

HAMPSHIRE COUNTY COUNCIL

Officer Decision Record

Decision Maker:	Director of Economy, Transport and Environment
Title:	Whitehill & Bordon Eco-town Cycling Accessibility

Contact name: Kevin Dearing

Tel: 01962 846879

Email: Kevin.dearing@hants.gov.uk

1. The decision:

- 1.1. That the Director approves the details of the Whitehill and Bordon Cycle Schemes, as set out in this paper.
- 1.2. That the Director gives approval to procure, spend and enter into necessary contractual arrangements to implement this scheme, at a total estimated cost of £92,000, to be funded by East Hampshire District Council.

2. Reasons for the decision:

- 2.1. As part of the Whitehill and Bordon Eco-town redevelopment of up to 4000 new dwellings, six cycle schemes will be created to improve the cycling facilities available in the local area.
- 2.2. These proposed new cycle schemes aim to link into the overall development of cycle routes, within Whitehill and Bordon, to connect residential areas and key destinations including schools, shops and recreational areas.
- 2.3. This decision supports the Walking and Cycling Strategy for Whitehill & Bordon (2013) based on the transport proposals of the Whitehill & Bordon Masterplan and the priorities and objectives set out within Hampshire's Local Transport Plan (2011 – 2031) (LTP).
 - Promoting walking and cycling
 - Quality of life and place

3. Other options considered and rejected:

None

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:	Date:
	28/10/15
<hr/> Stuart Jarvis Director of Economy, Transport and Environment	

HAMPSHIRE COUNTY COUNCIL

Decision Report

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Title:	Whitehill & Bordon Eco-town Cycling Accessibility

Contact name: Kevin Dearing

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1. Executive Summary

1.1. The purpose of this paper is to obtain approval to procure and spend and enter into the necessary contractual arrangements to implement the Whitehill and Bordon cycle scheme at a total estimated cost of £92,000, to be funded by East Hampshire District Council.

1.2. Scheme Outline

Six on-carriageway cycle schemes will be created to improve the cycling infrastructure of the local area of Bordon and Whitehill.

1.3. Alternative Options Considered and Rejected

None

1.4. Measures of Success

The proposed cycle schemes aim is to improve cycling facilities and create routes that will link into existing and future development of the overall cycle network, within Bordon and Whitehill. Helping to promote and support sustainable transport choices for new and existing residents.

2. Background

2.1. The town of Whitehill and Bordon is releasing land and providing the opportunity for redevelopment of the old Ministry of Defence army barracks.

2.2. The Whitehill & Bordon Masterplan (2012) proposes, as part of the redevelopment of this land, up to 4000 dwellings and associated infrastructure including a new town centre, schools, a bus hub, an inner relief road and a network of cycle and pedestrian routes known as the Green Loop and Green Grid.

2.3. The Green Loop would be a continuous loop around the proposed new development and the existing built up areas. The Green Grid would connect

the Green Loop to the residential areas and key destinations including schools, shops and recreational areas.

2.4. A Walking and Cycling Strategy for Whitehill & Bordon was produced in 2013 based on the transport proposals of the Whitehill & Bordon Masterplan. This Strategy provided guidance on the facilities to be provided on the proposed Green Loop and Green Grid and also how existing routes can link with this and the proposed areas of new development.

2.5. The six cycle routes were identified in the Whitehill & Bordon Walking and Cycling strategy as schemes which could be implemented as 'early wins' ahead of the development. These schemes fall within the part of the town which will not be impacted by the redevelopment and will instead improve the cycling facilities for existing residents as they form part of the Primary Green Loop and Green Grid and On-highway link enhancements.

2.6. The six schemes are as follows:

1. On-carriageway cycle lanes in both directions along Chalet Hill between the A325 and Hollywater School.
2. On-carriageway cycle lanes in both directions along Hollybrook Park and Conde Way, plus a shared use path between the A325 and Forest Road.
3. On-carriageway cycle symbols on Apollo Drive, Pinehill Road and Devon Road.
4. On-carriageway cycle lanes in both directions along Forest Road north of Conde Way.
5. On-carriageway cycle symbols on Forest Road between Conde Way and Liphook Road.
6. On-carriageway cycle symbols on New Road and a link onto the A325 shared used path and crossing facility.

2.7. A feasibility study was carried out and considered each of the six proposed cycle routes and assessed them collectively, taking into account physical constraints, safety issues and localised influences on each route as well as accident statistics, traffic flow and speed.

3. Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	10	11	East Hants DC	92
	Client Fee	4	4		
	Supervision	6	7		
	Construction	72	78		
	Total	92	100	Total	92

3.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in maintenance expenditure	3.8	0.004%
	Capital Charges (Depreciation and notional interest charges)	8.0	0.005%

4. Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	Oct 15	Feb 16	Apr 16	Apr 17

5. Scheme Details

5.1. The scheme includes the following measures:

Six cycle schemes to be implemented within Whitehill & Bordon as follows:

- On-carriageway cycle lanes in both directions of Chalet Hill between A325 and Hollywater School.
- On-carriageway cycle lanes in both directions along Hollybrook Park and Conde Way plus shared use path between A325 and Forest Road.

- On-carriageway cycle symbols on Apollo Drive, Pinehill Road and Devon Road
- On-carriageway cycle lanes in both directions along Forest Road north of Conde Way
- On-carriageway cycle symbols on Forest Road between Conde Way and Liphook Road
- On-carriageway cycle symbols on New Road and a link onto the A325 shared used path and crossing facility.

6. Departures from Standards

6.1. There are no departures from standards for the project.

7. Community Engagement

7.1. East Hants District Council has been consulted and approved the design proposals. When the detailed design plans are prepared public consultation will be undertaken with drawings displayed locally.

8. Statutory Procedures

8.1. A Traffic Regulation Order will need to be advertised to enable double yellow lines to be located at the junction of Lynton Road.

9. Land Requirements

9.1. None

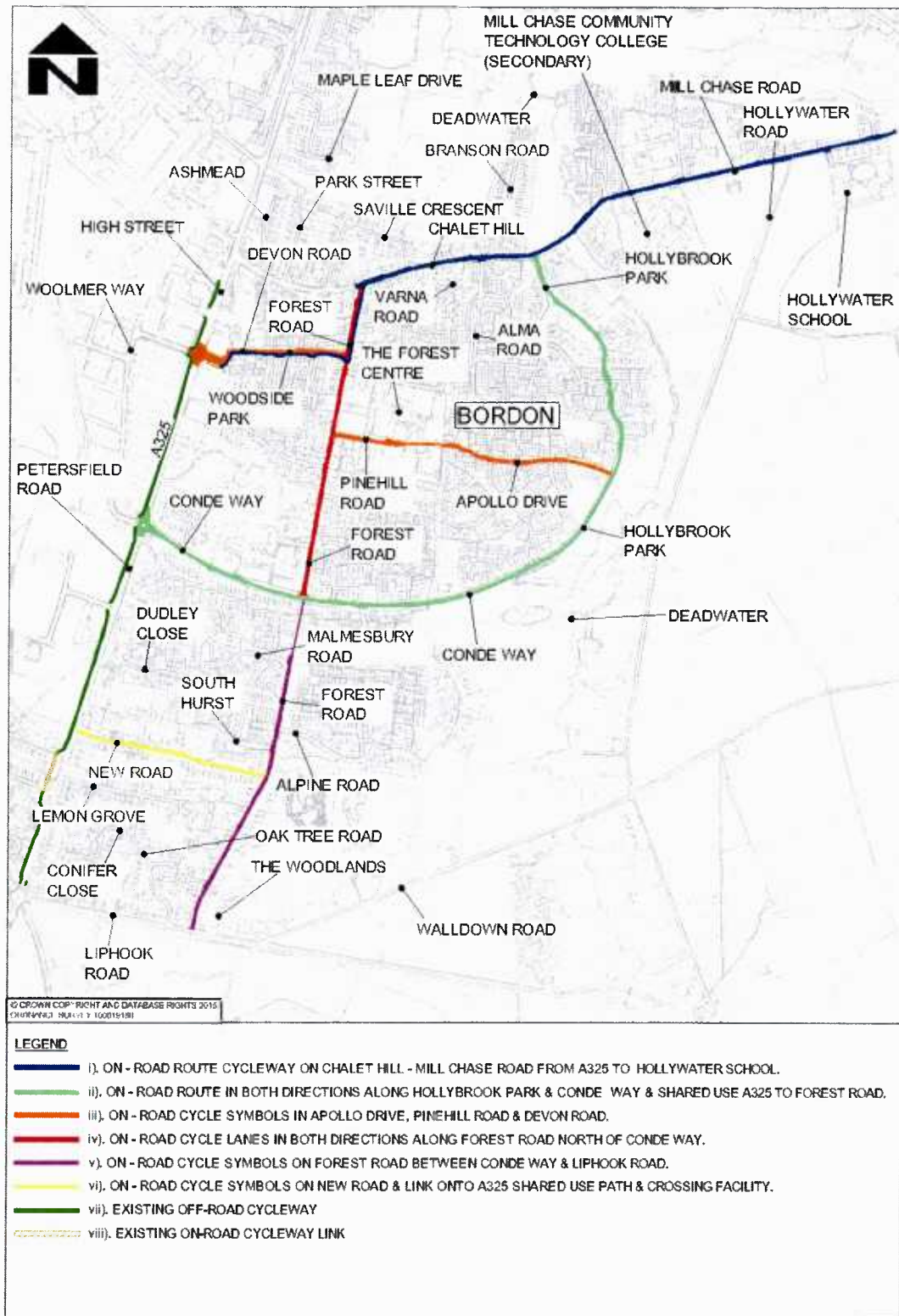
10. Maintenance Implications

10.1. The proposed cycleways will result in an increase in annual maintenance in future years with respect to road markings and signage.

11. Recommendations

- 11.1. That the Director approves the details of the Whitehill and Bordon Cycle Schemes, as set out in this paper.
- 11.2. That the Director gives approval to procure, spend and enter into necessary contractual arrangements to implement this scheme, at a total estimated cost of £92,000, to be funded by East Hampshire District Council.

Location 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.

CORPORATE OR LEGAL INFORMATION:**Links to the Corporate Strategy**

Hampshire safer and more secure for all:	Yes
Corporate Improvement plan link number (if appropriate):	
Maximising well-being:	Yes
Corporate Improvement plan link number (if appropriate):	
Enhancing our quality of place:	Yes
Corporate Improvement plan link number (if appropriate):	

Other Significant Links

Links to previous Member decisions:		
<u>Title</u>	<u>Reference</u>	<u>Date</u>
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>

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	East Hampshire DC

It is considered that the issues covered by this report will not have any impact requiring further specific actions by the Council other than those already established in its existing policies and working procedures.

2. Impact on Crime and Disorder:

It is considered that the proposals recommended for the project will have no influence on the levels of Crime and Disorder.

3. Climate Change:

- 3.1 How does what is being proposed impact on our carbon footprint / energy consumption? There will be little or no change to the status quo.
- 3.2 How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts? There will be little or no change to the status quo.