

<b>Title of meeting:</b>	Cabinet Member for Transport Decision Meeting
<b>Date of meeting:</b>	13 December 2023
<b>Subject:</b>	The Hard Pavement Replacement
<b>Report by:</b>	Kerri Farnsworth, Interim Director of Regeneration
<b>Report Author:</b>	Barnaby Fry, Principal Project Manager
<b>Wards affected:</b>	Charles Dickens
<b>Key decision:</b>	No
<b>Full Council decision:</b>	No

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## 1. Purpose of report

- 1.1. To agree to enter into a design and build contract to replace the pavement at the Hard interchange bus apron.

## 2. Recommendations

**It is recommended that the Cabinet Member for Transport approves:**

- 1.2. **The appointment of Mildren Construction Ltd to undertake the design and build pavement replacement at the bus apron.**
- 1.3. **That this appointment is to take place in advance of the conclusion of the ongoing legal process. There is a risk that further delay in the pavement replacement could result in an unplanned substantial failure which will lead to vehicles not being able to access the bus apron.**

## 2. Background

- 2.1. The Hard bus interchange and accompanying apron was originally constructed in the 1970s.

- 2.2. This sits on a sub-structure that is piled into the seabed. The sub-structure comprises a network of piles, upon which rest a number of reinforced beams and slabs.
- 2.3. The condition of the bus apron has deteriorated following opening of the new bus station. This has led to cracking of the surface, which, if left unattended will mean that the buses will no longer be able to continue using the interchange.
- 2.4. To temporarily prolong the life of the pavement, regular "topping up" of the cracks and potholes takes place every few weeks. Whilst every few months, a deeper "intervention" is required, where the pavement is excavated to a greater depth, and new material put in place. These interventions are required on an increasingly more regular basis and are currently costing around £150,000 per year.

**Procurement process**

- 2.5. The Council went out to tender in early 2023 via Hampshire County Council's Gen 4.2 framework to replace the pavement of the bus apron and two service roads, Hertha Ayrton Way (HAW) and Millennium Way (MW). A preferred contractor, Mildren Construction Ltd. (Mildren) was identified in summer 2023.
- 2.6. Following this, a period of scope review took place. Ramboll consultants, Mildren and the Council's project team took the opportunity to reevaluate the scope. While the bus apron pavement is failing, HAW and MW only have superficial defects and do not require full replacement at this stage. This resulted in de-scoping the works to focus on just the bus apron, rather than HAW and MW.
- 2.7. By focusing on just the bus apron, this minimises passenger and interchange user disruption by having a construction program of total bus apron closure of around four months.
- 2.8. Prior to entering into contract, procurement Gateway C will need approval, as per the Council's Contract Procedure Rules.

**Contract outputs**

- 2.9. An outline design has been prepared by Ramboll. The design proposes removing approximately 490mm of pavement on top of the structure down to the waterproof layer.

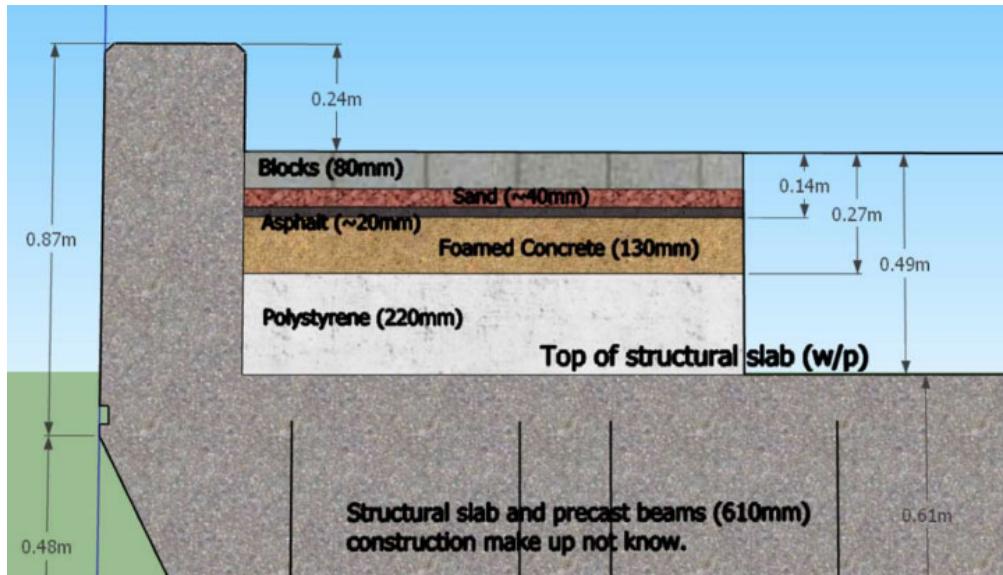
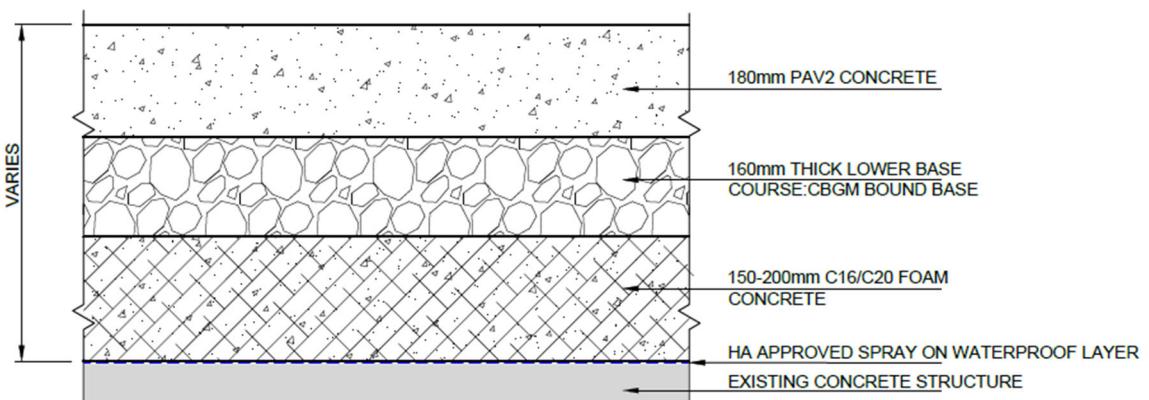


Figure 1 - Existing bus apron pavement to be removed (image produced based on Trial Holes investigation)

- 2.10. The proposed reinstatement pavement is composed of concrete, Cement Bound Granular Mixture (CBGM) and foam concrete as illustrate in figure 2 below.



PT2- RIGID PAVEMENT CONSTRUCTION WITH FOAM CONCRETE FILL

SCALE 1:10

Figure 2 - Proposed Layer Composition (image from Tender Submission)

- 2.11. Once appointed, Mildren will develop this into a detailed design, and if acceptable, will be instructed to enter into the build stage of the contract.

*Impact on transport network*

- 2.12. During construction works, the bus apron and taxi rank will be closed. The bus terminal itself will remain operational, along with the associated concessions and toilet facilities.
- 2.13. HAW and MW will remain open to allow pedestrian and service access to the bus terminal, in addition to the usual access for Network Rail, Gosport Ferry and IoW catamaran.
- 2.14. During the apron closure, provision for buses will be made along the B2154 (The Hard), with a layover area at George Square and Queens Street (similar to the arrangements that were made in 2016/17). In addition, taxis will be relocated to College Street.
- 2.15. A temporary pedestrian crossing will be installed adjacent to the junction with College Street. There will also be a dedicated transport liaison officer present on-site throughout the construction process, offering guidance and assistance to passengers.
- 2.16. The advisory southbound cycle lane will be closed for the duration of the works due to the required relocation of bus stops. The northbound cycle lane may potentially remain open during the construction, pending a thorough risk assessment as part of the detailed design stage.
- 2.17. An alternative option of partial closure of the bus apron to keep some operational capability, was explored. Feedback from stakeholders, especially bus operators, raised concerns regarding feasibility, efficiency, cost, and potential passenger disruption. In addition, this option would have increased the programme and therefore the cost of the works. Consequently, the recommended full closure strategy was endorsed as the most pragmatic means to achieve the project's objectives.
- 2.18. The project team liaised with the network management team to evaluate how the proposed works would affect the network. It is expected that the ongoing SEHRT works at Unicorn Junction will be taking place during the designated construction stage, though it is not expected to have any detrimental impact on the network around the Hard area.

**Headline programme**

- 2.19. The following are the key activities and likely dates (to be confirmed at tender award):

Jan 24 - contract award  
Jan to Mar 24 - detailed design  
Mar to April 24 - acceptance of design

The schedule above is indicative and will be confirmed with the contractor and key stakeholders upon signature of the contract and conclusion of the operational plan. The construction date will be confirmed once the detailed design is complete, though is expected to take place in the latter half of 2024.

**4. Reasons for recommendations**

- 4.1 The primary reason for recommending the replacement of the pavement at the Hard interchange bus apron is the imminent risk of significant failure leading to the need to stop buses driving on the apron itself.
- 4.2 The consequences of a pavement failure would necessitate the complete closure of the interchange, leading to disruptions in traffic flow, passenger access, and commercial activities. The impacts could extend well beyond the transportation domain, posing a threat to the local economy and quality of life for residents and businesses.
- 4.3 Currently, the annual repair costs are approximately £150,000, accompanied by associated disruptions. Taking timely action is imperative to mitigate the potential for more severe consequences.

**5. Integrated impact assessment**

- 5.1 The IIA for construction was carried out to outline the potential effects and benefits associated with this construction (see Appendix A). In addition, a draft operational plan has been produced that details how the temporary operational arrangements will be implemented during the construction stage. As the detailed design progresses, the operational plan will be subject to further consultation and will be developed to a final plan.

- 5.2 The process of preliminary consultation has started involving engagements with key stakeholders such as bus operators, taxi services and micro mobility. Consultation with cycling groups is also planned.

**6. Comms and Engagement overview - Lara Tollast, Marketing and Communications Officer**

- 6.1 A communications and engagement plan has been developed and will be modified as the design and works progress. This includes engaging with key stakeholders by door knocking and distribution of information letters.
- 6.2 A webpage will be developed, which will provide simplistic and easily digestible information for members of the public and other stakeholders.
- 6.3 Throughout the works, regular email updates, media releases and social media posts will keep stakeholders informed of progress.
- 6.4 In the event of particular works that could have a detrimental impact on local stakeholders (e.g. night works), targeted impact letters will be distributed.

Signed by:  
Kerri Farnsworth, Interim Director of Regeneration

**Appendices:**

Appendix A: Integrated Impact Assessment

Appendix B: Exempt

**Background list of documents: Section 100D of the Local Government Act 1972**

The following documents disclose facts or matters, which have been relied upon to a material extent by the author in preparing this report:

Title of document	Location

The recommendation(s) set out above were approved/ approved as amended/ deferred/ rejected by ..... on .....

Signed by:

Cabinet Member for Transport



## **Appendix A: Integrated Impact Assessment**