

Public Document Pack

Executive Decision Records

Please find set out below a number of Executive Decisions taken at the HAMPSHIRE COUNTY COUNCIL Executive Member for Environment and Transport Decision Day held at the Castle, Winchester on Tuesday, 12th March, 2019

11. **GENERATION 4 TECHNICAL RESOURCES FRAMEWORK STRATEGY**
12. **ROAD AGREEMENTS POLICY FOR THE PROTECTION OF HIGHWAY TREES AFFECTED BY NEW DEVELOPMENT**
13. **HAMBLE LANE IMPROVEMENTS**
14. **HIGHWAY NETWORK HIERARCHY**
15. **PARKING UPDATE**
16. **GRANT STREAM FOR PUBLIC BUS OPERATORS**
17. **TRAFFIC MANAGEMENT (SPEED LIMIT) POLICY EXCEPTIONS IN RELATION TO AIR QUALITY MANAGEMENT MEASURES**
18. **TRANSFORMING CITIES FUND CAPITAL PROGRAMME**

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Item 11

HAMPSHIRE COUNTY COUNCIL

Executive Decision Record

Decision Maker:	Executive Member for Environment and Transport
Date:	12 March 2019
Title:	Technical Resources Framework (Generation 4)
Report From:	Director of Economy, Transport and Environment

Contact name: Keith Gale

Tel: 01962 847271

Email: keith.gale@hants.gov.uk

1. The decision:

- 1.1. That approval be given to procure and spend, and enter into any necessary contractual arrangements, for a framework designated as the Technical Resources Framework (Gen4) to engage with specialist engineering companies and engineering resources for delivery of the County Council's highways, transport and ancillary infrastructure projects up to a value of £45million, for a period of up to four years duration commencing in April 2020.
- 1.2. That access to the framework be given to other appropriate public bodies operating within the geographical area of the county of Hampshire in return for a contribution as reasonable toward running and set up costs, and that authority is delegated to the Director of Economy, Transport and Environment to enter into the necessary access arrangement agreements to facilitate this in consultation with the Head of Legal Services.
- 1.3. That the selection of suppliers will be carried out on a combination of price and quality, with the final ratio to be determined by the Director of Economy, Transport and Environment in consultation with the Executive Member for Economy and Transport, as set out in the tender evaluation section of the tender documents.
- 1.4. That the Director of Economy, Transport and Environment be given delegated authority to agree minor variations to the items approved, in consultation with the Executive Member for Environment and Transport.

2. Reason for the decision:

- 2.1 The current Technical Resources Framework (Gen3) expires in spring 2020, and under current procurement regulations it is anticipated that market engagement, contract preparation, selection and assessment will take around 15 months. The existing framework has served the Authority well and it is recommended that an evolutionary review is applied to form the next generation of frameworks into Gen4.

3. Other options considered and rejected:

- 3.1. Individual tendering of services - Under current regulations services with an estimated value exceeding approximately £181,000 must be tendered in accordance with European Public Contracts Directive 2014/24/EU. These regulations specify

detailed procedures for tender process and supplier selection together with minimum timescales. Although appropriate for specific and occasional individual projects, the Council requires continual access to specialist engineering resources in order to deliver its capital programme. If each individual commission was tendered separately, this would increase the costs and timescales of engagement to comply with associated regulatory timescales. Individual commissions also require their own procedures for supplier selection which are similar to those included within frameworks.

- 3.2. Although the Council does have access to suppliers (through lots 1 to 3 of the Strategic Partner Contract for the provision of Professional Services for the Built Environment), the commissions are intended toward large scale projects or identified programmes of work. Although this arrangement complements the Council's own in-house skills, there is often a need for specialist resources not included within the Strategic Partner contracts or to supplement in-house teams due to fluctuations in workload. Use of locally based resources for medium/small commissions within a framework of suppliers fills a flexible gap in the delivery programme.
- 3.3. The Technical Resources Framework is designed for provision of services from companies that carry appropriate construction related professional indemnity and public liability insurances. All agreements are made with limited companies rather than through agency arrangements and this provides a market sector distinction from the provision of temporary staff contracts available elsewhere within the County Council.

4. Conflicts of interest:

- 4.1. Conflicts of interest declared by the decision-maker:
- 4.2. Conflicts of interest declared by other Executive Members consulted:

5. Dispensation granted by the Conduct Advisory Panel: none.

6. Reason(s) for the matter being dealt with if urgent: not applicable.

7. Statement from the Decision Maker:

Approved by: ----- Executive Member for Environment and Transport Councillor Rob Humby	Date: 12 March 2019
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Item 12

HAMPSHIRE COUNTY COUNCIL

Executive Decision Record

Decision Maker:	Executive Member for Environment and Transport
Date:	12 March 2019
Title:	Road Agreements Policy for the Protection of Highway Trees affected by New Development
Report From:	Director of Economy, Transport and Environment

Contact name: Emily Moon

Tel: 01962 832272

Email: Emily.moon@hants.gov.uk

1. The decision:

- 1.1. That the Executive Member for Environment and Transport approves the Policy for the Protection of Highway Trees affected by new Development (“the Policy”), as set out in Appendix 1.
- 1.2. That authority is given for the employment of the Policy for pre-application advice with immediate effect, and as a basis for all new Road Agreement applications received from 1 October 2019.
- 1.3. That authority is delegated to the Director of Economy, Transport, and Environment to make minor amendments and updates to the Policy, in consultation with the Executive Member for Environment and Transport.

2. Reasons for the decision:

- 2.1. This decision seeks approval for the introduction of a county wide ‘protection of highway trees’ policy in order to provide consistency for developers considering applying for the removal of highway trees.
- 2.2. The introduction of a policy is also aimed at encouraging developers to consider the design of developments to reduce the need to remove highway trees as far as possible, particularly well-established, valuable amenity assets.
- 2.3. Where the removal of highway trees is unavoidable, standardising the process for evaluating and managing this should save resource time for both the County Council and developers.

3. Other options considered and rejected:

- 3.1. The option of continuing with the current system of valuing highway tree assets on a case by case basis was considered and rejected, for the reasons mentioned above.
- 3.2. The option of not valuing highway trees as assets was considered and rejected, because highway trees provide community amenity value and contribute to the

Council's strategic aim for "people in Hampshire to enjoy a rich and diverse environment".

4. Conflicts of interest:

4.1. Conflicts of interest declared by the decision-maker:

4.2. Conflicts of interest declared by other Executive Members consulted:

5. Dispensation granted by the Conduct Advisory Panel: none.

6. Reason(s) for the matter being dealt with if urgent: not applicable.

7. Statement from the Decision Maker:

Approved by:

Date:

12 March 2019

**Executive Member for Environment and Transport
Councillor Rob Humby**

Item 13

HAMPSHIRE COUNTY COUNCIL

Executive Decision Record

Decision Maker:	Executive Member for Environment and Transport
Date:	12 March 2019
Title:	Hamble Lane Improvements
Report From:	Director of Economy, Transport and Environment

Contact name: Jason Tipler

Tel: 01962 667978

Email: jason.tipler@hants.gov.uk

1. The decision:

- 1.1 That the feedback from the second public consultation and the overall high level of support for the preferred improvement scheme for Hamble Lane (the Scheme), as outlined in the supporting report, is noted.
- 1.2. That minor modifications to the preferred Scheme (outlined in the supporting report), which have been informed by comments from key stakeholders and responses to the public consultation, are approved.
- 1.3. That the order of priority for the progression of different elements of the preferred Scheme (as outlined in the supporting report and informed by the public consultation results), is approved in principle, but that this remains flexible to enable the timely delivery of elements of the Scheme, should funding become available. Changes to the order of progression would be made in consultation with the Executive Member for Environment and Transport.
- 1.4 That the re-opening of the junction between Lowford Hill and Hamble Lane, in a one-way direction towards Lowford, be deferred and a review of the need for this element of the scheme to be undertaken following the implementation of the proposed improvement works north of Portsmouth Road.
- 1.5 That a review be carried out of the Eastleigh Borough Transport Statement 2012 in respect of the limited capacity for future development off Hamble Lane, in order to best secure the opportunity to deliver the proposed Hamble Lane improvements in conjunction with the emerging Eastleigh Borough Local Plan 2036.
- 1.6. That authority be delegated to the Director of Economy, Transport and Environment to progress the Scheme development, design, and any necessary planning and environmental processes to a state of readiness so

that when funding becomes available, elements of the Scheme can be quickly progressed towards delivery.

- 1.7. That approval is given to progress all appropriate funding and bidding opportunities for the different elements of the Scheme, and to prepare and submit business cases where appropriate, in order to try to secure implementation in a timely manner.
- 1.8. That authority is delegated to the Director of Economy, Transport and Environment and the Head of Legal Services to progress all appropriate orders, notices, consents, permissions, rights and easements that are necessary to enable the delivery of different elements of the Scheme, and to commence informal negotiations with affected third party landowners.

2. Reasons for the decision:

- 2.1 To ensure that feedback from the second public consultation is taken account of during the design of the Scheme and the subsequent prioritisation of different elements of the Scheme.
- 2.2 To progress towards delivery of the Scheme it is vital to undertake further work to support funding bids and business case preparation, in order to secure full funding for different elements of the Scheme.
- 2.3 So as not to hinder the future progression of the Scheme and facilitate delivery in a timely manner, approval is sought at this time to progress (once funding is secured) all necessary orders, notices, consents, permissions, rights and easements, as well as to commence negotiations to acquire necessary land.

3. Other options considered and rejected:

- 3.1 Not progressing the Scheme proposals any further would be contrary to the high level of public support for improvements. This option would mean that existing traffic issues would not be addressed, and monies held from local development sites towards transport improvements on Hamble Lane would not be spent.

4. Conflicts of interest:

- 4.1 Conflicts of interest declared by the decision-maker:
- 4.2 Conflicts of interest declared by other Executive Members consulted:

5. Dispensation granted by the Conduct Advisory Panel: none.

6. Reason(s) for the matter being dealt with if urgent: not applicable.

7. Statement from the Decision Maker:

I thank Councillor Keith House for attending my Decision Day today and agree to add an additional recommendation (now 1.4) to reflect discussions and the concerns of the local County Councillor.

Approved by:

Date:

12 March 2019

**Executive Member for Environment and Transport
Councillor Rob Humby**

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HAMPSHIRE COUNTY COUNCIL

Executive Decision Record

Decision Maker:	Executive Member for Environment and Transport
Date:	12 March 2019
Title:	Highway Network Hierarchy
Report From:	Director of Economy, Transport and Environment

Contact name: Paul Davison

Tel: 01962 832226

Email: paul.davison@hants.gov.uk

1. The decision:

- 1.1. That the Executive Member for Environment and Transport approves the revised carriageway and footway hierarchies, (Appendices 2 and 3 of the supporting report), to underpin the amended inspection frequencies, and notes that the wider range of asset hierarchies will be reviewed with the objective of developing a single integrated network hierarchy.
- 1.2. That the Executive Member for Environment and Transport approves the new recommended frequencies for walked and driven highway safety inspections, shown in Appendix 4 of the supporting report.
- 1.3. That the Executive Member for Environment and Transport approves the implementation of the revised hierarchies and highway safety inspections frequencies from 1 April 2019.
- 1.4. That authority is delegated to the Director of Economy, Transport and Environment in consultation with the Executive Member for Environment and Transport to approve future minor revisions to the hierarchies and highway safety inspection frequencies.

2. Reason for the decision:

- 2.1. The new Well Managed Highway Infrastructure: A Code of Practice (COP) requires Local Authorities to adopt a risk-based approach for all aspects of highway maintenance policy. It emphasises that a well-defined network hierarchy that reflects the needs, priorities and use of the asset is fundamental to implementing a risk based strategy.
- 2.2. To ensure compliance with the new COP a major review of Hampshire County Council's highway network hierarchies was undertaken and new risk based carriageway and footway hierarchies developed. Highway safety inspection frequencies were also reviewed and aligned to the new hierarchies.
- 2.3. The review not only ensured compliance with the new COP but will also improve processes and drive efficiencies across the highway service. A risk based hierarchy aligns the network more closely with local needs and priorities

and can be used to influence budget decisions, build programmes of work and prioritise routine and planned operations more effectively. Further efficiencies are gained through robust, evidenced and more targeted highway safety inspections.

3. Other options considered and rejected:

3.1. The option to retain the existing carriageway and footway hierarchies and highway safety inspection frequencies was considered. These align with the old Well Maintained Highways Code of Practice (2005) and have served Hampshire County Council well since their implementation. However, to ensure compliance with the new COP and adopt the recommended risk based approach this option was not considered feasible and was rejected.

4. Conflicts of interest:

4.1. Conflicts of interest declared by the decision-maker:

4.2. Conflicts of interest declared by other Executive Members consulted:

5. Dispensation granted by the Conduct Advisory Panel: none.

6. Reason(s) for the matter being dealt with if urgent: not applicable.

7. Statement from the Decision Maker:

Approved by: ----- Executive Member for Environment and Transport Councillor Rob Humby	Date: 12 March 2019
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Item 15

HAMPSHIRE COUNTY COUNCIL

Executive Decision Record

Decision Maker:	Executive Member for Environment and Transport
Date:	12 March 2019
Title:	T19 On-Street Parking Project Update
Report From:	Director of Economy, Transport and Environment

Contact name: Marc Samways

Tel: 01962 832238

Email: marc.samways@hants.gov.uk

1. The decision:

- 1.1. That the Executive Member for Environment and Transport gives authority to procure and spend and enter into the necessary contractual arrangements in consultation with the Head of Legal Services for the provision of Civil Parking Enforcement and related services up to the value of £30million (for the maximum 10 year period), all of which will be funded from on-street parking related revenue.
- 1.2. That the Executive Member for Environment and Transport notes the progress made to date regarding the negotiations with the various District and Borough Councils over the future arrangements for on-street parking in the County as part of the Transformation to 2019 savings proposals.
- 1.3. That the Executive Member gives Authority to include those district areas within the proposed Hampshire County Council directly controlled outsourced enforcement service, where the relevant district or borough council has not agreed and entered into new, financially robust agreements for the future operation of on-street Civil Parking Enforcement by the agreed deadline of 31 March 2019, unless exceptionally agreed by the Director of Economy, Transport, and Environment in consultation with the Executive Member for Environment and Transport.
- 1.4. That the Executive Member for Environment and Transport notes the progress made to date with regard to the introduction of Civil Parking Enforcement in Gosport.

2. Reason for the decision:

- 2.1. To provide the remaining necessary authority and approvals to progress the project to develop the County Council's approach to on-street parking, including future arrangements for enforcement and the delivery of associated parking controls across the County as part of the Transformation to 2019 savings proposals.

3. Other options considered and rejected:

- 3.1. To allow the district councils further time to make decisions over their role in the future of the on-street parking enforcement. This option is rejected as the County Council needs to know the scope and scale of the proposed outsourced service, including the number of district areas that will be included, to achieve the most financially viable contract. The County Council requires a 12-month period to be able to procure the services of a specialist parking enforcement service provider in time for the service to be operational on 1 April 2020.
- 3.2. Withholding the authority sought by this report could place at risk the effective delivery of this service in districts that choose not to enter agreements with the County Council.

4. Conflicts of interest:

- 4.1. Conflicts of interest declared by the decision-maker:
- 4.2. Conflicts of interest declared by other Executive Members consulted:

5. Dispensation granted by the Conduct Advisory Panel: none.

6. Reason(s) for the matter being dealt with if urgent: not applicable.

7. Statement from the Decision Maker:

I thank Councillors Peter Latham and Pal Hayre for attending and speaking at my Decision Day today on behalf of Fareham Borough Council.

Approved by: ----- Executive Member for Environment and Transport Councillor Rob Humby	Date: 12 March 2019
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Item 16

HAMPSHIRE COUNTY COUNCIL

Executive Decision Record

Decision Maker:	Executive Member for Environment and Transport
Date:	12 March 2019
Title:	Grant Stream for Public Bus Operators
Report From:	Director of Economy, Transport and Environment

Contact name: Lisa Cook

Tel: 01962 847143

Email: lisa.cook@hants.gov.uk

1. The decision:

- 1.1. That the Executive Member for Environment and Transport gives authority for £165,000 of existing, one-off resource utilising Bus Service Operators Grant (BSOG) funding for 2018/19 be made available as a grant stream for small and medium sized independent bus operators in Hampshire to apply for funding to introduce contactless payment enabled ticket machines.
- 1.2. That the Director of Economy, Transport and Environment be given the delegated authority to finalise the arrangements for the implementation of the grant stream funding in consultation with the Executive Member for Environment and Transport, as set out in the report, and to subsequently award the grants in accordance with these arrangements.

2. Reasons for the decision:

- 2.1 In 2017, Hampshire County Council made significant investment to improve passenger facilities on buses in Hampshire including the introduction of many contactless ticket machines.
- 2.2 This first phase allowed the major operators to introduce contactless payment to make bus travel easier and improve air quality by reducing delays at bus stops.
- 2.3 As a result of this investment, up to 35% of journeys are now made using contactless or mobile tickets avoiding the need for cash and the delays that causes.
- 2.4 The purpose of this report is to seek authority to enter into a second phase of investment, via a grant steam. This second phase would extend contactless payment to the remaining medium size and smaller operators, some of which have extensive networks in the Eastleigh, Test Valley and Winchester areas, bringing the benefits of modern methods of paying for travel to further Hampshire residents.

3. Other options considered and rejected:

- 3.1. No action. Not establishing a second phase grant stream and waiting for operators to upgrade to contactless technology independently. This would result in a delay in realising the benefits of contactless payment for many operators and passengers travelling in Hampshire.
- 3.2. Offering 100% grant funding for operators to purchase contactless ticket machines. This would increase the cost of this investment to Hampshire County Council and reduce the number of operators and in turn, passengers, who would benefit.

4. Conflicts of interest:

- 4.1. Conflicts of interest declared by the decision-maker:
- 4.2. Conflicts of interest declared by other Executive Members consulted:

5. Dispensation granted by the Conduct Advisory Panel: none.

6. Reason(s) for the matter being dealt with if urgent: not applicable.

7. Statement from the Decision Maker:

Approved by:	Date:
-----	12 March 2019
Executive Member for Environment and Transport Councillor Rob Humby	

Item 17

HAMPSHIRE COUNTY COUNCIL

Executive Decision Record

Decision Maker:	Executive Member for Environment and Transport
Date:	12 March 2019
Title:	Traffic Management (Speed Limit) Policy Exceptions in Relation to Air Quality Management Measures
Report From:	Director of Economy, Transport and Environment

Contact name: James Moore

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Email: james.moore@hants.gov.uk

1. The decision:

- 1.1. That authority is delegated to the Director of Economy, Transport, and Environment, in consultation with the Executive Member for Environment and Transport, to make exceptions to the current Traffic Management Policy to allow the amendment or setting of speed limits on public health grounds with regard to air quality, in response to exceptional circumstances, and in accordance with the qualifying criteria set out in paragraph 3.7 of the supporting report.
- 1.2. That authority is given to enter into contractual arrangements with Surrey County Council in order to facilitate and implement the speed limit changes along the A331, to be finalised by the Director of Economy, Transport, and Environment in consultation with the Executive Member for Environment and Transport and the Head of Legal Services.

2. Reasons for the decision:

- 2.1. The purpose of this paper is to secure approval from the Executive Member for Environment and Transport to make exceptions to the current Traffic Management Policy. At present all speed limits are set for road safety reasons. The authority to make exceptions in accordance with the strict qualifying criteria set out in the supporting report (paragraph 3.7) will allow speed limits to be amended or set based on public health grounds with regard to air quality.
- 2.2. The exceptions are required because of the Clean Air Zones (CAZ) identified by the Government in the vicinities of the A331, affecting Rushmoor, and the A339, affecting Basingstoke. Both central government and local government are legally bound to deal with air quality issues in such zones. Local authority activity is being mandated by Ministerial Direction, requiring legal limits to be met 'within the shortest possible time'. The County Council has already been

served such a Direction in relation to Basingstoke and Deane and anticipates being similarly directed in Rushmoor, as well as for an area in Fareham, where air quality matters will be tackled by different means to be reported elsewhere. The delegations in this report are required to enable the County Council to respond to the Ministerial Direction relating to Basingstoke, and the anticipated Ministerial Direction relating to Rushmoor, by amending speed limits on public health grounds with regard to air quality, as opposed to on a strict road safety basis as required by the existing policy.

2.3. The A331 is a road which crosses boundaries but for efficiency reasons is managed by Hampshire County Council on behalf of Surrey County Council. In order to implement speed limit changes on this road it is necessary to enter into a new agreement/contract between both parties related to this issue. A delegation is therefore requested to allow the Director to take all steps necessary to sign such an agreement and implement a speed limit change on the A331, including in this case the making and determination of associated traffic regulation orders.

3. Other options considered and rejected:

3.1. Do nothing – The County Council would be at risk of not fulfilling its statutory obligations related to public health and air quality.

4. Conflicts of interest:

4.1. Conflicts of interest declared by the decision-maker:

4.2. Conflicts of interest declared by other Executive Members consulted:

5. Dispensation granted by the Conduct Advisory Panel: none.

6. Reason(s) for the matter being dealt with if urgent: not applicable.

7. Statement from the Decision Maker:

Approved by:

Date:

12 March 2019

**Executive Member for Environment and Transport
Councillor Rob Humby**

HAMPSHIRE COUNTY COUNCIL

Executive Decision Record

Decision Maker:	Executive Member for Environment and Transport
Date:	12 March 2019
Title:	Environment & Transport Capital Programme Update, including Transforming Cities Fund Programme
Report From:	Director of Economy, Transport and Environment

Contact name: Amanda Beable /Graham Wright

Tel: 01962 845148 **Email:** amanda.beable@hants.gov.uk
/graham.wright@hants.gov.uk

1. The decision:

- 1.1 That progress on Tranche 1 of the Transforming Cities Fund bid for Southampton and Portsmouth is noted, with a further report on the programme, detailing progress towards Tranche 2, to be received by the Executive Member for Environment and Transport following further Government announcements.
- 1.2 That, subject to receipt of funding, approval is given for adjustments to the Economy, Transport, and Environment Capital Programme to enable the following Transforming Cities Fund (TCF) Tranche 1 schemes to be added to the 2018/19 Capital Programme:
 - Further deployment of real time information (RTPI) at bus stops on bus corridors in Havant and Waterlooville (£398,000, to be entirely funded from TCF).
 - Test Lane Cycle Route (£302,500, of which £223,000 will be funded from local contributions and a further £79,500 from TCF).
 - Redbridge Causeway to Eling Pedestrian and Cycle improvements (£750,000, to be entirely funded from TCF).
 - Hut Hill Cycle Route (£1,008,000, of which £770,000 will be funded from TCF and the remainder from other external sources).
- 1.3 That authority be delegated to the Director of Economy, Transport and Environment, in consultation with the Executive Member for Environment and Transport and the Head of Legal Services, to agree and enter into contractual and other arrangements as necessary to facilitate joint working to develop a Strategic Outline Business Case for the Transforming Cities

Fund with Portsmouth City Council and similarly with Southampton City Council.

- 1.4 That it is noted that the Tranche 1 scheme submission: Enhanced busway extension (retention of Rowner Road bridge, Gosport) is already included in the capital programme as part of the Eclipse Busway Phase 1 Completion scheme and that, subject to receipt of funding, the funding allocation for the scheme will be amended to reflect the addition of £1.4million of TCF.
- 1.5 That approval is given to vire £500,000 of 2018/19 revenue funding to capital funding to the Eclipse Busway Phase 1 Completion scheme, with the funding allocation for the existing scheme amended to reflect this funding.
- 1.6 That the revised value of the proposed air quality speed limit reduction schemes along the A331 and A339, from £378,000 to £20,000, is noted.

2. Reasons for the decision:

- 2.1 To provide authority to make adjustments to the Environment and Transport Capital Programme to reflect the developing context for delivery and ensure efficient progress of the County Council's capital projects.
- 2.2 The Department for Transport (DfT) has accepted an Expression of Interest in the Transforming Cities Fund (TCF), jointly submitted by the County Council and Portsmouth City Council and requested the submission of a Strategic Outline Business Case, to be co-developed by the authorities. It will therefore be necessary to establish joint arrangements to share the cost and deployment of resources equitably between the authorities.
- 2.3 The DfT has also accepted an Expression of Interest in the TCF submitted by Southampton City Council that in part depends upon infrastructure elements in Hampshire and would need to be implemented by the County Council. The City Council has invited the County Council to participate in co-development work to prepare a Strategic Outline Business Case. It will therefore be necessary to establish joint arrangements to share the cost and deployment of resources equitably between the authorities.

3. Other options considered and rejected:

- 3.1 Not to provide authority to amend the Capital Programme. This option was rejected on the basis that it would obstruct the timely and efficient delivery of capital projects.
- 3.2 Not to enter into agreements with the cities. This was rejected because it would inhibit the joint working necessary at this stage of a process that could bring substantial benefits to the county.

4. Conflicts of interest:

4.1 Conflicts of interest declared by the decision-maker:

4.2 Conflicts of interest declared by other Executive Members consulted:

5. Dispensation granted by the Conduct Advisory Panel: none.

6. Reason(s) for the matter being dealt with if urgent: not applicable.

7. Statement from the Decision Maker:

Approved by:

Date:

12 March 2019

**Executive Member for Environment and Transport
Councillor Rob Humby**

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