypass Phase 3 Eastern Section scheme will benefit all transport users by improving connectivity between Winchester Street to the existing A334, east of Botley Village. The scheme will enhance existing and create new facilities for pedestrians, cyclists and equestrians. The new shared path that will be parallel to the link road will provide a safe route for all users, positively affecting people of all ages, sexes, and disabilities. The scheme has been assessed as having a neutral impact on other protected groups. The scheme represents a long-standing aspiration to develop a new bypass to help alleviate traffic congestion in Botley caused by the significant volume of through traffic using the A334 Botley High Street en-route between the Fareham area, the wider Eastleigh and North Hedge End areas, and Winchester in the north. Thus, traffic flows in Botley are expected to be minimised. Public transport is expected to be positively affected. Although the local bus operators have not expressed an interest in amending their existing arrangements, the amount of traffic in Botley is expected to be reduced and bus travel times to decrease.

Climate Change Impact Assessments

46. 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 – details are set out below.
47. In overall terms, this project delivers important environmental benefits as it seeks to reduce congestion; assists in addressing air quality issues; reduces

severance for pedestrians encouraging sustainable modes of travel and will bring significant traffic relief to the village centre. With potential growth in traffic levels and planned development in the area, existing problems are likely to be further compounded and this project seeks to offer transport mitigation.

Climate Change Adaptation

48. Following assessment using the Adaptation Tool, the project is not considered to be vulnerable to climate change. The location of the scheme is prone to surface water flooding in the vicinity of River Hamble. However, the design has been executed in line with the requirements of Hampshire County Council as Statutory Lead Local Flood Authority and the latest guidance from the Environment Agency. Appropriate storm return periods, with designs allowing for a one in a 100- year storm where appropriate, have been applied, with the latest climate change allowance included in accordance with the Environment Agency requirements. The drainage system ensures there is no increase in the rate of runoff discharged from the site, and on-site flooding is contained within the specially designated areas, reducing the risk to people and property. There are no identified risks from extreme heat and storms.
49. This aligns well to the Strategic aims as set out at the start of this paper ensuring that Hampshire maintains strong and sustainable economic growth and prosperity and supports strategic priorities for improving wellbeing and health through inclusion of new footways and cycle tracks to encourage active travel.

Carbon Mitigation

50. Carbon emissions from this project will arise during the construction and operational stages of the new highway. The construction will involve heavy vehicles moving significant earth works to create embankments and an underpass. Mitigation will seek to ensure that cut and fill movements are limited with as much re-use and disposal on adjacent land as possible to reduce emissions. Emissions will be further mitigated by additional tree and scrub planting, over and above that which will need to be removed during the works phase of the scheme.
51. The new Bypass will help alleviate traffic congestion in Botley. Traffic congestion during peak periods contributes towards air quality problems, particularly the High Street which has been identified by Eastleigh Borough Council as an Air Quality Management Area (AQMA) due to poor air quality. Action measures identified in the AQMA Action Plan 2012- 2017 identify the construction of a bypass and restrictions on heavy good vehicles as the principle means of improving air quality. Botley village centre is a designated Conservation Area and includes a number of historic and listed buildings. There are concerns about the potential effects of noise and vibration particularly from heavy goods vehicle (HGV) movements on the setting and

structural stability of these properties. Access by the community to local amenities within the centre of the village is also compromised by large numbers of HGVs.

Statutory Procedures

52. Planning Permission for the Botley Bypass was granted on 22 November 2017 (Application No: CS/17/81226) and was granted in respect of the plans and particulars put forward under the planning application and subject to 29 conditions.
53. There will be a series of statutory procedures and approvals required to deliver this project, which will be progressed as part of the Stage 1 contract. Updates will be provided in the further report to the Executive Member to consider as part of the full Project Appraisal.
54. All necessary watercourse consents for works in the vicinity of River Hamble, including a Flood Risk Assessment Permit, will be sought in a timely manner in order to support the delivery of the scheme.

Land Requirements

55. The land requirements for the scheme were identified at an early date and the Executive Member for Policy and Resources gave authority for the acquisition of all the required land on 22 January 2018, if necessary, through Compulsory Purchase Orders. The final purchase was completed in July 2021. A significant part of the route was already in County Council ownership, being held as part of the County Farms Estate, and this has been made available for the project.
56. All land required to deliver the Botley Bypass - Phase 3 at this stage has been secured. If additional requirements are identified as design and deliverability develops through the Stage-1 contract, those will be addressed and included in the full Project Appraisal report in early 2023.

Maintenance Implications

57. The proposals will generate increased maintenance pressures which have been calculated at approximately £209,000 per annum and should be considered when setting future annual highway maintenance budgets.
58. Many of the materials that will be used in the construction of the Scheme are standard materials used elsewhere on the highway. As part of the processes involved in developing the scheme internal consultations have taken place with Hampshire County Council's Asset Management. The detailed design of the scheme has been refined to reduce future maintenance liabilities as far as possible by using robust materials and redesigning elements that has resulted in an increase in capital costs for the benefit of reduced future maintenance liabilities.

59. Highway improvement schemes that involve the formal planning process and environmental impact assessments will incorporate measures to mitigate for the impact of the scheme and protect or improve the environment. The proposals have been designed to accommodate these factors as far as possible with a minimal impact on future maintenance. However, to maintain a balanced approach to the growth agenda and the declared climate change emergency, landscape and ecological areas that support the scheme will need to be maintained to ensure they remain fit for purpose and accommodated when setting future maintenance budgets.

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

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>
Botley Bypass Public Consultation and Preferred Route	03/11/2016
Botley Bypass – Way Forward and Land Acquisition	16/01/2018
Botley Bypass - Scheme Update (development of Land West of Woodhouse Lane)	17/09/2019
Direct links to specific legislation or Government Directives	
<u>Title</u>	<u>Date</u>

Section 100 D - Local Government Act 1972 - background documents	
<p>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.)</p>	
<u>Document</u>	<u>Location</u>
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:

The Botley Bypass Phase 3 Eastern Section scheme will benefit all transport users by improving connectivity between Winchester Street to the existing A334, east of Botley Village. The scheme will enhance existing and create new facilities for pedestrians, cyclists and equestrians. The new shared path that will be parallel to the link road will provide a safe route for all users, positively affecting people of all ages, sexes, and disabilities. The scheme has been assessed as having a neutral impact on other protected groups. The scheme represents a long-standing aspiration to develop a new bypass to help alleviate traffic congestion in Botley caused by the significant volume of through traffic using the A334 Botley High Street en-route between the Fareham area, the wider Eastleigh and North Hedge End areas, and Winchester in the north. Thus, traffic flows in Botley are expected to be minimised. Public transport is

expected to be positively affected. Although the local bus operators have not expressed an interest in amending their existing arrangements, the amount of traffic in Botley is expected to be reduced and bus travel times to decrease.