

OVERVIEW AND SCRUTINY COMMITTEE

DATE OF MEETING: 16 MARCH 2021

TITLE OF REPORT: FLEET ROAD PEDESTRIANISATION SCHEME:
COSTINGS

Report of: Head of Place/Head of Environmental & Technical
Services

Cabinet members: Councillor Cockarill/Oliver

1 PURPOSE OF REPORT

1.1 The purpose of this report is to update the Committee on the costs associated with the Fleet Road Pedestrianisation scheme.

2 RECOMMENDATION

2.1 This report has no recommendation as it is presented for information purposes only.

3 BACKGROUND

3.1 The temporary pedestrianisation of Fleet High Street project was undertaken at pace during the first stage of the COVID pandemic in a highly dynamic situation. The Council was responding to Government encouragement to support the safe reopening of high streets and other commercial areas. The project had support from Fleet Town Council, Fleet Business Improvement District (Fleet BID), and Hampshire County Council. This was reflected in the successful bid to EM3 Local Enterprise Partnership (LEP).

3.2 The rapid development of the project enabled several funding sources to be identified.

3.3 Initiation of the project was authorised by the Joint Chief Executive on 5 June 2020 under Emergency Planning provisions. This followed consultation with the respective Group Leaders. The authorisation was to approve the commission of contractors to install and manage traffic management measures in Fleet Road to facilitate social distancing for an initial period of 6 weeks (cost estimate at that time was £6k). The works involved essentially comprised the closing of a number of parking/loading bays along Fleet Road.

3.4 In the meantime, work commenced on drafting a scheme for a more ambitious project to temporarily pedestrianize the shopping core area of Fleet Road. This project was endorsed by Council in July when Council adopted the following Motion:

“Council is asked to endorse the proposal to temporarily pedestrianize the retail core of Fleet Road, Fleet in order to assist the businesses in the recovery phase of the Covid-19 crisis. The pedestrianisation would provide

greater space for social distancing, and also allow activities to take place in the road space to attract people to Fleet and spend more while they are in Fleet:

- a) Members endorse the proposals to temporarily pedestrianize the retail core of Fleet Road, Fleet from its junction with Church Road to the junction with Victoria Road/Upper Street;*
- b) Members endorse the temporary blocking off of Upper Street at its junction with Clarence Road for traffic management purposes;*
- c) Members endorse the working up and implementation of the Place Making elements of the Scheme (Phase 3 works); and*
- d) Members endorse the improvements to the cycle lanes between the retail core of Fleet Road and Fleet Railway Station.*

3.5 The Motion was amended to secure the installation of entry and exit traffic loops (volume and speed) during week 1 of the traffic diversion for Church Road, Albert Street, Clarence Road and Connaught Road to determine future mitigation actions

3.6 On the following day (30 July 2020) Fleet Town Council pledged its support for the scheme as did the local Hampshire County Councillor (Hampshire County Council being the local highway which ultimately was the authority to approve Hart's request for the scheme to be implemented).

3.7 In September 2020 however, Council resolved to ask Cabinet to review the scheme. The following Motion was approved:

“Despite great efforts and good intentions from all involved, there is a concern that the closure of Fleet High Street to traffic has not been a success. This Council therefore resolves to actively engage with retailers to understand and assess the nature of their concerns and to physically observe at peak times the impact of traffic on neighbouring roads. If compelling and verifiable evidence gathered indicates that the benefit to retailers does not outweigh any negative impact on businesses or residents, then this Council requests Cabinet to have the road closures removed and to reopen the High Street to traffic as soon as is practically possible and not later than the end of October in sufficient time to support the Christmas trading period”

3.8 Cabinet considered Council's request in October and authorised the Portfolio Holder for Place (in consultation with the Portfolio Holder for Environment) to have the road closures removed and Fleet Road reopened to traffic by 31 October at the very latest if, in his opinion, compelling and verifiable evidence has been gathered that indicates that the benefit to retailers does not outweigh any negative impact on businesses or residents.

3.9 On the 30 October by way of an executive decision, the Head of Place agreed that the Fleet Road Pedestrianisation scheme should be removed, and Fleet Road reopened to traffic. This decision was discussed at the meeting of

Overview and Scrutiny Committee in November ([Nov Combined.pdf](#) hart.gov.uk).

- 3.10 Hampshire County Council agreed to Hart's request to remove the pedestrianisation scheme and it was removed in its entirety by the middle of November. However, as part of its work across the county to support our local High Streets by making more space available for pedestrians to socially distance and improve accessibility for all, Hampshire County Council decided to retain a number of the layby closures.
- 3.11 From implementation to removal the project was actively monitored throughout by Fleet Ward Councillors. The scheme was refined in line with the monitoring and also at the requests of the Fleet Councillors.

4 FINANCIAL IMPLICATIONS

- 4.1 The project was to be substantially funded through grants from EM3 LEP and Ministry of Housing, Communities and Local Government (MHCLG) Reopening High Streets Grant. Supplementary support funding was offered by Fleet BID and Fleet Town Council:

MHCLG (Reopening High Streets Grant)	£86k
EM3 LEP	£148k
Fleet BID	£10k
Fleet Town Council	£10k
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Total pledged funds at 1 August 2020	£254k

- 4.2 However, as highlighted in the M3 LEP letter dated 29 September 2020 (circulated to all Members ahead of the September Council meeting), the LEP subsequently withdrew its support funding on the basis that the decision to withdraw the Pedestrianisation scheme was premature. For the same reasons reduced funding has also been agreed with both Fleet Town Council and Fleet BID.
- 4.3 In effect therefore, the Council has received only £86k in funding and the retention of even this is the subject of ongoing discussions with MHCLG.

Expenditure

- 4.4 Expenditure on the project has recently been subject to independent review and updated to incorporate final invoices. In summary:

Supplier	Category	Total
Arcadis Consulting (UK) Ltd	Programme Management	£10,000
Central Line marking Ltd	Traffic Management	£5,225
Externiture Ltd	Signage	£340
Final Fencing Ltd	Fencing	£1,500
Forest Traffic Services Ltd	Traffic Management	£12,478
Hampshire CC	Traffic Management	£9,000*
Nigel Jeffries Landscapes Ltd	Planters	£24,340
Phil Jones Associates Ltd	Project Design & Management	£52,641
Rise Associates	Survey (Matt Baker)	£4,214
Sign Wise (UK) Ltd	Signage	£888
Signway Supplies Ltd	Signage	£870
Southampton CC	Planters	£4,500*
Sundry Supplier	Survey	£1,500
SUNDRY SUPPLIER BACS	Survey	£1,000
Grand Total		£128,496

*These are still estimates awaiting final confirmation of billing.

Appendix 1 sets out in more detail the breakdown of the costs.

- 4.5 The detailed design, procurement and implementation of the Fleet Road scheme was managed on behalf of the Council by an suitably experienced external company.
- 4.6 Following an initial consultation with Members to agree a preferred palette of materials for the temporary scheme, the Consultants contacted a number of suppliers and contractors to obtain quotations for the works. Suitable suppliers and Tenderers were selected to provide quotations based on their ability to meet the specification requirements, with the aspiration to use local companies within Hampshire.

Initial Quotations

- 4.7 The first phase of work involved the procurement of road markings, coloured surfacing, timber planters, gates and signage. The works tendered were based on agreed drawings with the significant elements comprising planters, surfacing and markings.

- 4.8 Planters Quotations were obtained from two suppliers, including Fleet Town Councils landscape maintenance contractor. Both suppliers returned competitive prices for the supply, planting and maintenance of 18 planters, Both quotations were comparable but with two minor differences. One quotation included signage and had allowed maintenance for a period of 12 months, whilst the other excluded signage and covered maintenance for 6 months. In addition, a 'purchase only' option of equivalent timber planters from available commercial suppliers was also explored and a further quotation was obtained from a third company.
- 4.9 Whilst the cost of the physical planters was found to be less than the supply only element the decision to not proceed with this quotation was based on the following factors:
- The lead in time of planters was 6-8 weeks, excluding any time for planting and placing on site, which was greater than the preferred supplier:
 - The supplier would not accept a Purchase Order, and this would have required Hart District Council to make a large cash purchase to a new supplier using a credit card.
 - The planters would have been delivered to the Council Offices and then need to be filled with topsoil, planted and moved to the high street. The larger planters would have also required the fitting of gates. The logistics of this would not considered feasible and would have resulted in additional costs to the extent that it made the 'purchase only' cost option uncompetitive
- 4.10 Considering the quotations obtained, associated logistics, and that the best performing quote was from a local supplier with experience of working within Fleet town centre, it was agreed to proceed with Nigel Jeffries Landscapes.

Road Markings & Surfacing

- 4.11 Quotations were obtained from two suppliers for the road markings and coloured surfacing, both quotations included the same specification of material and coloured surfacing, It was agreed to accept the lowest quote (Central Line Markings).

Gates

- 4.12 The requirement for Timber gates was added to the scheme design to improve security of the gateways. The Consultants contacted local fencing contractors within the Hampshire Area including Final Fencing. Final Fencing provided a suitable quotation and no one else could be found who could give a more compatible quote. Other local suppliers contacted were unable to supply gates due to supply issues at the time

Signage

- 4.13 The decision to procure planters required signage and reflective strips to be procured and installed. PJA obtained a quotation from Signwise UK, a Hampshire based signage supplier and obtained a quotation including fitting of signs on site. The rates supplied were considered to be reasonable and a fair market value and an order was therefore placed with Signwise. Multiple quotations for signage could not be obtained due to the limited road sign suppliers within the area and the need for this to be a local supplier who could attend site to undertake fitting and supply additional materials as the implementation developed.

Summary

- 4.14 The above narrative provides details of the initial quotations obtained for the implementation of the project. It should also be noted that at the time of obtaining prices, programming was a critical aspect with the works needing to be implemented within very short time frames. The suppliers selected were able to meet the short timescales required. Following implementation of the initial Phase, these suppliers continue to provide additional products and services with rates and prices based on those within the original Tender.

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APPENDICES

Appendix 1 - Detailed Breakdown of Fleet Road Pedestrianisation Costs

APPENDIX 1

Detailed Breakdown of Fleet Road Pedestrianisation Costs

<u>Works & Surveys</u>	<u>Commentary</u>	
Externiture Ltd	Bus stop real time information includes installation and removal	£340.00
Sign Wise (UK) Ltd	Signage	£887.81
Signway Supplies Ltd		£870.00
Central Linemarking Ltd	Roadmarkings	£2,355.00
Central Linemarking Ltd	Additional paint and materials	£2,870.00
Final Fencing	Supply & Fit of gates	£1,500.00
Nigel Jeffries Landscapes Ltd	Supply additional 10No. Planters	£7,500.00
Nigel Jeffries Landscapes Ltd	Supply 18No. Planters and Maintenance	£14,545.00
Nigel Jeffries Landscapes Ltd	Secure 18No. Planters and relocate	£1,145.00
Nigel Jeffries Landscapes Ltd	Planter Removal	£1,150.00
Southampton City Council	8No. Additional planter purchase	£4,500.00
People & Places Insight	Footfall survey	£1,000.00
Forest traffic management	Bay suspension traffic management	£12,478.22
	Total Cost of works & surveys:	£51,141.03

Fees**Commentary**

Phil Jones Associates Ltd	EM3 LEP BID and DfT	£12,872.77
Phil Jones Associates Ltd	Development of Covid-19 measures Baseline Analysis & Design	£4,000.00
Phil Jones Associates Ltd	Placemaking outline design	£7,992.00
Phil Jones Associates Ltd	Design & Construction support - Fees	£22,400.00
Phil Jones Associates Ltd	Principal Contractor role	£5,376.00
Arcadis Consulting (UK) Ltd	Project management	£10,000.00
Hampshire County Council	Traffic Monitoring	£9,000.00
Rise Associates	Business engagement	£4,214.00
Disbursements	Planter Transport costs & site materials (Signage, paint, fixings, PJA Mileage)	£1,500.00

Total fees: £77,354.77

Grand total of works and fees: £128,495.80