

NOTICE OF MEETING

Meeting	Executive Member for Environment and Transport Decision Day
Date and Time	Tuesday, 19th September, 2017 at 2.30 pm
Place	Chute Room, Ell Court South, The Castle, Winchester
Enquiries to	members.services@hants.gov.uk

John Coughlan CBE
Chief Executive
The Castle, Winchester SO23 8UJ

FILMING AND BROADCAST NOTIFICATION

This meeting may be recorded and broadcast live on the County Council's website. The meeting may also be recorded and broadcast by the press and members of the public – please see the Filming Protocol available on the County Council's website.

AGENDA

KEY DECISIONS

1. M27 JUNCTION 9 AND PARKWAY SOUTH ROUNDABOUT SCHEME, WHITELEY (Pages 5 - 22)

To consider a report of the Director of Economy, Transport and Environment regarding confirmation of the preferred scheme for the M27 Junction 9 and Parkway South Roundabout improvements.

2. CITY OF WINCHESTER MOVEMENT STRATEGY (Pages 23 - 30)

To consider a report of the Director of Economy, Transport and Environment regarding the development of a movement strategy for Winchester City.

3. REVIEW OF THE CASUALTY REDUCTION OPTIONS FOR THE A33/B3047 (CART AND HORSES) JUNCTION, WINCHESTER (Pages 31 - 40)

To consider a report of the Director of Economy, Transport and Environment providing an update following the interim review of the effectiveness of the casualty reduction scheme at the Cart and Horses junction, Winchester.

4. PROJECT APPRAISAL UPDATE - BELL STREET ROMSEY (Pages 41 - 46)

To consider a report of the Director of Economy, Transport and Environment providing an update on the proposed Bell Street, Romsey Accessibility Improvement Scheme, Phase 2.

5. ROMSEY FLOOD ALLEVIATION (Pages 47 - 56)

To consider a report of the Director of Economy, Transport and Environment regarding the development of flood alleviation measures for Romsey.

6. PROCESSING OF GLASS SERVICES PROCUREMENT (Pages 57 - 62)

To consider a report of the Director of Economy, Transport and Environment regarding approval to procure in respect of the contract for recycled glass processing of up to 5 years duration.

NON KEY DECISIONS

7. TRANSFORMATION TO 2019 - REVENUE SAVINGS PROPOSALS (Pages 63 - 114)

To consider a report of the Director of Economy, Transport and Environment regarding the savings proposals for the Economy, Transport and Environment Department that have been developed as part of the Transformation to 2019 Programme.

8. STRATEGIC TRANSPORT - HAMPSHIRE'S PRIORITIES (Pages 115 - 126)

To consider a report of the Director of Economy, Transport and Environment providing an update on the changing national policy environment for transport schemes and the development of strategies and major schemes.

9. STREETLIGHTING PRIVATE FINANCE INITIATIVE CONTRACT VARIATIONS (Pages 127 - 132)

To consider a report of the Director of Economy, Transport and Environment regarding proposals to extend the interval between electrical testing for illuminated street furniture from six to eight years.

10. HIGHWAYS LAND SURPLUS TO REQUIREMENTS AT BURGATE CROSS FORDINGBRIDGE (Pages 133 - 138)

To consider a report of the Director of Economy, Transport and Environment regarding proposals for land at Burgate Cross, north of Fordingbridge to be declared surplus to highway requirements.

11. BUCKSKIN FLOOD ALLEVIATION SCHEME (Pages 139 - 146)

To consider a report of the Director of Economy, Transport and Environment seeking approval for an approach to the development of the Buckskin Flood Alleviation Scheme.

12. A32 FARRINGDON FLOOD ALLEVIATION STUDY (Pages 147 - 158)

To consider a report of the Director of Economy, Transport and Environment regarding proposals to carry out drainage works including preliminary design for potential Phase 2 works at Farringdon.

13. HYTHE FERRY SUBSIDY (Pages 159 - 164)

To consider a report of the Director of Economy, Transport and Environment regarding proposals for an agreement with Blue Funnel Limited for the current financial year for the subsidy of the Hythe Ferry.

14. OUTSIDE BODY APPOINTMENTS (Pages 165 - 168)

To consider a report of the Director of Transformation and Governance on appointments to Outside Bodies.

ABOUT THIS AGENDA:

On request, this agenda can be provided in alternative versions (such as large print, Braille or audio) and in alternative languages.

ABOUT THIS MEETING:

The press and public are welcome to attend the public sessions of the meeting. If you have any particular requirements, for example if you require wheelchair access, please contact members.services@hants.gov.uk for assistance.

County Councillors attending as appointed members of this Committee or by virtue of Standing Order 18.5; or with the concurrence of the Chairman in connection with their duties as members of the Council or as a local County Councillor qualify for travelling expenses.

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Environment and Transport
Date:	19 September 2017
Title:	M27 Junction 9 and Parkway South Roundabout Scheme Whiteley
Report From:	Director of Economy, Transport and Environment

Contact name: Jason Tipler

Tel: 01962 667978

Email: jason.tipler@hants.gov.uk

1. Executive Summary

1.1. The purpose of this paper is to confirm the preferred Scheme for the M27 Junction 9 and Parkway South Roundabout improvements (“the Scheme”) and ensure that the Scheme can be progressed to a point where a Project Appraisal can be submitted. This report seeks approval to progress all necessary design and development work for the Scheme, including approval for associated activities such as advance works, enabling works, land acquisition and the progression of appropriate orders, notices or statutory procedures. The report also seeks approval to enter into financial and legal agreements with Highways England, in order to secure funding for the Scheme and its implementation on part of the Highways England network.

1.2. This paper will:

- Set out the background to the Scheme;
- Consider the finance for the Scheme;
- Look at key issues for the Scheme; and
- Consider the future direction of the Scheme.

2. Introduction

2.1. The Scheme is needed to improve traffic flow and journey times in the M27 Junction 9 and Parkway South area, Whiteley. Both junctions currently experience severe congestion in the morning and evening peak periods and traffic queuing on the off-slip roads at Junction 9 causes operational and safety issues on the M27 mainline. The M27 is a critical, strategic corridor in southern Hampshire which helps to keep the economy moving, but at peak times queues caused by congestion at Junction 9 can extend back several km along the motorway. Furthermore, in the morning peak hour, congestion at Parkway South roundabout can block back to Junction 9, while in the

evening peak hour congestion at Junction 9 frequently blocks back to the Parkway South roundabout.

- 2.2. This daily congestion is hindering the implementation of 3,500 new homes and three schools in the allocated 'North Whiteley' development, which would be predominantly accessed via Whiteley Way and M27 Junction 9. The congestion is also detrimentally impacting businesses in two large regionally significant adjacent Business Parks – Solent and Segensworth, located to the north and south of Junction 9 respectively. The congestion is deterring the uptake of vacant sites and is now threatening the retention of existing businesses, due to the access issues.
- 2.3. The Scheme developed by the County Council will provide a significant increase in traffic capacity at both junctions, which forecasts suggest will be sufficient to alleviate the existing congestion issues and provide spare capacity to accommodate traffic associated with future developments. The Scheme is shown on the plan included at Appendix 1 and is summarised as follows:
 - At Junction 9 the Scheme involves carriageway widening which will be undertaken to provide an additional lane on both motorway off-slip roads, the westbound on-slip road and the Whiteley Way approach, together with additional lanes on the northern and southern sections of the circulatory carriageway.
 - At Parkway South roundabout, a new larger fully-signalised roundabout will be provided, with carriageway widening to provide additional traffic lanes on all approaches and the circulatory carriageway.

3. Contextual Information

- 3.1. In late 2015, Highways England withdrew funding for its improvement Scheme at M27 Junction 9, following budget cuts to Schemes which were not underway. The Highways England Scheme was limited to widening of the off-slips and did not address the capacity problems on the roundabout circulatory carriageway, or on the local road network. Furthermore the Scheme was assumed to be committed as part of work associated with the 'North Whiteley' development, so the withdrawal of funding has caused issues in relation to the delayed completion of the North Whiteley planning process.
- 3.2. Around the same time the County Council commenced work to develop a feasibility improvement Scheme for the Parkway South roundabout. This junction was identified for improvements by the promoters of the 'North Whiteley' development, but the Country Council considered that the proposed improvements did not offer sufficient future capacity and elected to develop its own Scheme to fully address the forecast congestion issues. A financial contribution from the 'North Whiteley' developers towards this junction is to be taken instead and secured via a Section 106 agreement. This contribution forms a critical component of the funding for the Scheme now proposed.

- 3.3. Following discussions with Highways England, the County Council submitted a bid to the Highways England Growth and Housing Fund (GHF) in March 2016, for funding towards improvements to the Parkway South roundabout and M27 Junction 9. Highways England later approached the County Council and asked for a review of the original Highways England Scheme for Junction 9 and that it be revised as necessary to improve traffic flow across the whole junction. The County Council prioritised work to review the Highways England design and undertook further traffic modelling to ensure that the Scheme benefits are optimised and that issues on both the strategic and local networks are addressed by an improved and more effective Scheme.
- 3.4. Bid information was re-submitted during late summer 2016 and the resulting new preferred Scheme developed by the County Council provides enhanced capacity and safety improvements at both the Junction 9 and Parkway South roundabouts, which are very much linked in operational terms.
- 3.5. Subsequent to this the County Council has undertaken a substantial amount of further Scheme appraisal work over a relatively short period of time at the request of Highways England, in order to satisfy the rigorous requirements of the Highways England bid assessment process. This has included traffic modelling assessments, economic and cost/benefit appraisal and environmental assessment work. The outcome of this was that the Scheme was found to have a 'very high' value for money, and was recommended for approval. Officers from the County Council attended the Highways England Value Management workshop for the Scheme in April 2017 and were formally notified of the decision to award Highways England funding to the Scheme in July 2017, subject to conditions. Full details of the Scheme financials are set out in Section 4 of this report.
- 3.6. In tandem with the above, the Scheme design has been progressed to an appropriate level to ensure greater certainty over the cost estimate and to gain a greater understanding of several of the key issues associated with the Scheme. This has ensured that now that Highways England funding for the Scheme has been confirmed, the County Council will be in a position to progress and implement the Scheme in as short a timescale as possible. Further details on key issues for the Scheme going forward are provided in Section 7 of this report.

4. Finance

- 4.1. The Scheme has been value engineered to reduce costs as far as possible. The cost estimate that was submitted as part of the Highways England bid appraisal process is £19.6million, which includes an allowance for Risk and Optimism Bias, as appropriate for the current level of design. However, some uncertainty still remains regarding final costs. Any change in the overall scheme value will be reported to the Executive Member for Environment and Transport by way of a final Project Appraisal, which will also provide an assessment of value for money once cost estimates have been finalised.

Following the award of funding by Highways England the breakdown of funding for the Scheme is as follows:

- £9.9million to be provided from the Highways England Growth and Housing Fund (GHF);
- £3million to be provided from the Highways England Congestion Relief Fund;
- £4.2million to be provided from future Section 106 receipts from the 'North Whiteley' development;
- £1.844million to be provided from existing Section 106 receipts allocated and held by the County Council; and
- £0.656million to be provided from Local Transport Plan (LTP) funding held by the County Council.

4.2. The conditions stipulated on the Highways England funding offer letter are as follows:

- The level of GHF grant is to be reduced in line with any cost savings achieved;
- A final detailed Scheme design is to be agreed that is acceptable to Highways England; and
- A funding agreement is to be agreed between Highways England and the County Council.

4.3. As part of the bid appraisal process, Highways England produced a business case for the Scheme (largely using information submitted by the County Council), which has been made available to the County Council for the purposes of drafting the funding agreement for the Scheme.

5. Third Party Land

5.1. In order to construct the Scheme some third party land needs to be acquired or dedicated as public highway in the vicinity of the Parkway South roundabout. The ownership of some parcels of Highways England land adjacent to M27 Junction 9 will also need to be transferred to the County Council.

5.2. Land interest plans for the Scheme are provided in Appendix 2, which show land essentially required to deliver the Scheme and which will form the basis of a Compulsory Purchase Order (CPO).

5.3. No issues are currently anticipated in terms of acquiring the necessary third party land by agreement, but in order to ensure the delivery of the Scheme in a timely manner, and in the event that negotiations to acquire all third party land by agreement are unsuccessful, it will be necessary to make and progress a CPO to secure the necessary land. It is proposed to commence this process as soon as reasonably practical.

6. Legal Context

- 6.1. The County Council has the power to progress any appropriate Orders or Notices under the powers of the Highways Act 1980 that are associated with or necessary for the Scheme.
- 6.2. The County Council has the power to make Compulsory Purchase Orders and in relation to this road construction Scheme, the enabling power is the Highways Act 1980.
- 6.3. The Compulsory Purchase Process Guidance from the Department for Communities and Local Government (CPO Guidance) states that a compulsory purchase order should only be made where a) there is a compelling case in the public interest and b) the purposes for which the compulsory purchase order is made justify interfering with the human rights of those with an interest in the land affected. Particular attention should be given to these considerations.
- 6.4. The public interest test is met due to the proposed acquisition delivering the necessary improved infrastructure to provide better access to the Whiteley area and to encourage much needed economic retention and development. The proposed acquisition will also serve to enhance the wellbeing of residents and business park users, particularly in Whiteley and the Solent Business Park, by significantly reducing congestion and delays on the main access routes. This will help to enhance the prosperity of the area overall as well as the quality of place.
- 6.5. The County Council has also had regard to the provision of Article 1 of the First Protocol to the European Convention on Human Rights. In light of the significant public benefit that would arise from the delivery of the Scheme, it is considered that it would be appropriate to acquire the land through compulsory purchase should that prove necessary, and that to do so would not constitute an unlawful interference with individual property rights.
- 6.6. Article 6 also requires that those civil rights that may be affected by a decision are given a fair hearing by an independent and impartial tribunal. This is secured by means of the compulsory purchase order process, including the holding of an inquiry into any objections which may be made and the ability to challenge any compulsory purchase order in the High Court.

7. Other key issues

- 7.1. In order for the County Council to implement the Scheme in its entirety as is currently planned, it will be necessary to enter into a Section 6 agreement with Highways England under Section 6 of the Highways Act 1980 to enable the County Council to undertake works on the Highways England network.
- 7.2. There are several issues on the wider motorway network in the vicinity of M27 Junction 9 which have the potential to impact on the proposed Scheme and associated cost estimate, but are not currently allowed for. These include

issues with the motorway drainage (runoff), which could potentially be mitigated as part of the Scheme, and works to the slip roads associated with the M27 Smart Motorways Project, which is due to be constructed on similar timescale to the proposed Scheme. It is envisaged that there will be close working between Highways England and the County Council as Delivery Agent in order to coordinate and manage works on this very busy network to ensure minimum disruption to the travelling public. If the County Council is requested to undertake further works that are outside the current scope, it is likely that an agreement will need to be reached with Highways England, in the form of a Heads of Terms or Memorandum of Understanding, or similar, to ensure that appropriate additional funding is allocated by Highways England.

- 7.3. Since the current Scheme cost estimate was produced, several potential issues with statutory undertakers apparatus have been identified, which have the potential to incur significant additional cost to the Scheme over and above that allowed for utility protection/diversions in the cost estimate. Investigative surveys will be progressed as soon as possible to provide more accurate information in this respect. Although the estimate does contain a specific allowance for Risk and Optimism Bias, it is currently unclear whether this would be sufficient to cover the potential additional cost, and therefore further funding may need to be found. Whilst the risk of costs increasing is relatively low, any requirement for additional funding to cover cost increases associated with the preferred Scheme would need to be addressed by the County Council, as the Highways England funding is capped. Any change in the overall scheme value will be reported to the Executive Member for Environment and Transport by way of a final Project Appraisal, which will also provide an assessment of value for money once cost estimates have been finalised. Notwithstanding the above, the terms set out in the funding agreement to be put in place between Highways England and the County Council will be critical to ensuring that the County Council is suitably recompensed for any work undertaken developing the Scheme, if for whatever reason the Scheme funding is subsequently withdrawn by Highways England, or a decision is taken not to progress the Scheme to construction.
- 7.4. As part of the value engineering process, a previously identified Non-Motorised User route, that would traverse the M27 Junction 9 roundabout, and connect Parkway South roundabout to the A27, was removed from the Scheme. The County Council did not consider that this was the optimum location for such a facility and instead a non-motorised user audit of the wider area is currently being undertaken, to try and identify the best location for new or enhanced pedestrian and cycle facilities to connect Whiteley to the A27 and the Segensworth Business Parks. The County Council intends to consult on the preferred location for new/enhanced pedestrian and cycle facilities, as part of a public information event for the Scheme to be undertaken in autumn 2017.

8. Future direction

- 8.1. Following approval of this report the County Council will work with Highways England to sign a funding agreement that will secure the £12.9million to be provided by Highways England. It is likely that it will also be necessary to draft a separate agreement, such as a Heads of Terms or Memorandum of Understanding, that will define the scope of the works associated with the Scheme and what would happen in the event that the County Council is asked to include additional works within its scope, or to cover the potential overlaps with the Smart Motorway project.
- 8.2. Following approval of this report the detailed design for the Scheme will be progressed, including activities such as: investigative surveys to provide more information regarding the location of statutory undertaker's plant and ground conditions; and enabling works which could involve the utility diversions and advance vegetation clearance. The current intention is that main construction works will commence in summer 2019, following approval of a Project Appraisal and completion of the tendering process.
- 8.3. Following approval of this report and approval by the Executive Member for Policy and Resources, formal negotiations will be entered into with all third party landowners, in order to seek to acquire by agreement all third party parcels of land necessary to construct the Scheme as approved. If negotiations are unsuccessful then the Compulsory Purchase Order process will be used to ensure the delivery of the Scheme in a timely manner.
- 8.4. The County Council intends to hold a public information event for the Scheme in Autumn 2017, which will include full details of the preferred Scheme and consultation over potential new or enhanced non-motorised user routes to connect Whiteley to Segensworth and the A27.
- 8.5. There will be a need to comply with Highways England requirements in terms of design approvals, and it is also possible that further assessment work may be required for things such as environmental and traffic impact. These could all potentially impact on the programme.

9. Recommendations

- 9.1. That the Highways England preferred Scheme for the M27 Junction 9 and Parkway South Roundabout Improvements (the "Scheme"), as shown on the drawing at Appendix 1, be approved as a basis for development of the detailed scheme.
- 9.2. That approval is given to procure and spend on enabling works contracts, up to the value of £2.5million, to be funded from existing resources.
- 9.3. That authority is delegated to the Director of Economy, Transport and Environment and the Head of Legal Services to enter into all necessary legal agreements with Highways England in order to finance and deliver the M27 Junction 9 and Parkway South Roundabout Improvements ("the Scheme"),

including: a funding agreement to secure £12.9million of Highways England funding; a Section 6 Highways Agreement to undertake works on the Highways England network at M27 Junction 9; and any other legal agreements that are required to define the scope of the works associated with the Scheme.

- 9.4. That the Executive Member for Environment and Transport recommends that the Executive Member for Policy and Resources provides authority to acquire all third party interests in any land and any necessary rights required for or to facilitate/enable the delivery of the M27 Junction 9 and Parkway South Roundabout Improvements by agreement (“the Scheme”).
- 9.5. That, in order to ensure the delivery of the M27 Junction 9 and Parkway South Roundabout Improvements (“the Scheme”) in a timely manner, the Executive Member for Environment and Transport recommends to the Executive Member for Policy and Resources that a Compulsory Purchase Order is made for the land required to deliver the Scheme, as detailed in Appendix 2, to run in parallel with negotiations to acquire all third party land interests by agreement, on the basis that the areas of land identified in Appendix 2 will not be extended but may be revised or minimised.
- 9.6. That authority is delegated to the Director of Economy, Transport and Environment and the Head of Legal Services to progress any appropriate Orders, Notices, or Statutory procedures and obtain any consents, rights or easements that are necessary for the M27 Junction 9 and Parkway South Roundabout Improvements (“the Scheme”).
- 9.7. That authority is delegated to the Director of Economy, Transport and Environment to progress all design and development work for the M27 Junction 9 and Parkway South Roundabout Improvements (“the Scheme”) including the progression of all necessary advance works.

CORPORATE OR 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

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.)

Document

Location

None

IMPACT ASSESSMENTS:

1. Equality Duty

1.1. 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 under the Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, gender and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- a) The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- b) Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- c) Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

1.2. Equalities Impact Assessment:

The proposed Scheme will provide positive benefits for all local residents and users of the adjacent business and retail parks, regardless of gender, race, religion or mobility. It will reduce congestion and delay and reduce associated levels of driver stress. Benefits will apply to all users of the junctions.

The proposals will have neutral impact upon groups with protected characteristics. In the event that a CPO is required, the guidance published by the DCLG (Guidance on CPO process and The Crichel Down Rules for disposal of surplus land acquired by, or under the threat of compulsion) will be followed.

2. Impact on Crime and Disorder:

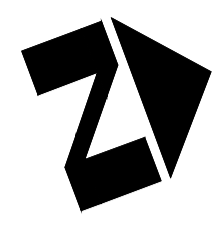
2.1. The decision will not have any direct impact upon crime and disorder.

3. Climate Change:

- a) How does what is being proposed impact on our carbon footprint / energy consumption?
- b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

The proposed Scheme will help to reduce congestion and delay and will therefore help to improve air quality, due to a reduction in the volume of queuing vehicles.

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- NOTES**
- DO NOT SCALE FROM THIS DRAWING
 - ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED
- KEY**
- PROPOSED FOOTWAY / CYCLEWAY
 - EXISTING CARRIAGEWAY
 - PROPOSED CARRIAGEWAY
 - PROPOSED VERGE
 - PROPOSED VEHICLE RESTRAINT SYSTEM
 - PROPOSED RETAINING WALL
 - PROPOSED DRAINAGE CHANNEL
 - PROPOSED HARD STRIP

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ORDNANCE SURVEY 100019180

REV	AMENDMENTS	DATE	CAD	CHKD	APPD
P9	Changes to Drawing Title and Notes.	22/08/2017	SG	AMC	JPR
P8	Highway Boundary removed. Highways England Boundary removed. Trees Removed.	21/08/2017	SG	AMC	JPR
P7	Two Lane Exit Provided From Roundabout R1 to Whiteley Way North	17/08/2017	IMS	AMC	AT

CLIENT

HAMPSHIRE COUNTY COUNCIL
ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT
STRATEGIC TRANSPORT

CONSULTANT

Hampshire County Council Engineering CONSULTANCY

STUART JARVIS BSc DipTP FCIHT MRTPI: DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT

DESIGNER IMS	SCHEME M27 JUNCTION 9 & PARKWAY SOUTH ROUNDABOUT	JOB No. C.J008770.01	DATE NOV 2016	SHEET NUMBER 1 OF 1	DRAWING NUMBER EC/CJ008770/J9/100
CAD IMS					
CHECKED AMC AMC	SCALE @ A1 1:1000				
APPROVED JPR JPR					

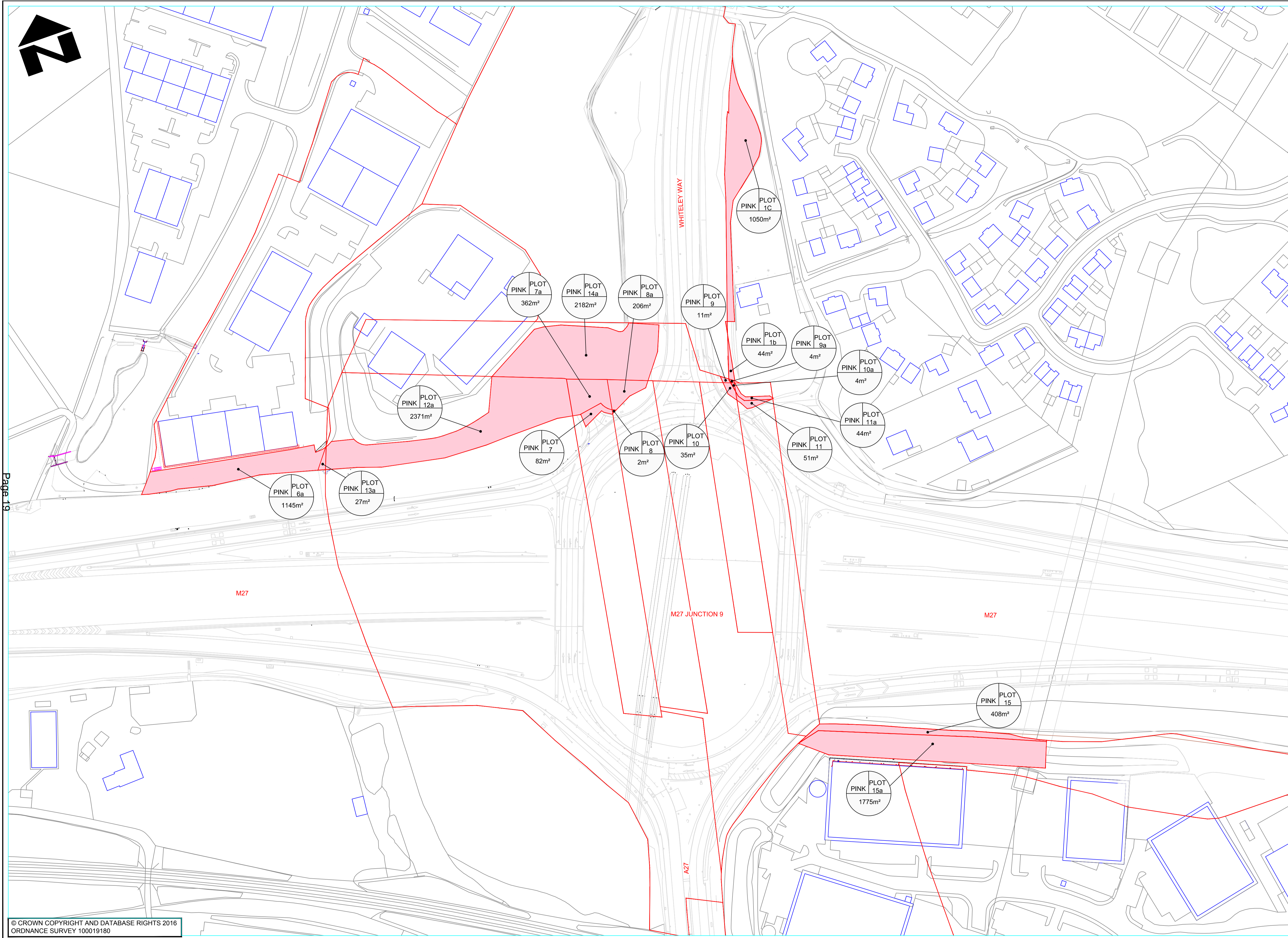
DRAWING TITLE GENERAL ARRANGEMENT	REV P9
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- NOTES**
- DO NOT SCALE FROM THIS DRAWING
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- KEY**
- AFFECTED PLOT BOUNDARIES
 - LAND TO BE ACQUIRED
AREA = 9803m²



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ORDNANCE SURVEY 100019180

REV	AMENDMENTS	DATE	CAD	CHKD	APPD
P2	LAND ADDED ADJACENT TO MOTORWAY COMPOUND ACCESS ROAD AND TO EAST OF WHITELEY WAY	04/09/2017	JS	AMC	JPR
P1	LAND PLOTS REFERENCED	21/08/2017	JS	AMC	JPR

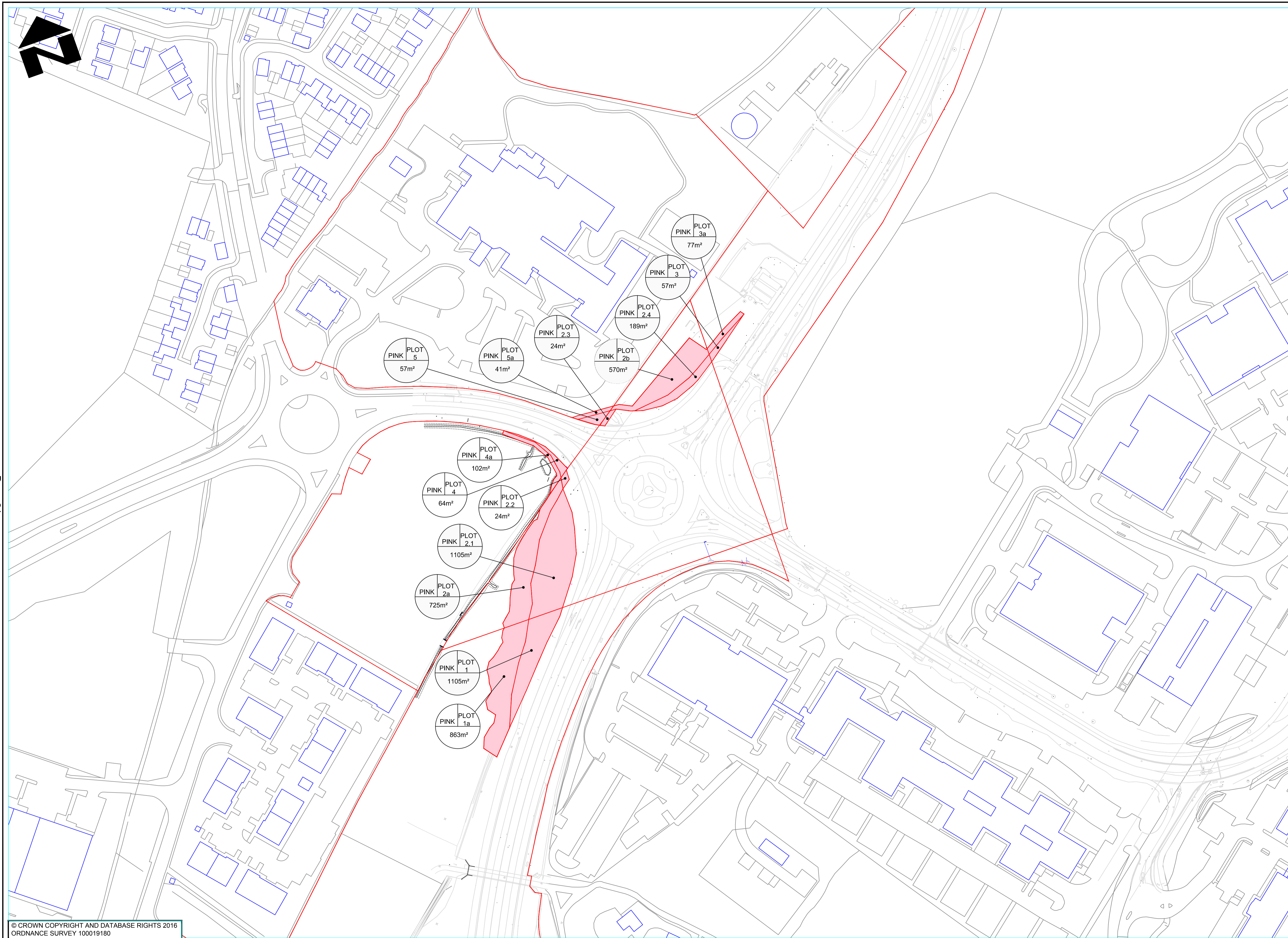
CLIENT
HAMPSHIRE COUNTY COUNCIL
ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT
STRATEGIC TRANSPORT

CONSULTANT
Hampshire Engineering
County Council CONSULTANCY
STUART JARVIS BSc DipTP FCIHT MRTPI: DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT

DESIGNER	SCHEME
JS	M27 JUNCTION 9 AND PARKWAY SOUTH ROUNDABOUT, WHITELEY
SG	
AMC AMC	JOB No. R.J567007.01
MCC MCC	SCALE @ A1 DATE SHEET NUMBER DRAWING NUMBER
	1:1000 AUG 2017 1 OF 1 EC/CJ008770/L108

DRAWING TITLE
LAND INTEREST TO BE ACQUIRED AT M27 JUNCTION 9
DRAWING NUMBER
EC/CJ008770/L108

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NOTES
 1. DO NOT SCALE FROM THIS DRAWING
 2. ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED

KEY
 [Red outline] AFFECTED PLOT BOUNDARIES
 [Pink fill] LAND TO BE ACQUIRED
 AREA = 5003m²

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 ORDNANCE SURVEY 100019180

REV	AMENDMENTS	DATE	CAD	CHKD	APPD
P2	SCHEME TITLE CHANGED	05/09/2017	JS	AMC	JPR
P1	LAND PLOT REFERENCED	21/08/2017	JS	AMC	JPR

CLIENT
HAMPSHIRE COUNTY COUNCIL
 ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT
 STRATEGIC TRANSPORT

CONSULTANT

 STUART JARVIS BSc DipTP FCIHT MRTPI: DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT

DESIGNER
 JS
 CAD
 SG
 CHECKED
 AMC | AMC
 APPROVED
 MCC | MCC

SCHEME
M27 JUNCTION 9 AND PARKWAY SOUTH ROUNDABOUT, WHITELEY

SCALE @ A1
 1:1000

DATE
 AUG 2017

SHEET NUMBER
 1 OF 1

DRAWING TITLE
LAND INTEREST TO BE ACQUIRED AT PARKWAY SOUTH ROUNDABOUT, WHITELEY

DRAWING NUMBER
EC/CJ008770/L109

REV
 P2

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Environment and Transport
Date:	19 September 2017
Title:	City of Winchester Movement Strategy
Report From:	Director of Economy, Transport and Environment

Contact name: Frank Baxter

Tel: 01962 846819

Email: frank.baxter@hants.gov.uk

1. Executive Summary

- 1.1. The purpose of this paper is to provide an update on the development of the new movement strategy for the City of Winchester (“the Strategy”) and to seek authority for an early stakeholder engagement exercise on the initial strategy options this autumn to further inform the development work prior to full public consultation in 2018.
- 1.2. The new Strategy for the City of Winchester will replace the ‘movement and access plan’ and will be an important aid to the local planning process. It will also help the County Council bid for external transport infrastructure funding, to support local development and address existing transport challenges. In order to be successful in doing so it will need to have a robust evidence base, coherent strategic context, and demonstrate a strong consensus with the City Council and other stakeholders.
- 1.3. The development of this Strategy requires significant work, including the collection of data, the development of a traffic model, as well as specific strategy proposals and timely engagement with stakeholders. Whilst the County Council will lead the work, it will require support from consultants and continuing close partnership working with Winchester City Council.
- 1.4. With a number of potential major redevelopment proposals emerging in and around Winchester, the development of the strategy is timely, but complicated in establishing the land use and economic context for transport. It is considered very important to engage key stakeholders in the early autumn on initial options and direction for the new Strategy. It is also important to ensure the Strategy takes account of the latest local planning decisions informing the final draft which, subject to further approval by the County Council’s Executive Member for Environment and Transport, will be subject to a public consultation in 2018.

- 1.5. Early stakeholder engagement will focus on the initial options and direction, as outlined in section 3 below.

2. Contextual information

- 2.1. The previous Winchester Movement Access Plan aimed to help keep the city economically vibrant whilst at the same time managing the number of vehicles driving into the city centre. Its primary focus was on displacing parking to the outskirts of the city by constructing 1,850 park and ride spaces to the south and west of the City plus various complementary measures at a cost of over £20 million. However, usage of the park and ride sites and city centre car parks are now approaching capacity. In addition to parking pressures, Winchester's District Local Plan to 2031 includes a number of new development sites and is likely to be subject to a review next year when further sites may be added to the Plan, with consequential increased transport pressure.
- 2.2. The Enterprise M3 (EM3) Local Enterprise Partnership is currently reviewing its Strategic Economic Plan and, given the city's economic potential and ambitious growth plans, the LEP is considering upgrading Winchester City's role as an economic hub.
- 2.3. The new Strategy will need to take account of the growth plans and seek to manage and mitigate the impacts of increased economic activity and associated movement. Since 2003, Winchester City has suffered from poor air quality, with nitrogen dioxide levels exceeding national standards; and transport is the main contributor. Although those levels reduced in recent years, they remain too high. Therefore the new movement strategy will need to consider how traffic can be better managed and reduced, whilst additional economic and housing growth is accommodated and air quality within the city is improved further.
- 2.4. In addition to major sites such as Barton Farm now being developed the City Council is also bringing forward plans for redevelopment in the city centre. This involves land around the railway station and the central city area, as well as other changes such as relocating the sports centre, all of which will have significant implications for the new movement strategy.

3. Early Engagement on Initial Strategy Options

- 3.1. The County Council has undertaken high level work to identify initial options for the new Strategy. In view of the recent local planning decisions it is now considered important to engage key stakeholders as soon as possible on this early thinking. Approval is sought to seek stakeholder views on the initial options as outlined below.
- 3.2. Based on past discussions, the key commonly identified issues are set out below but not in particular priority order:

- Promoting growth and sustained economic vibrancy, and managing increased movement requirements in and around the city;
 - Achieving the right balance between different types of traffic (this includes pedestrians and cyclists) within the city centre, residential areas and arterial routes; and
 - Improving air quality.
- 3.3. In this context it is likely that the Strategy will seek to reduce vehicle movements and congestion in the city centre, whilst improving accessibility for residents, workers, scholars, shoppers and visitors. This will involve consideration of improved public transport connectivity; genuine active travel opportunities to encourage more walking and cycling; better integration of public transport with access to the city centre, and responding to travel demands for access to Winchester from a wider area, as well as looking at travel within the city itself.
- 3.4. The new Strategy will build on a strong foundation of evidence, engagement, and testing, and will involve the following programme:
- Data collection and engagement;
 - Agreeing the desired outcomes from the movement strategy;
 - Analysis of data, including responses and publication of the results;
 - Building a model of how movement works (model: computer based tool that simulates existing and predicted future movements, using a range of data locally collected, such as traffic flows and pedestrian movements);
 - Develop proposals and ideas leading to high-level options;
 - Test options using the model against how they achieve the outcomes;
 - Develop a preferred future and likely package of options;
 - Consult on the draft strategy; and
 - Adopt the strategy subject to final amendments and Executive Member approval.
- 3.5. Data collection is currently underway. Early engagement will be undertaken alongside this so that stakeholders can input their views on the future vision and help shape the strategy development.

4. Finance

- 4.1. The cost of developing a new Strategy for the City of Winchester is covered by existing budgets for feasibility study development.
- 4.2. Winchester City Council has agreed to make a contribution of £200,000 to support development of the Strategy.

5. Performance

- 5.1. The Strategy development and its outputs will complement the County Council's Strategy priorities, particularly its priority to maintain strong and sustainable economic growth and prosperity through the planning and delivery of appropriate infrastructure to support new developments, as well as helping to improve the quality of life of local residents in terms of improved accessibility.
- 5.2. The new Strategy will support the local planning process, including best use of developer funds, as well as future infrastructure funding bids. The Strategy should improve performance of the highway network and air quality, and thus is also likely to further improve public satisfaction levels.

6. Consultation and Equalities

- 6.1. An initial scoping Equalities Impact Assessment has been undertaken to determine the likely impacts of the new Strategy. This will be reported to the next Winchester Movement Strategy Joint Project Board, and will be kept under review as the Strategy develops. .
- 6.2. The Strategy will be strengthened by ongoing, active engagement with Winchester City Council, as well as early engagement with key stakeholders and full public consultation in due course.
- 6.3. The County Council proposes a robust approach to engagement in order to identify a preferred option or options, which, subject to Executive Member approval, would be subject to full public consultation in Summer 2018. This will include a representative sample of Winchester residents, using a telephone survey to identify actual behaviours and attitudes to transport.
- 6.4. Working with Winchester City Council, an initial engagement exercise is planned for this autumn to assess initial options and agree strategy outcomes. It is proposed this includes discussions with key stakeholders, including local business groups, as well as transport operators and transport and air quality campaign groups. To supplement this there will also be an extensive programme of quantitative transport data collection.

7. Recommendations

- 7.1. That the Executive Member for Environment and Transport notes progress to date in the development of the new movement strategy for the City of Winchester to support local development plans and the County Council's own strategic priority of maintaining strong and sustainable economic growth and prosperity.
- 7.2. That the Executive Member for Environment and Transport approves early engagement this autumn with key stakeholders on initial strategy options and issues, to further inform the emerging draft strategy prior to public consultation in 2018.

CORPORATE OR 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

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.)

Document

Location

None

IMPACT ASSESSMENTS:

1. Equality Duty

1.1. 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 under the Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, gender and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- a) The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- b) Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- c) Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

1.2. Equalities Impact Assessment:

No impact on people with protected characteristics has been identified from this decision, but any transport schemes that arise as an outcome from the Strategy would be subject to their own Equalities Impact Assessment.

2. Impact on Crime and Disorder:

2.1. None identified at this time.

3. Climate Change:

- a) How does what is being proposed impact on our carbon footprint / energy consumption?
- b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

The strategy preparation will have no impact. The delivery of measures arising from it may have a significant impact and will be subject to environmental assessments as required. It is the intention that the Strategy

will focus on solving particular air quality issues and that its impact will be positive.

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Environment and Transport
Date:	19 September 2017
Title:	Review of the Casualty Reduction Options for the A33/B3047 (Cart and Horses) Junction, Winchester
Report From:	Director of Economy, Transport and Environment

Contact name: Adrian Gray

Tel: 01962 846892

Email: adrian.gray@hants.gov.uk

1. Executive Summary

- 1.1. This report provides an update on work undertaken following the interim review of the effectiveness of the casualty reduction scheme at A33/B3047 Cart and Horses junction (“the Cart and Horses junction”), reported to the Executive Member for Environment and Transport (March 2017).
- 1.2. The report also seeks support for the approach proposed in response to concerns about the effectiveness of existing measures, and seeks authority to implement traffic monitoring CCTV and street lighting at the junction, subject to further consultation.

2. Contextual information

- 2.1. The new layout at the Cart and Horses junction, Kings Worthy, Winchester, was the subject of a Project Appraisal submitted to the Executive Member for Economy, Transport and Environment on 9 September 2014. The Project Appraisal described safety and pedestrian access improvements proposed for the junction, and included casualty reduction measures developed to address the principal safety issue of vehicles waiting in the central reserve to turn right overhanging the A33 main carriageway.
- 2.2. The main works for the scheme were finished on 25 May 2016. A stage three safety audit was carried out on 14 June 2016, and the final report received on 10 August recommended a number of remedial measures which were completed on 31 October 2016.
- 2.3. In the five year period prior to the initial scheme there were sixteen injury accidents at the Cart and Horses junction of which three involved serious injury. Of these the majority were concentrated on the southern arm of the junction at the London Road (Kings Worthy) turning. These collisions primarily involved right turning vehicles leaving London Road being struck by

ssnorthbound A33 traffic, and right turning vehicles leaving the central reserve waiting area to travel towards the A34/M3 being struck by southbound vehicles.

- 2.4. In the interim period between the initial scheme completion and the remedial measures, there were a further four injury accidents. Of these, one involved a motorcyclist losing control on gravel when turning left from the Abbotts Worthy arm, and another a left turning vehicle in collision with a northbound motorcyclist. Neither of these involved motorists negotiating the revised junction layout.
- 2.5. On 23 November 2016 there was a fatal accident at the Cart and Horses junction. The collision involved a car and a pedestrian who was crossing the road at the junction. An inquest into the fatality concluded that the junction layout was not a factor in this accident.
- 2.6. Following a deputation to Hampshire County Council and the expression of critical views regarding the current junction layout, an interim review of the effectiveness of the casualty reduction scheme at the Cart and Horses junction was reported to the Executive Member for Environment and Transport in March 2017. The report made a number of recommendations aimed at responding to local concerns, including a reduction in the speed limit through the junction and a restriction on turning to reduce the conflict between turning traffic.
- 2.7. The Executive Member for Environment and Transport approved a reduction in the speed limit through the junction, but instructed the department to undertake further monitoring and evaluation of alternative options to reduce the conflict between turning traffic and respond to concerns about driver confusion with the current layout.
- 2.8. Work is now progressing on introducing a new 40mph speed limit. This is intended to lower the existing speed limit of 50mph on the A33 between appropriate points north and south of the Cart & Horses junction. The land south of the junction is owned and controlled by Highways England (HE) and so its approval is required. Discussions have taken place with HE representatives, who required clarification on a number of points. They have recently confirmed their approval of the proposal, subject to a Road Safety Audit, which Hampshire County Council will arrange.
- 2.9. The implementation of the 40mph limit is subject to the outcome of statutory consultation and advertising as part of the Traffic Regulation Order procedure. Depending on the nature of any objections received, a further report may need to be submitted to the Executive Member to consider objections received. If there are no significant objections received, it is anticipated that the new speed limit could be implemented in the autumn.
- 2.10. The process of advertising a speed limit proposal, receiving objections, including requests for reducing or increasing the extents of the revised limit, and responding to these with the aim of resolving them prior to submitting a

formal proposal to the Executive Member that sufficiently reflects the democratic process, can take many months. If there are significant objections, it is anticipated that a formal report seeking an Executive Member decision on whether or not to implement a new speed could be prepared for the spring of 2018.

- 2.11. An independent review of the current casualty reduction measures has been undertaken. The review further confirmed the suitability of basing the new layout on the junction arrangement described in the Design Manual for Roads and Bridges, which regulates the priority in the central reserve opening, but with areas of separation defined by road markings rather than physical islands.
- 2.12. The review supports the implementation of a lower speed limit to encourage correct lane discipline on the A33 and allow drivers to react in a timely manner to either stationary or turning traffic ahead.
- 2.13. The review identified a number of additional, potential changes, including examining the scope for physical islands in place of the current, coloured carriageway surfacing on the A33, and widening the B3047 London Road approach by removing the existing layby. There are a number of considerations affecting these modifications, including the swept path of vehicles using the junction and the impact on bus services, and these would need to be fully assessed before recommending their implementation at a future time.
- 2.14. The review further identifies the need for appropriate maintenance, which is in place, and suggests exploring the potential for additional signing to reinforce the priorities. Supplementary signing has been considered previously, but was not felt to offer benefit over the current signing, particularly as it would necessarily be a non-standard sign that road users would not be familiar with, and with the potential to add to rather than reduce uncertainty.
- 2.15. In the period since the remedial measures were completed on 31 October 2016 there has been one further slight injury accident reported by the police (excluding the tragic fatal accident). The additional accident involved a vehicle turning left from the B3047 London Road to head northwards on the A33 being struck by a vehicle already travelling northbound on that route. The movement is not directly associated with the changes implemented at the junction and not one of the key concerns highlighted by the public, but collisions of this nature could potentially reduce in severity following the introduction of the new lower speed limit.
- 2.16. Investigations into the proposed right turn ban have been ongoing and turning movement surveys at the junction and the surrounding road network were completed on 6 June 2017. The surveys showed that in a 12 hour weekday period 1,772 vehicles made the right turn from the B3047 London Road onto the A33 to travel south towards the A34. In the 7am to 9am peak

period there were 286 vehicles making this manoeuvre compared to 468 movements in the 4pm to 6pm peak.

- 2.17. A proportion of traffic affected by restricted turning moves at the junction could be expected to seek alternative routes avoiding the A33, but the majority could be anticipated to use local diversions to continue to use the A33, with access from adjacent junctions.
- 2.18. Springvale Road provides the principal alternative route for traffic traveling towards the junction from Winchester, with access to the A33 from Lovedon Lane. Traffic speed and volume surveys were completed along this route for a week long period of 5 to 12 June 2017.
- 2.19. Survey data at the southern end of Springvale Road (just north of the junction with Springvale Avenue) showed 2,263 and 2,368 vehicles using Springvale Road in a northbound and southbound direction respectively over a 12-hour period. Data observed at a point near to the junction of Meadowland showed a slight increase in these vehicle flows of 36 northbound and 175 southbound, with these increases likely to be associated with additional traffic joining the route from Nations Hill/Church Lane. At the most northerly end of the route (near to the Vale Way junction), 1,326 northbound vehicle movements were recorded and 1,292 southbound.
- 2.20. This survey data suggests that currently just under half of the traffic using the route has an origin within the Springvale Road catchment and is local rather than through traffic. Restricted turning moves at the Cart and Horses junction could be expected to increase the proportion of through traffic, and the total volume of traffic using the A33/Lovedon Lane junction, which would increase delay on this route. There are no plans at this time to increase the capacity of the A33/Lovedon Lane junction.
- 2.21. Traffic could seek to find other alternative local diversions, including u-turning at the B3047 Martyr Worthy section of the staggered junction, or continuing towards Martyr Worthy to access the A33 from Park Lane. Further traffic restrictions would be needed to prohibit these movements.
- 2.22. It would be technically feasible to implement measures to discourage or prevent additional traffic using these other, alternative local diversions. The impact would be to increase traffic on the Springvale Road - Lovedon Lane route, with a smaller proportion likely to seek alternative routes avoiding the A33.
- 2.23. The additional delay for traffic displaced by the restricted turning movements, and the impact of this additional traffic on local residents, makes this option less attractive given the independent assessment supporting the current casualty reduction scheme.
- 2.24. Retaining the current layout would continue to address the causes of historic collisions here and avoid the need for restricting turning movements, but has been criticised by some road users. The introduction of a 40mph speed limit

will respond to some of the concerns about the junction layout, and it is further proposed to develop proposals for street lighting to further address concerns.

- 2.25. Local residents and road users will be given an opportunity to comment on proposals for street lighting at the junction. While the number of lighting units is likely to be dictated by lighting standards, there will be scope to shield street lights to limit intrusive light output affecting adjacent residential properties, and to dim lighting overnight and/or switch off lighting for part of the night.
- 2.26. To respond to concerns about driver behaviour and to enhance monitoring of the junction operation, it is also proposed to install traffic monitoring CCTV at the junction. The CCTV will be for traffic monitoring only, and is not an enforcement device. It may however provide material to support enforcement action where appropriate.

3. Finance

- 3.1. The costs of advertising and implementing the associated Traffic Regulation Order for the 40mph speed limit will be met by the existing scheme budget, via the Casualty Reduction Programme.
- 3.2. The costs of installing street lighting, at an approximate cost of £65,000, will be met by the existing Casualty Reduction Programme.
- 3.3. The additional revenue costs associated with energy and the maintenance of the street lighting is minimal, and will be met from the existing revenue allocation for street lighting.
- 3.4. The costs of installing traffic monitoring CCTV, at an approximate cost of £6,000, will be met by the existing Casualty Reduction Programme.
- 3.5. The additional revenue costs associated with the operation of the proposed traffic surveillance CCTV is minimal, and will be met from the existing revenue allocation for the operation of CCTV operated by the Intelligent Transport Systems Group.

4. Performance

- 4.1. The results of the previous measures and the introduction of the new speed limit will be closely monitored in terms of accident statistics on a monthly basis for a full five year period after implementation.
- 4.2. Once the new speed limit is introduced, it is proposed to undertake further speed surveys through the junction at regular intervals to determine its effectiveness.

5. Other key issues

- 5.1. Alternative, high cost schemes to create a roundabout or traffic signal controlled crossroads would require external funding, which would likely only accrue from major local development or from the Local Enterprise Partnership (LEP) bringing forward development in the wider area, and as such are longer term options and outside the scope of this report.
- 5.2. Central Government is targeting a spend of £175 million over the next four years on upgrading 50 of England's most dangerous local A Roads where the risk of collisions causing death and serious injury is highest. Of the 50 roads, specific sections of the A32, A27, and A36 in Hampshire have been identified as potentially obtaining funding to improve road safety as part of the Safer Roads Fund initiative. The identification of the most dangerous roads in Britain stem from the British EuroRAP results for 2016 produced by the Road Safety Foundation, which rates the risk of a road user being killed or seriously injured on Britain's major road network. The Department for Transport has invited all the relevant Local Highway Authorities to submit bids for infrastructure interventions to improve the safety on these roads. The A33 between Winchester and Basingstoke does not feature in this listing of the 50 road sections with the highest safety incidents in England, and the County Council can only use allocations from the Safer Roads Fund to improve the eligible sections of the A32, A27 and A35 already identified.

6. Future direction

- 6.1. The proposal to advertise and implement a 40 mph speed limit on the A33 in the vicinity of the A33/B3047 Cart and Horses junctions involves a statutory consultation period for the associated Traffic Order, and subject to any objections, a further decision may be required to introduce the revised speed limit.

7. Recommendations

- 7.1. That the Executive Member for Environment and Transport notes progress made on implementing a reduction in the speed limit from 50mph to 40mph at the A33/B3047 (Cart and Horses) junction, ("the Cart and Horses junction") Winchester.
- 7.2. That the Executive Member for Environment and Transport approves the installation of street lighting at the Cart and Horses junction, at an approximate cost of £65,000, to be funded from existing resources.
- 7.3. That the Executive Member for Environment and Transport authorises a local consultation with key stakeholders and interested parties on the detailed proposals for the street lighting scheme.
- 7.4. That the Executive Member for Environment and Transport approves the installation of traffic monitoring CCTV at the Cart and Horses junction, at an

approximate cost of £6,000, funded from the Casualty Reduction Programme.

- 7.5. That no further action is taken at this stage to implement the proposed right turn ban at the Cart and Horses junction, and that this proposal is re-evaluated at a future date subject to monitoring of the new speed limit, street lighting, and CCTV interventions.
- 7.6. That the Executive Member for Environment and Transport delegates authority to the Director of Economy, Transport and Environment to undertake monitoring and implement additional measures as required to address the causes of historic collisions at this junction.

CORPORATE OR LEGAL INFORMATION:**Links to the Strategic Plan**

Hampshire maintains strong and sustainable economic growth and prosperity:	no
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>Reference</u>	<u>Date</u>
Project Appraisal: A33/B3047 Cart & Horses Junction Safety & Pedestrian Access Improvements, Kings Worthy	6040	9 September 2014
Interim review of the effectiveness of the casualty reduction scheme at the A33/B3047 (Cart and Horses) junction, Winchester	8202	23 March 2017
Direct links to specific legislation or Government Directives		
<u>Title</u>	<u>Date</u>	

Section 100 D - Local Government Act 1972 - background documents

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<u>Document</u>	<u>Location</u>
A33/B3047 Cart and Horses Junction, Kings Worthy. Casualty Reduction Scheme Review.	HCC

IMPACT ASSESSMENTS:

1. Equality Duty

1.1. 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 under the Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, gender and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- a) The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- b) Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- c) Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

1.2. Equalities Impact Assessment:

The proposals will have neutral impact upon groups with protected characteristics. The report relates to the review of the casualty reduction options for the A33/B3047 Junction, Winchester, and the scope for a new speed limit and introduction of street lighting and CCTV for traffic monitoring.

2. Impact on Crime and Disorder:

2.1. No significant impact.

3. Climate Change:

- a) How does what is being proposed impact on our carbon footprint / energy consumption? No significant impact.
- b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts? No significant impact.

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Environment and Transport
Date:	19 September 2017
Title:	Project Appraisal Update – Bell Street, Romsey
Report From:	Director of Economy, Transport and Environment

Contact name: Patrick Bingham

Tel: 01962 845421

Email: patrick.bingham@hants.gov.uk

1. Executive Summary

- 1.1 The project is an accessibility highway improvement scheme to Bell Street in Romsey (“the Scheme”) and is the second of three phases of improvement works in Romsey town centre. A detailed Project Appraisal was previously approved by the Executive Member for Environment and Transport on 15 September 2016.
- 1.2 The September 2016 Executive Member report proposed a single phased approach with planned commencement in January 2017 for duration of 26 weeks. This Project Appraisal update seeks further funding to meet the additional costs of delivering the Scheme in two phases in order to avoid the adverse impact to local businesses of undertaking works during their peak summer trading period, and also to replace a greater extent of the existing drainage than had previously been thought necessary.

2. Contextual information

- 2.1 The need to re-sequence the scheme to help protect local businesses by avoiding works during their key summer trading period between June and August has meant rescheduling the scheme to start in September 2017 rather than January 2017, as originally planned. This has added additional costs to meet the need of demobilising and remobilising to avoid working during the busy Christmas period.
- 2.2 Original survey information had identified that only part of the existing Bell Street drainage system would require replacement. However, further investigation identified the existing system to be in a far worse condition than had originally been thought, and further funding is now required in order to meet the additional costs of replacing the whole of the system.
- 2.3 These issues along with additional fees required to facilitate these changes, and the inflationary price increase incurred by rescheduling the works to start in the next financial year, have increased the overall forecast cost of the scheme by a further £180,000.

3. Finance

- 3.1 The scheme was previously approved to a value of £872,000. The current estimated cost of rescheduling the works and extending the drainage will increase the scheme cost by £180,000 to a total scheme value of £1,052,000.
- 3.2 A bid will be made to the County's Market Town Fund to support this funding shortfall, and a report will follow to the Executive Member for Policy and Resources on 22 September 2017 should this increase be agreed.

4. Consultation and Equalities

- 4.1 A public consultation was held from Monday 29th February 2016 to Friday 29 April 2016. The outcome of the consultation has been previously reported in the [Project Appraisal approved by Executive Member for Environment and Transport in September 2016](#), which is attached to this report.

5. Recommendation

- 5.1. That the Executive Member for Environment and Transport gives approval for a revised Project Appraisal for the improvements at Bell Street, Romsey, including a capital increase in the cost of the highway improvements of £180,000, with a revised total scheme value of £1,052,000.

CORPORATE OR 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>
Romsey Town Centre Improvement, Phase 2 Bell Street	15/09/2016
Direct links to specific legislation or Government Directives	
<u>Title</u>	<u>Date</u>

Section 100 D - Local Government Act 1972 - background documents

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<u>Document</u>	<u>Location</u>
None	

IMPACT ASSESSMENTS:

1. Equality Duty

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- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- a) The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- b) Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- c) Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

1.2. Equalities Impact Assessment:

All impacts are seen to be positive to all users in terms of accessibility. The consultation on the Bell Street proposals provided 96 responses from a range of users. Of these responses 70% supported the scheme with only 18% not supporting the scheme as designed. One guide dog user expressed concerns over the crossing at the junction of the Cornmarket and Bell Street, requesting tactile paving on the two corners between the Butchers and cake shop. This has been added to the design, as have other locations now identified for tactile paving. The scheme is designed to provide a level highway surface from building line to building line.

This will remove the kerbs, thus allowing all users easy access to the area and the ability to cross the road at any location and not rely on drop kerbs for access. The level surface will enable the widening of all footway areas on Bell Street which will increase the accessibility of the street for wheelchair users, mobility scooter users, as well as removing trip hazards for those with mobility impairments.

All pedestrian movements will be improved and the wider footways will remove the need for people to walk in the road to avoid pedestrians from the other direction. The visually impaired have been consulted and whilst they would prefer the same street scene, their needs in terms of orientation, including tactile paving at key crossing points, has been taken into account

and will be provided. The drainage channel adjacent to the carriageway has also been designed to aid the visually impaired, which will help them recognise the edge of the carriageway/footway.

2. Impact on Crime and Disorder:

2.1. None.

3. Climate Change:

- a) How does what is being proposed impact on our carbon footprint / energy consumption?
- b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

The scheme seeks to provide improved access for all, with slower vehicle speeds and a more pleasant pedestrian experience. This will provide an improved environment for cycling due to the lower vehicle speeds. Improving pedestrian accessibility will also reduce dependency on car journeys for short trips and therefore will look to increase the opportunities and ability for behavioural change to more sustainable travel choices.

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Environment and Transport
Date:	19 September 2017
Title:	Romsey Flood Alleviation
Report From:	Director of Economy, Transport and Environment

Contact name: Simon Cramp

Tel: 01962 832348

Email: simon.cramp@hants.gov.uk

1. Executive Summary

- 1.1 The purpose of this paper is to provide an update on the development of flood alleviation measures for Romsey, to set out the proposed procurement and delivery of the different elements, to identify the funding arrangements and to seek approval to an in principle contribution from the County Council.

2. Contextual information

- 2.1. In the winter of 2013/14, Romsey was significantly impacted by flooding with up to 36 residential and 44 commercial properties reported as flooded from sources including groundwater, sewer, surface water and fluvial. The flood event damaged the local economy, led to the closure of parts of the highway network, and disrupted critical infrastructure and services.
- 2.2. Following a series of investigations and assessments, in partnership with the County Council, acting as Lead Local Flood Authority, and Test Valley Borough Council, the Environment Agency commissioned consultants in 2016 to develop detailed proposals to manage flooding from all sources in Romsey.
- 2.3. In November 2016, approval was given by the Executive Member for Environment and Transport for the approach set out in the Buckskin and Romsey Flood Risk Management Update report, to develop the schemes and work with multi-agency partners to secure contributions subject to their technical and financial viability.

3. Flood management proposals

- 3.1 The package of proposed measures for Romsey is focussed on four key elements:

- River Test (Fluvial) - A number of interventions are planned to manage flood water from the River Test and optimise use of the floodplain. These include a permanent flow control structure at the approximate location of the 'cat flap' implemented during the 2013/14 flood event, bunding, property level resilience, and other measures to reduce fluvial flood risk.

In order to reduce the risk of surface water flooding, it is proposed that additional works are undertaken in the following three areas of Romsey:

- Mainstone – works will include an additional culvert under the A27, improvements to the highway drainage network, an 'overflow' facility onto Broadlands, and property level resilience measures;
- Middlebridge – proposed works include improvements to the highway drainage network and additional points of discharge to the main river via Holbrook Stream; and
- Winchester Road – works will include upsizing of Southern Water's pipe, providing an overflow connection to the Barge Canal, property level resilience measures and improvements to highway drainage assets.

- 3.2 The standard of protection afforded by the measures implemented to manage flood water from the River Test would be a significant improvement on existing arrangements. The 2013/14 flood event is estimated to have been a 1 in 75 year event. The new measures would seek to provide protection from a future fluvial flooding up to a 1 in 100 year event.
- 3.3 Similarly, the proposed works at Mainstone, Middlebridge and Winchester Road would provide a greatly enhanced standard of protection. The surface water flooding in 2013/14 is considered to have been a 1 in 5 to 10 year event. The new measures would provide protection up to a 1 in 30 year event.
- 3.4 The total number of residential properties that will be better protected once all the measures are implemented will be 183, with commercial and business properties all benefiting. In addition, the improvements will ensure that the highway network can remain open and the impact on the local economy is minimised.

4. Cost of proposals and funding

- 4.1. The currently estimated overall cost of the package of works is approximately £6.2million. Based on national guidance for projects at this stage of development, this includes an optimism bias of 30%. This percentage is expected to have been reduced significantly by the time the Project Appraisal is presented for approval.
- 4.2. In March 2015, it was announced that the Romsey Scheme had been indicatively allocated £3.57million Flood Defence Grant in Aid (FDGiA) funding in the six year (2015/16 – 2020/21) Flood and Coastal Erosion Risk

Management (FCERM) capital programme, and £0.310million Local Levy by the Southern Regional Flood and Coastal Committee.

- 4.3. 'Unlocking' this funding is dependent upon the development of a robust business case, favourable cost benefit analysis, and securing partnership funding contributions. Much of this work has now been completed and it's anticipated that the overall package of proposed measures is capable of drawing down approximately £2.5million Flood Defence Grant in Aid in total. A further £0.8million Local Levy has also been secured.
- 4.4. The estimated cost for each of the four key elements, the amount of Grant in Aid available for each, and partnership funding requirement, is set out below:

Element	Cost £'000s (including 30% Optimism Bias)	Number of properties better protected	Flood Defence Grant in Aid (% of cost)	Local Levy	Required partnership contribution
River Test	£3,816,435.00	80	£1,745,393.00 (46%)		£2,071,042.00
Mainstone	£436,849.00	7	£93,241.00 (21%)		£343,608.00
Middlebridge	£267,507.00	71	£267,507.00 (100%)		£0
Winchester Road	£1,663,340.00	25	£416,759.00 (25%)		£1,246,581.00
Total	£6,184,131.00	183	£2,522,900.00 (37%)	£807,000.00	£2,854,231.00
Secured partnership contribution					£1,100,000.00
Funding shortfall					£1,754,231.00

- 4.5. Based on earlier estimates, the County Council had previously 'earmarked' an indicative contribution of £0.85million towards the delivery of flood risk reduction measures in Romsey. The other principal funding partner, Test Valley Borough Council, has committed to providing an investment of £0.25million.
- 4.6. Negotiations are continuing to take place with Southern Water, particularly in respect of further development of the proposals for Winchester Road as an integral part of its work on the emerging Drainage Action Plan. A substantial part of the £1.6million cost for Winchester Road is tied to the proposed

upsizing of Southern Water’s pipe and connection to the Barge Canal. The County Council and Environment Agency both consider that Southern Water should be more actively involved, and that the improvements at this location should be an important element of the company’s business plans for the period 2020 - 2025.

- 4.7 The business plan process of Ofwat, the Water Services Regulation Authority, requires all water companies to prepare robust business plans for five-year periods. Before the next five-year period begins in 2020, Southern Water has to submit detailed costing information to Ofwat so it can initiate the planning process and comment on draft business plans. This part of the process is known as the price review and water companies are now working towards the Price Review 2019 (PR19) cost assessment. This will pave the way for Southern Water’s business plan for 2020–2025 which will be formally submitted to Ofwat in September 2018.
- 4.7 The total partnership contribution, including local levy, secured at this stage is therefore £1.9million leaving a funding shortfall of approximately £1.75m. The proposal for how that gap is managed is set out below.

5. Procurement and delivery

- 5.1. It is proposed that the four key elements are packaged as three schemes as set out below.

Scheme	Cost £'000s (including 30% Optimism Bias)	Flood Defence Grant in Aid (% of cost)	Utilisation of secured partnership contributions	Funding shortfall
1. River Test and Mainstone	£4,253,284.00	£1,838,634.00 (43%)	£1,907,000.00	£507,650.00
2. Middlebridge	£267,507.00	£267,507.00 (100%)	£0	£0
3. Winchester Road	£1,663,340.00	£416,759.00 (25%)	£0	£1,246,581.00
Total	£6,184,131.00	£2,522,900.00 (37%)	£1,907,000.00	£1,754,231.00

- 5.2. In anticipation that this strategy is agreeable to the County Council and Test Valley Borough Council, a business case is currently being prepared by the Environment Agency for the combined River Test (Fluvial) and Mainstone measures, and for Middlebridge. Subject to agreeing the proposed utilisation of partnership contributions secured so far, and identification of further funding to meet the £0.5million shortfall to implement the first 2 schemes, it is proposed that the business case for these are submitted to Defra in October. As Middlebridge is a solely surface water scheme, the

business case for this will need to be submitted by the County Council in its role as the Lead Local Flood Authority.

- 5.3. In view of the substantial involvement that Southern Water has in developing, funding and delivering improvements for Winchester Road, and the timing of the 2019 Price Review submission to Ofwat, it is proposed that this element is progressed separately. It is intended that a further report is presented to the Executive Member for Environment and Transport to set out the outcome of the ongoing discussions between the County Council, Environment Agency and Southern Water, and to recommend how future works in Winchester Road might be funded, procured and implemented.
- 5.4. It is anticipated that the implementation of measures for River Test and Mainstone, and Middlebridge will commence in May 2018 at a total cost of £4.5million. Of that figure, Flood Defence Grant in Aid will provide £2.1million, local levy £0.8million, and Test Valley Borough Council £0.25million. In order to secure the Grant in Aid and Local Levy and for the works to progress, it is estimated that the County Council's previous indicative allocation of £0.85million for Romsey will need to be increased to £1.35million. It is anticipated that this amount will be drawn from the County Council's Flood Risk and Coastal Defence (FRCD) Programme.
- 5.5. Subject to agreement to the business case, the scheme for River Test and Mainstone will be presented to the Executive Member in 2018 for formal decision to proceed to construction.
- 5.6. In order to enable implementation to start on the River Test and Mainstone elements in May 2018, the Environment Agency is undertaking accommodation works this autumn to reduce risks which if unmanaged could significantly delay the works. The accommodation works includes measures to ensure that suitable habitats are in place and established should any water vole displacement or translocation be needed for the creation of flood defences to go ahead.
- 5.7. As the works in Middlebridge Street are less dependent upon ground conditions than those planned for the River Test and Mainstone, the option to undertake work sooner than 2018, should the business case be approved, has been explored. Drainage works for highway improvements in Bell Street are due to be undertaken this autumn and, in order to minimise disruption to traffic, will need to be completed before work starts in Middlebridge Street. The drainage works in Bell Street are complementary to the works planned for Middlebridge Street.

6. Future Maintenance

- 6.1 As part of the business case submission to Defra planned for October, the County Council and Test Valley Borough Council have been asked by the Environment Agency to agree their standard 'Heads of Terms'. Although this is non-binding legally, the agreement establishes the principles and

terms for the contract that will need to be agreed to secure the Flood Defence Grant in Aid in due course.

- 6.2 The County Council has reviewed the Heads of Terms and has expressed concern about the requirement for payment of a commuted sum for future maintenance and management without a guarantee that suitable arrangements have been secured for all flood defence assets built as part of the works.
- 6.3 The County Council's view is that the requirement for a commuted sum is not necessary. The County Council would accept responsibility for those assets created on the highway or on land otherwise in its ownership and control, and would expect other statutory bodies, organisations or partners involved in the Romsey Flood Alleviation scheme, whose remit includes responsibility for managing flood risk, or riparian and landowner duties, to make a similar commitment.
- 6.4 Although responsibility for assets built on or alongside the river legally falls to landowners, the Environment Agency will add all new defences created by the works to its asset register, and these will therefore be considered for inclusion within its asset inspection and maintenance programme.

7. Consultation

- 7.1. On the basis that a strategy for delivery of the package of measures is agreed, and funding secured, a public information event about the proposed flood alleviation measures is planned for 11 – 14 October 2017. The County Councillors for Romsey and the surrounding areas are fully informed about the proposals and there are regular meetings with representatives of the Borough Council, the Town and Romsey Extra Parish Councils, and local flood action groups.

8. Recommendations

- 8.1. That the Executive Member for Environment and Transport gives approval for the proposed procurement and delivery strategy for the flood alleviation measures for the River Test and Mainstone, and Middlebridge, as set out in this report.
- 8.2. That the Executive Member for Environment and Transport gives approval for further work with Southern Water and the Environment Agency to identify and agree a strategy to fund, procure and implement works in Winchester Road, and to submit these for approval at a later decision day.
- 8.3. That the Executive Member for Environment and Transport gives approval for the allocation of £1.35 million to the flood alleviation measures for the River Test and Mainstone, and Middlebridge, within the County Council's Flood Risk and Coastal Defence Programme to potentially secure Defra Flood Defence Grant in Aid (FDGiA) and Local Levy, and confirms the final funding

contribution as part of the Capital Programme submission to Full Council in February 2018.

- 8.4. That approval is given to proceed with the submission of the business case to Defra.

CORPORATE OR 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:	no

Other Significant Links

Links to previous Member decisions:		
<u>Title</u>	<u>Reference</u>	<u>Date</u>
Flood Risk and Coastal Defence Programme - Priorities	7526	September 2016
Catchment-based Approach to Flood Risk Management in Hampshire	6931	2015
Response to the Flood Investigation in Romsey and Sub-Catchment Flood Risk Management	5957	2014
Managing Flood Risk in Hampshire Update	6243	2014
Direct links to specific legislation or Government Directives		
<u>Title</u>	<u>Date</u>	
Flood and Water Management Act 2010	2010	

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>
None	

IMPACT ASSESSMENTS:

1. Equality Duty

1.1. 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 under the Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, gender and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- a) The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- b) Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- c) Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

1.2. Equalities Impact Assessment:

The development of the schemes will have no impact on specific groups with protected characteristics. The schemes when in place will offer all residents more protection from flooding, and reduce the cost, distress and disruption associated with recovery from flooding.

2. Impact on Crime and Disorder:

2.1 The development of the scheme has no impact on Crime and Disorder. The scheme when in place will reduce the chances of crime and disorder which could occur during flooding events.

3. Climate Change:

a) How does what is being proposed impact on our carbon footprint / energy consumption?

Putting effective schemes in place would reduce the amount of energy required to alleviate flooding emergencies through measures such as

pumping of flood water, and reduce the resources needed for recovery after an event.

- b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

The severity and frequency of extreme weather events that often cause flooding is linked to the changing climate. The design and capacity of the measures being proposed will take into consideration climate change allowances to make them fit for the future.

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Environment and Transport
Date:	19 September 2017
Title:	Processing of Glass Services Procurement
Report From:	Director of Economy, Transport and Environment

Contact name: Chris Noble & Sam Horne

Tel: 01962 832302 **Email:** chris.noble@hants.gov.uk
01962832268 sam.horne@hants.gov.uk

1. Executive Summary

1.1 The purpose of this paper is to seek approval to procure in respect of the concession contract for glass processing of up to 5 years duration with income estimated at £3.96m of which £297,000 relates to Hampshire County Council. This paper seeks to set out the background to the project including alternative options.

2. Contextual information

- 2.1. There is a Project Integra (PI) contract, currently held by Veolia, for the processing of glass collected from bring sites, the kerbside, and Household Waste Recycling Centres. In practice the key function is to manage and market the glass. The contract was let by Portsmouth City Council in 2010-11, but subsequently novated to Hampshire County Council, which manages the contract on behalf of partners for a nominal fee. A Partnership Agreement between all councils underpins the relationship between Hampshire County Council as contract manager and the partners as users of the service.
- 2.2. PI partners receive 90% of the income from sale of mixed glass, with the contractor retaining a fixed 10%. The level of income received is highly dependent on the market conditions and the tonnages that are collected.
- 2.3. The original contract term was 5 years, which came to a close in 2016. By agreement at the Project Integra Strategic Board in February 2015, this was extended by a further 2 years. The PI Strategic Board has identified that the priority going forward is a glass processing service which:
- 1) Delivers maximum levels of income to partners.
 - 2) Allows all partners to participate, maximising the economies of scale.
 - 3) Handles glass in a manner that preserves its quality and value to ensure maximum use as re-melt feedstock.
 - 4) Is reliable and does not cause operational difficulties at glass delivery points.

- 2.4. The PI Strategic Board considered two options at its June 2017 meeting:
- Option 1 - Re-tender the contract, on broadly the same basis as the existing service
 - Option 2 - Incorporate glass processing into Hampshire's main Waste Disposal Contract
- 2.5. Hampshire County Council was the only PI partner to offer to lead the procurement exercise.

3. Finance

- 3.1. The total income from the sale of glass that will be sent for processing during the 5 year period is estimated to be around £4 million, between 5 and 10% of which would be due to the County Council, with the remainder being shared among PI partners according to tonnages collected. These estimates are based on current tonnages and market rates.
- 3.2 The cost of the legal and procurement support required to procure the new service, as well as future contract management costs, will be shared among all PI partners. The exact formula for splitting the cost among partners will be agreed at the next PI Strategic Board meeting.

4. Performance

- 4.1. Glass makes a significant contribution to recycling rates in Hampshire, and it is important to maintain services via a new processing contract beyond 2018.
- 4.2. Success can be measured by the income earned from sale of glass and how this income compares to national average values, which will be regularly monitored.

5. Type of Procurement

- 5.1. It should be noted that this contract is distinct from the main Hampshire County Council/Portsmouth City Council/Southampton City Council waste disposal contract. The contract comes under the scope of the Concession Contract Regulations 2016 (CCR):
- (3) A "services concession contract" means a contract—
 - (a) for pecuniary interest concluded in writing by means of which one or more contracting authorities or utilities entrust the provision and the management of services (other than the execution of works) to one or more economic operators, the consideration of which consists either solely in the right to exploit the services that are the subject of the contract or in that right together with payment; and (b) that meets the requirements of paragraph (4).
 - (4) The requirements are—
 - (a) the award of the contract shall involve the transfer to the concessionaire of an operating risk in exploiting the works or services encompassing demand or supply risk or both; and
 - (b) the part of the risk transferred to the concessionaire shall involve real exposure to the vagaries of the market, such that any potential estimated

loss incurred by the concessionaire shall not be merely nominal or negligible.

- 5.2. This type of contract has a maximum 5 year term.
- 5.3. It is likely that a ratio of 70% for price and 30% for quality will be applied in tender evaluation of the items approved. This is subject to agreement by PI partners, and will form part of the overarching procurement and pricing strategy designed to obtain best possible value for the County Council and its partners.

6. Recommendations

- 6.1. That the Executive Member for Environment and Transport gives approval to procure in respect of the concession contract for processing of glass services of up to 5 years duration
- 6.2. That authority is delegated to the Director of Economy, Transport and Environment to make all necessary arrangements to procure the contract, including any minor variations to the approach set out in the report.

CORPORATE OR LEGAL INFORMATION:**Links to the Strategic Plan**

Hampshire maintains strong and sustainable economic growth and prosperity:	no
People in Hampshire live safe, healthy and independent lives:	no
People in Hampshire enjoy a rich and diverse environment:	yes
People in Hampshire enjoy being part of strong, inclusive communities:	no

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- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- (a) The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- (b) Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- (c) Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

1.2. Equalities Impact Assessment:

The decision to procure a new glass processing contract has no impact upon frontline services provided by Hampshire County Council or by Hampshire's District Councils. It will not affect the glass recycling services already provided at kerbside, bring sites, and Household Waste Recycling Centres. The procurement will have a neutral impact on groups with protected characteristics.

2. Impact on Crime and Disorder:

2.1. Not applicable

3. Climate Change:

a) How does what is being proposed impact on our carbon footprint / energy consumption?

A new contract will allow for glass collected in Hampshire to continue to be recycled, which has a positive impact on carbon footprint

b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

There is no known potential adverse impact of climate change on this service.

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Environment and Transport
Date:	19 September 2017
Title:	Transformation to 2019 – Revenue Savings Proposals
Report From:	Director of Economy, Transport and Environment and Director of Corporate Resources – Corporate Services

Contact name: Stuart Jarvis

Tel: 01962 845260

Email: stuart.javis@hants.gov.uk

1. Executive Summary

- 1.1. The purpose of this report is to outline the detailed savings proposals for the Economy, Transport and Environment Department that have been developed as part of the Transformation to 2019 Programme.
- 1.2. The report also provides details of the Equality Impact Assessments (EIAs) that have been produced in respect of these proposals and highlights where applicable, any key issues arising from the public consultation exercise that was carried out over the summer and how these have impacted on the final proposals presented in this report.
- 1.3. The Executive Member is requested to approve the detailed savings proposals for submission to Cabinet in October and then full County Council in November, recognising that there will be further public consultation for some proposals.

2. Contextual information

- 2.1. Members will be fully aware that the County Council has been responding to reductions in public spending, designed to close the structural deficit within the economy, since the first reductions to government grants were applied in 2010/11 and then as part of subsequent Comprehensive Spending Reviews.
- 2.2. Reductions in government grant together with inflationary and service pressures, notably within social care areas, have created an average budget gap of around £50m per year, meaning that around £100m has needed to be saved every two year cycle.
- 2.3. This position has been exacerbated following the changes announced in the Local Government Settlement in February 2016 which provided definitive figures for 2016/17 and provisional figures for the following three years to 2020. The settlement included a major revision to the

methodology for distributing Revenue Support Grant (RSG) which had a significant impact on Shire Counties and Shire Districts and also reflected a clear shift by the Government in council tax policy.

- 2.4. Consequently, even after allowing for council tax increases over the settlement period, the forecast gap for the two years to 2019/20 is £140m, and after allowing for 'housekeeping savings' of £20m, targets were set for Departments based on a reduction of approaching 19% in cash limited spend.
- 2.5. One of the key features of the County Council's well documented financial strategy and previous savings programmes has been the ability to plan well in advance, take decisions early and provide the time and capacity to properly implement savings so that a full year impact is derived in the financial year that they are needed.
- 2.6. This approach has also meant that savings have often been implemented in anticipation of immediate need and this has provided resources both corporately and to individual departments to fund investment in capital assets and to fund further change and transformation programmes to deliver the next wave of savings. This approach has enabled the County Council to cushion some of the most difficult implications of the financial changes.
- 2.7. Whilst this has been a key feature of previous cost reduction programmes it was recognised without doubt that the Transformation to 2019 (Tt2019) Programme, the fourth major cost reduction exercise for the County Council since 2010, would be significantly more challenging than any previous transformation and efficiency programme against the backdrop of a generally more challenging financial environment and burgeoning service demands.
- 2.8. Departments have looked closely at potential opportunities to achieve the required savings and unsurprisingly the exercise has been extremely challenging because savings of £340m have already been driven out over the past seven years, and the fact that the sheer size of the 19% target requires a complete "re-look"; with previously discounted options having to be re-considered. It has been a significant challenge for all Departments to develop a set of proposals that, together, can enable their share of the Tt2019 Programme target to be delivered.
- 2.9. The opportunity assessment and planning work has confirmed the sheer complexity and challenge behind some of the proposals as a consequence of which in a number of areas significantly more than two years will be required to develop plans and implement the specific service changes.
- 2.10. The cashflow support required to manage the extended delivery timetable will in the most part be met from departmental cost of change reserves and further contingency options to cover any shortfall will be considered as part of the updated Medium Term Financial Strategy (MTFS) that will be reported in October.
- 2.11. The County Council undertook an open public consultation called *Serving Hampshire – Balancing the Budget* which ran for six weeks from 3 July to

21 August. The consultation was widely promoted to stakeholders and residents and asked for their views on ways the County Council could balance its budget in response to continuing pressures on local government funding, and still deliver core public services.

- 2.12. Responses to the consultation will help to inform the decision making by Cabinet and Full Council in October and November of 2017 on options for delivering a balanced budget up to 2019/20, which the Authority is required by law to do.
- 2.13. In addition, Equality Impact Assessments have also been produced for all of the detailed savings proposals and these together with the broad outcomes of the consultation and the development work on the overall Transformation to 2019 Programme have helped to shape the final proposals presented for approval in this report.

3. Budget Update

- 3.1. The savings targets that were set for Departments were based on forecasts produced over the summer of 2016 and included a wide range of variable assumptions to arrive at the total predicted gap of £140m.
- 3.2. Last year the Local Government Finance Settlement provided definitive figures for 2016/17 and provisional figures for local authorities for the following three years to aid financial planning for those authorities who could 'demonstrate efficiency savings'. Following acceptance by the Department for Communities and Local Government (DCLG) of the County Council's Efficiency Plan for the period to 2019/20 the expectation is for minimal change.
- 3.3. The offer of a four year settlement provided greater but not absolute funding certainty. However, following the Queen's speech to Parliament in June this year, the planned changes to implement 100% business rate retention by 2019/20 are effectively suspended with no indication of when this might be resumed although the Government has just invited applications for pilots to operate during 2018/19, the detail of which will be considered in due course. Work to carry out a fair funding review is set to continue as it does not require legislation.
- 3.4. An updated MTFs will be presented to Cabinet in October and then the County Council in November and we will continue to review our assumptions on an ongoing basis in light of information that is made available.

4. Transformation to 2019 – Departmental Context

- 4.1. The Economy Transport and Environment (ETE) Department is responsible for a range of services, including highways maintenance and improvement, traffic management, subsidised public and community transport, waste disposal and recycling, minerals and waste planning, flood risk management, economic development and specialist environmental services. Most of these services are statutory i.e. required by law.

- 4.2. ETE has already made savings since 2011 totalling £40.7m including reductions of 217.7 permanent Full Time Equivalent (FTE) posts. The requirement for 2019 is to identify and deliver a further £19.005m of savings against the net budget of £108.014m approved in February 2017.
- 4.3. External spend, i.e. money paid to third parties to provide services, accounts for over 70% of the Department's gross spend including amounts payable under the Concessionary Fares scheme. For the 2017 savings programme, the Department's strategy was to maximise savings from external spend. This proved successful, with 71% (over £10.5m) of the savings coming from this workstream whilst still delivering good services. This involved either renegotiating, re-letting or refinancing all of our major contracts, including highways, waste disposal, Household Waste Recycling Centre management, street lighting, Intelligent Transport Systems, bus subsidies, and all our District Agency Agreements. This collective scale of savings can not be achieved again until the contracts are renewed, and this will take us into the mid 2020s onwards.
- 4.4. As a result of the changes and savings already made from 2011-2017, the Department's scope to secure further savings is essentially focused on staffing and operational budgets together with further exploring options for additional income generation. The proposals for 2019 include service reductions that will directly affect the public and all three of the proposals outlined in paragraphs 4.6-4.15 would require a detailed stage two public consultation before any decisions could be made on them.
- 4.5. All budgets have been looked at and details of the savings proposals under consideration for 2019 are shown in the rest of this section. The proposals and their potential impact are also set out in Appendix 1 and the references to individual proposals (e.g. E1) are included in the following paragraphs where applicable.
- 4.6. In relation to public bus services, the key legislation is section 63 of the Transport Act 1985. Section 63(1)(a) provides that:
- “(1) In each non-metropolitan county of England and Wales it shall be the duty of the county council to secure the provision of such public passenger transport services as the council consider it appropriate to secure to meet any public transport requirements within the county which would not in their view be met apart from any action taken by them for that purpose.”
- 4.7. The duty set out above is not absolute; it is a duty to secure such services as the council considers “appropriate” to meet the requirements of the county or area where these would not otherwise be met. Thus the question of what it will be appropriate to secure is for the County Council to determine, once it has established what the public transport requirements of the county are. In determining what is appropriate to meet the identified needs, a council will be entitled to take into account the funds available. The Act also sets out the need for local authorities “to have regard to the transport needs of members of the public who are elderly or disabled” and

it is on this basis that many local authorities support the provision of community transport services.

- 4.8. The Transport Act 2000 addresses information provision and requires the County Council to implement the mandatory travel concession as set out in the Transport Act 2000 as amended by the Concessionary Bus Travel Act 2007. The statutory scheme, which the council is required to operate, should provide for free travel between 0930 and 2300 on Monday to Friday, and at all times on weekends and on Bank Holidays, for eligible older and disabled persons.
- 4.9. The County Council's Concessionary Fares Scheme already provides only the minimum statutory provision relating to older people. While modest enhancements for disabled people are still incorporated in the Scheme the County Council believes its duties under the Equalities Act 2010 mean these cannot be reduced. Further administrative savings can be secured against the Concessionary Fares budget (these are proposed in 4.22 but it is not felt possible to make any additional reductions against the Concessionary Fares operational budget. The Concessionary Fares budget makes up 73% of the total budget for Public Transport.
- 4.10. The County Council has previously undertaken reviews of Bus Subsidy in 2011 and Passenger Transport (incorporating bus subsidy, community transport and the Hampshire Concessionary Fares Scheme) in 2014 in both cases considering how best to use reducing revenue resources to ensure the provision of transport considered appropriate to meet the requirements of the area. In parallel during the same time period the County Council has sought to encourage a sustainable increase in the commercially viable bus network for example by utilising Bus Service Operator Grant (BSOG) to provide match funding for bus operators to help fund improvements such as contactless payment, onboard WiFi, next stop announcements, USB chargers and real time passenger information. Since 2011 the percentage of bus journeys in Hampshire provided on a fully commercial basis has risen from 72% to 87%.
- 4.11. In this context a sum of £4m is proposed to be saved from bus subsidies and community transport which involves stopping community transport services (e.g. Dial-a-Ride and Call and Go) and withdrawal of remaining bus subsidies (which cover 13% of all Hampshire services at present) – see Appendix 1 E12.
- 4.12. The County Council has a statutory duty under the Environmental Protection Act 1990 to arrange for the disposal of waste collected by District Councils and to provide places for, and dispose of, waste deposited by householders resident in the County Council area. Hampshire County Council provides more Household Waste Recycling Centres (HWRCs) than other county councils and almost 85% of the population is currently within five miles of an HWRC.
- 4.13. The County Council is permitted to charge householders for depositing non-household waste at HWRCs and also to charge householders living outside the County Council area for using an HWRC. The County Council

has already taken decisions to charge in these two areas as part of the two previous savings programmes (Transformation to 2015 and Transformation to 2017).

- 4.14. Current legislation prevents local authorities from charging residents to deposit household waste. In the absence of being legally able to introduce a nominal universal access charge to HWRCs and already having previously made significant savings in 2015 and 2017 while avoiding the need for site closures, it is proposed to save £1.2m by closure of up to half the HWRC network (the saving is approximately £100,000 per site) plus the potential for amended opening hours (up or down) on the remaining sites – see Appendix 1 E14. It is acknowledged that this proposal would mean significantly greater travel requirements for some Hampshire residents to reach a site.
- 4.15. It is proposed to save £1.2m from the School Crossing Patrol budget either by maintaining a County Council managed service paid for by other organisations (e.g. schools or possibly Parish Councils) or by full withdrawal of the service, or by a combination of these options based on revised criteria for where patrols are provided – see Appendix 1 E7. The arrangement made by local authorities for school crossing patrols is not a statutory responsibility and remains a permissive function, which means that it is carried out at the discretion of the County Council. The responsibility for any child's safety on the way to and returning from school is that of the parents or the carer of the child.
- 4.16. Two proposals will impact directly on District Councils through the removal of Agency Arrangements (£0.5m) – see Appendix 1 E9 - and, in the case of On Street Parking and other Parking Charges (£0.9m), the County Council taking over civil parking enforcement and management of on street parking services – see Appendix 1 E8.
- 4.17. Renegotiation of the Waste Disposal Contract has previously achieved £4.851m of savings towards 2015 and 2017 savings programmes. To 2019, a further £3.675m of savings proposals are predicated on effective, Hampshire wide co-operation between authorities and partners, as well as public engagement with the main saving based on behavioural change, i.e. Hampshire households generating less waste and recycling more. This opportunity includes increased capture of dry mixed recyclable goods and glass – see Appendix 1 E13.
- 4.18. The focus in reducing Highways Maintenance operational budgets in previous savings programmes in 2011, 2015 and 2017 has been on maximising efficiencies from external spend and has involved re-letting or re-financing the major highways maintenance, Intelligent Transport Systems and street lighting contracts.
- 4.19. Four savings relating to the Highways service are proposed, two of which are likely to impact on members of the public. A saving of £0.5m against the Winter Maintenance budget is proposed which would mainly be achieved by optimising the use of new technology but would see the potential reduction in Priority One salting routes – see Appendix 1 E5. It is

also proposed to save £0.525m from the Street Lighting budget by reducing the energy requirements from a) further dimming of street lights & b) switching off the street lights in some areas in the middle of the night, e.g. 1am to 4am – see Appendix 1 E6.

- 4.20. The County Council has a statutory obligation to maintain public highways and ensure safe passage. The Highways Maintenance budget has already found savings of £4.6m as part of the 2017 savings proposals on top of savings of £2m and £3.505m in 2011 and 2015 respectively. Further revenue savings of £0.2m can be delivered through service efficiencies and a new fully integrated operating model between the County Council and our new 'Hampshire Highways' delivery partner – see Appendix 1 E4. However following these earlier reductions the service is now operating at a level below which it would be at risk of not meeting statutory obligations. Further reduction of the highways maintenance service is therefore not envisaged.
- 4.21. Some highways maintenance works currently charged to revenue will in future be charged to capital (£0.455m) to reflect revised accounting guidance. There would be no impact on service delivery however, a coherent approach will be needed to ensure that best value is still achieved from the Council's capital spend and that off setting revenue budgets in this way does not have a negative impact upon overall capital scheme delivery – see Appendix 1 E10.
- 4.22. A further £1m of proposed efficiency savings is to come from the Concessionary Fares budget by capitalising on changes in contract arrangements, national trends and other minor opportunities. All these changes revolve around efficiencies, so there will be minimal impact on users – see Appendix 1 E11.
- 4.23. Three ETE proposals rely on either reducing or offsetting through income the net revenue spend on staff. The Trading proposal seeks additional income of £1.5m from increasing the net contribution from ETE's trading offer to external organisations, thereby helping to retain capacity and capability for the benefit of Hampshire – see Appendix 1 E3. The more that can be achieved through this proposal, the less that will need to be made from the Operating Model (see 4.24-4.25 below) and vice versa.
- 4.24. The ETE Operating Model saving (£1.55m) envisages a reduced headcount of revenue-funded staff by 30-50 full time equivalent posts based on average budgeted salary costs – see Appendix 1 E1. The Department would seek to minimise the impact on staff through the use of vacancy management, redeployment of staff where possible and exploring voluntary redundancy where appropriate. Both the Operating Model and the Trading proposal would need to be underpinned by further increases in productivity from, for example, applying further digital tools and business process reviews.
- 4.25. Over recent years the Department has become increasingly innovative in both resource allocation and, through digital solutions across the Department, enabling teams to become more productive with less resource. In Highways, for example, improved mobile working with the

Confirm IT system was introduced in 2013. More recently the service redesigned its operating model to introduce more central enquiry management and resource deployment through the new Highways Operations Centre, reducing demand on the area based professional teams.

- 4.26. The Charging proposal (£1.8m) would see the introduction of a full-cost recovery 'pay-as-you-go' model for discretionary activities via a) reviewing current charges, b) introducing charges for eligible services currently provided free of charge, & c) potentially introducing new chargeable services – see Appendix 1 E2.
- 4.27. The proposals set out in paragraphs 4.6-4.26 above combine to make the £19.005m target for ETE. Two of these service areas have a saving that could be added to, or replaced by, further benefits subject to legislative change. They are therefore not included in Appendix 1.
- 4.28. For Concessionary Fares, £5.2m could potentially be achieved from introducing a nominal fare of 50p for all journeys using older persons concessionary travel passes. This would allow the County Council to retain bus subsidies thus replacing most of the savings against Bus Subsidies and Community Transport with additional income.
- 4.29. The proposal for HWRCs set out in 4.12-4.14 above would be more than offset if there were a change in the law to allow a nominal universal access charge to HWRCs. It is estimated that an additional net benefit of £1.3m could be achieved from introducing a nominal site access fee of £1. This would be a net benefit from a total of £2.5m, as it would no longer be necessary to go ahead with site closures (£1.2m) as a result. While a universal access charge is not currently allowed under the law a trial to explore the potential benefits of asking for voluntary contributions for using HWRCs could also be explored.

5. Summary Financial Implications

- 5.1. The savings target that was set for the Economy, Transport and Environment Department was £19.005m and the detailed savings proposals that are being put forward to meet this target are contained in Appendix 1.
- 5.2. The emerging benefits realisation profile reveals £16.130m of ETE's £19.005m target delivered by the 2019/20 target date with the later delivery of benefits offset by early savings, a strategy that has served ETE well to date. However, this profile is highly provisional and we fully expect to make changes and re-profile this after the consultation. It is quite possible the later savings could ultimately exceed the early ones.

6. Workforce Implications

- 6.1. Appendix 1 also provides information on the estimated number of reductions in staffing as a result of implementing the proposals.

- 6.2. For the School Crossing Patrol proposal the impact on the staff providing the service would depend on whether or not alternative sources of funding for the service can be secured. The figure of 63 included in the appendix represents the maximum reduction of full time equivalent (i.e. 37 hour week) posts including current vacancies but it should be noted that average weekly hours worked by staff in this service are lower than this so the number of individuals potentially affected is correspondingly higher at 210. However, if alternative funding sources are confirmed the reductions will be lower or potentially not required at all.
- 6.3. The anticipated level of reduction required from the Operating Model proposal is between 30-50 full time equivalent (fte) posts based on an average budgeted salary cost per fte. The Department would seek in the first instance to achieve any required reductions in posts through vacancy management however it is not expected that this will be sufficient to achieve the overall level of reduction required.
- 6.4. The County Council's approach to managing down staff levels in a planned and sensitive way through the use of managed recruitment, redeployment of staff where possible and exploring voluntary redundancy where appropriate will be continued. The County Council will ensure appropriate consultation with staff and trade unions about workforce implications at the appropriate time and in accordance with County Council policies and procedures.
- 6.5. The Department will seek to release capacity by further productivity improvements, e.g. through effective use of digital tools and re-profiling overall staff numbers for example fewer specialist technical and professional staff focussing more closely on activities appropriate to their skills and expanding the flexible deployment of staff with transferable skills on a matrix basis. This will also mitigate the impact on service provision and staff to the extent that this capacity can be redeployed in providing traded services.

7. Consultation, Decision Making and Equality Impact Assessments

- 7.1. As part of its prudent financial strategy, the County Council has been planning since February 2016 how it might tackle the anticipated deficit in its budget by 2019/20. As part of the Medium Term Financial Strategy, which was last approved by the County Council in July 2016, initial assumptions have been made about inflation, pressures, Council Tax levels and the use of reserves. Total anticipated savings of £140m are required and of this sum, savings targets to the value of £120m were set for departments as part of the planning process for balancing the budget.
- 7.2. The proposals in this report represent suggested ways in which departmental savings could be generated to meet the target that has been set as part of the Transformation to 2019 Programme. Individual Executive Members cannot make decisions on strategic issues such as Council Tax levels and use of reserves and therefore, these proposals, together with the outcomes of the *Serving Hampshire - Balancing the Budget* consultation

exercise outlined below, will go forward to Cabinet and County Council and will be considered in light of all the options that are available to balance the budget by 2019/20.

- 7.3. The County Council undertook an open public consultation called *Serving Hampshire – Balancing the Budget* which ran for six weeks from 3 July – 21 August. The consultation was widely promoted to stakeholders and residents through all available channels, including online, via the County Council’s website; Hampshire media (newspapers, TV and radio); and social media. Hard copies were also placed in Hampshire libraries and alternative formats, such as easy read, were made available on request.
- 7.4. The *Serving Hampshire – Balancing the Budget* consultation asked for residents’ and stakeholders’ views on ways the County Council could balance its budget in response to continuing pressures on local government funding, and still deliver core public services. Specifically, views were invited on several high level options as follows:
- reducing and changing services;
 - introducing and increasing charges for some services;
 - lobbying central government for legislative change;
 - generating additional income;
 - using the County Council’s reserves;
 - increasing Council Tax; and
 - changing local government arrangements in Hampshire.
- 7.5. A total of 3,770 responses were received to the consultation. The key findings from consultation feedback are as follows:
- The majority of respondents (65%) agreed that the County Council should continue with its financial strategy.
 - Responses were relatively evenly split between those who tended to support changes to local services and those who did not (50% agreed, 45% disagreed and 5% had no view either way).
 - Of all the options, this was respondents’ least preferred.
 - Two thirds of respondents (67%) agreed that the County Council should raise existing charges or introduce new charges to help cover the costs of running some local services.
 - Over half of respondents (57%) agreed that the County Council should lobby the Government to vary the way some services are provided, and enable charging where the County Council cannot levy a fee due to statutory restrictions.
 - Of all the options presented, generating additional income was the most preferred option.

- On balance, the majority of respondents (56%) agreed that the County Council should retain its current position not to use reserves to plug the budget gap.
 - Of all the options, this was respondents' second least preferred.
 - Respondents would prefer the County Council to continue with its plans to raise Council Tax in line with Government policy (50% ranked this as their preferred approach to increasing Council Tax).
 - Of all the options, increasing Council Tax was respondents' second most preferred.
 - More than half of those who responded (64%) agreed that the County Council should explore further the possibility of changing local government structures in Hampshire.
- 7.6. Executive Lead Members and Chief Officers have been provided with the key findings from the consultation to help in their consideration of the final savings proposals. In particular, as a result of the feedback on service issues, the County Council will seek wherever possible to:
- minimise reductions and changes to local services, and continue to ensure that resources are prioritised on those who need them most, i.e. vulnerable adults and children;
 - increase and introduce charges to cover the costs of some local services. Where the County Council is unable to charge for services due to statutory restrictions, the County Council will continue to lobby the Government for legislative change;
 - maximise further income generation opportunities.
- 7.7. The proposals set out in Appendix 1 have, wherever possible, been developed in line with these principles but inevitably the effect of successive reduction programmes over a 9 year period will begin to have an impact on the services that can be provided.
- 7.8. In some cases, the proposals in this report will be subject to further, more detailed public consultation if they are ratified by the Cabinet and Full Council in October and November respectively, at which the overall options for balancing the budget will be considered in light of the consultation results.
- 7.9. In addition to the consultation exercise, Equality Impact Assessments have been produced for all of the detailed savings proposals outlined in Appendix 1 and these have been provided for information in Appendix 2. These, together with the broad outcomes of the consultation, have helped to shape the final proposals presented for approval in this report.

8. Recommendation

- 8.1. To approve the submission of the proposed savings options contained in this report and Appendix 1 to the Cabinet.

CORPORATE OR 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

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.)

Document

Location

None

IMPACT ASSESSMENTS:

1. Equality Duty

- 1.1 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 under the Act;
 - Advance equality of opportunity between persons who share a relevant protected characteristic (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, gender and sexual orientation) and those who do not share it;
 - Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- a) The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- b) Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- c) Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

1.2 Equalities Impact Assessment:

A full Equalities Impact Assessment has been undertaken for each of the savings options and these are included as a separate appendix to this report.

2. Impact on Crime and Disorder:

- 2.1 No impact on crime and disorder is anticipated from this decision. Further decisions to implement any associated future work programmes will be assessed separately.

3. Climate Change:

- a) How does what is being proposed impact on our carbon footprint / energy consumption? See below
- b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

No impact on the County Council's carbon footprint or ability to adapt to climate change is anticipated from the recommendations included in this report. Any further, associated decisions will be assessed separately.

Economy, Transport and Environment – Proposed Savings Options (Subject to consultation where appropriate)

Ref	Service Area and Description of Proposal	Impact of Proposal	2018/19	2019/20	Full Year Impact	Staffing Impact
			£'000	£'000	£'000	FTE
E1 Page 76	ETE Operating Model Reduce department-wide staff revenue costs whilst still delivering good quality ETE core services for customers. ⁽¹⁾	The ETE Operating Model will introduce new ways of working, including digital, across all of the Department's services. This will primarily impact on staff, through reducing the staffing establishment in the Department by between 30-50 full time equivalent posts. The Department would seek in the first instance to achieve the required reductions in posts through vacancy management. There may be a possible increase in standard responses to public enquiries or work requests, increased response times for non-standard enquiries and reduced capacity to attend site meetings.	300	1,550	1,550	30-50
E2	Income – Charging 1. Review of current charges for discretionary services. 2. Potential introduction of charge for discretionary services currently provided free of charge. 3. Potential introduction of new chargeable discretionary services. ⁽¹⁾	In most cases the service itself won't change from a customer perspective, but will be offered at a revised price. Some new/additional charged for services might be introduced to enhance the portfolio and customer experience. In some areas staff might be required to develop new skills or new ways of working.	700	1,800	1,800	

Ref	Service Area and Description of Proposal	Impact of Proposal	2018/19	2019/20	Full Year Impact	Staffing Impact
			£'000	£'000	£'000	FTE
E3	<p>Trading To retain staff capacity to deliver a good level of service to Hampshire residents by increasing the net revenue income from traded services and reducing costs to the County Council ⁽¹⁾</p>	<p>New/enhanced traded service delivery model will require some staff to adopt more commercial ways of working. Potential ultimate requirement for a new trading arrangement or vehicle.</p>	800	1,500	1,500	
E4	<p>Highways Contract To achieve further revenue savings (on top of the £4.6m already secured as part of Tt17) through service efficiencies and the creation of a new integrated operating model.</p>	<p>The new (from Aug 2017) Hampshire Highways Services Contract will introduce a new operating model that will have an impact on staff from both the Council and the new service provider, as it will introduce more collaborative and innovative ways of working. The new contract will focus on the optimisation of revenue spend. More capital improvement works will also be placed through this contract.</p>	200	200	200	

Ref	Service Area and Description of Proposal	Impact of Proposal	2018/19	2019/20	Full Year Impact	Staffing Impact
			£'000	£'000	£'000	FTE
E5	Highways Winter Maintenance Review and rationalisation of the Council's salting network and associated operational activities.	This opportunity will optimise the use of the available assets and technology to reduce the cost of providing the service. There may be an impact on Hampshire residents from a planned review of the salted network. There may be an impact on Highways staff as new ways of service delivery might be required.	0	500	500	
E6	Street Lighting To achieve revenue savings by reducing the energy requirements for street lighting, and through the implementation of operational efficiencies.	Dimming street lights reduces the level of illumination making streets darker for motorists and pedestrians. Road signs and markings are retro-reflective and will appear bright in vehicle lights, reducing the impact of dimmer street lights. It is possible to vary the dimming by time of day and location to provide brighter lighting when required for site specific reasons. Switching off street lights altogether would have the greatest impact, but would likely be limited to the middle of the night (e.g. 1am to 4am) and not applied everywhere (e.g. not town centres). Large parts of the road network have no street lighting.	275	525	525	

Ref	Service Area and Description of Proposal	Impact of Proposal	2018/19	2019/20	Full Year Impact	Staffing Impact
			£'000	£'000	£'000	FTE
E7 Page 79	<p>School Crossing Patrols To make this service cost neutral by securing alternative sources of funding, and/or making service reductions.</p>	<p>The optimum outcome of an alternative funding model would see no impact on service users. However, this option would impact upon school or community budgets, though the contribution requested for a single patrol would be relatively small. The Council would still manage the service.</p> <p>Other options would see a reduction in the number of school crossing patrols employed, and a potential impact upon service users in terms of perception of safety for walks to school.</p> <p>This is a discretionary service and therefore changes will not affect the statutory responsibility of parents or guardians to get their child safely to school.</p>	0	800	1,200	0-63
	<p>On Street Parking and other Parking Charges To explore the opportunity to address traffic and safety issues through implementing consistent, county-wide approaches to on-street parking pay and display and other parking</p>	<p>The savings would be achieved by providing a single countywide, standardised approach to civil parking enforcement. This could see an impact upon staff, principally in District Councils who currently deliver the service. There would be a potential impact upon service users as some parking charges might increase and new charges be introduced.</p>	50	100	900	

Ref	Service Area and Description of Proposal	Impact of Proposal	2018/19 £'000	2019/20 £'000	Full Year Impact £'000	Staffing Impact FTE
Page 80	controls.					
E9	<p>Agency Agreements Ending all current transport and traffic agency agreements with the District Councils to be replaced with a new delivery arrangement better reflecting current policy and financial priorities.</p>	<p>Known impacts will be a reduction in the respective Highways Development Planning and Traffic Management agency budgets, efficiencies in the delivery of the Highways Development Planning Service, and more restricted district activity in Traffic Management, which could see a low impact upon some service users. There is potentially an impact upon mainly District Council staff arising from TUPE, which remains to be quantified. As this opportunity progresses, further adjustments to the delivery of these services may be pursued, the impact of which cannot yet be quantified.</p>	300	500	500	

Ref	Service Area and Description of Proposal	Impact of Proposal	2018/19	2019/20	Full Year Impact	Staffing Impact
			£'000	£'000	£'000	FTE
E10	<p>Revenue works charging review Maintenance works currently charged to revenue will be charged to capital to reflect CIPFA regulations.</p>	<p>Impact on services will be minimal. However, a coherent approach will be needed to ensure that best value is still achieved from the Council's capital spend and that off setting revenue budgets in line with CIPFA regulations does not have a negative impact upon capital scheme delivery.</p>	455	455	455	
E11	<p>Concessionary Fares Capitalise upon changes in contract arrangements, national trends, and opportunities to reduce Council investment in service or, subject to changes in the law, to introduce nominal charges to realise efficiencies and savings.</p>	<p>Impact upon service users from these proposals should be minimal as they revolve around making more efficient use of existing budgets to reflect changing user trends. If HCC were, subject to legal changes, introduce a nominal charge, then there would be an impact upon some service users who would be obliged to make a small financial contribution to their journeys.</p>	800	1,000	1,000	

Ref	Service Area and Description of Proposal	Impact of Proposal	2018/19	2019/20	Full Year Impact	Staffing Impact
			£'000	£'000	£'000	FTE
E12	<p>Bus Subsidies and Community Transport Stopping the community transport service and withdrawal of all current County Council funded bus subsidies.</p>	<p><i>Community Transport</i> – impact upon community transport users as they might be required to use a wider selection of service providers depending on their needs and circumstances. There is also likely to be an impact upon community service providers, local authorities and voluntary organisations.</p> <p><i>Bus subsidy</i> - withdrawal of this subsidy may affect choice and frequency of bus services available to users and possibly affect income for bus operators.</p>	0	4,000	4,000	
E13	<p>Waste Disposal Contract To reduce the cost of managing waste across Hampshire.</p>	<p>Impact upon residents largely via communications programme(s) designed to either reduce the amount of waste that is created and/or to increase the amount of waste that is recycled. Additional impact on partners (District Councils and Veolia) for whom various options will be dependent upon changes in their own practices. Hampshire wide co-operation between authorities will be needed to underpin some of the opportunities.</p>	1,000	2,000	3,675	

Ref	Service Area and Description of Proposal	Impact of Proposal	2018/19	2019/20	Full Year Impact	Staffing Impact
			£'000	£'000	£'000	FTE
E14 Page 83	<p>Household Waste Recycling Centres (HWRCs) Service Review</p> <p>To achieve a significant reduction against the ongoing cost of managing Hampshire's Waste Recycling Centres network.</p>	<p>Hampshire currently provides more HWRCs than comparable authorities with almost 85% of the population currently within five miles of an HWRC. Closure of up to half of the HWRCs network will result in longer travel distances for some users in order to dispose of their waste. There is also the potential for amended opening hours across the HWRC network, which could either limit or enhance users' ability to access the service dependant on location.</p> <p>Subject to a change in the law, an introduction of a nominal charge for access to the HWRCs would have an impact upon service users who would be obliged to make a small financial contribution to dispose of their waste. However, this would also eliminate the need for site closures.</p>	300	1,200	1,200	
			5,180	16,130	19,005	0-113
Totals						

(1) Savings E1-E3 depend in part on proposals to be considered by the Executive Member for Economic Development on 19 September 2017

Equality Impact Assessment

Name of project/proposal	T19 - E1 Economy, Transport and Environment Operating Model
Originator	Poyntz-Wright, Patrick
Email address	Patrick.Poyntz-Wright@hants.gov.uk
Department	Economy, Transport and Environment
Date of Assessment	21 Aug 2017

Description of Service / Policy

This relates to the delivery of all Economy, Transport and Environment Services provided by the County Council. These include ensuring that highways in Hampshire are safe and well maintained, that the highways systems support the local economy and are widely accessible, that waste disposal is well managed and its use as a resource maximised, and that appropriate development, with necessary infrastructure, is well planned and delivered.

Geographical impact* All Hampshire

Description of proposed change

Reduce department-wide staff revenue costs whilst still delivering good quality ETE core services for customers. The ETE Operating Model will introduce new ways of working, including digital approaches, across all of the Department's services. This will primarily impact on staff. It remains too early at this stage to determine what impact there will be on service users and partners, though there may be a possible increase in standard responses to public enquiries or work requests, increased response times for non-standard enquiries, and reduced capacity to attend site meetings. Further equalities impact assessments will be carried out as appropriate when proposals become clearer, including where necessary taking into consideration the profile of staff in affected area to determine likely impact upon people with protected characteristics.

Engagement and consultation

Has engagement or consultation been carried out? Planned

No specific consultation has been carried out on this proposal. However, the County Council carried out a major consultation exercise over the Summer of 2017 on a range of options for finding further budget savings, including increasing council tax, using reserves and making changes to the way services are delivered, which may mean reducing or withdrawing services, or indeed making revised charges. The outcome of this consultation will be reported to Cabinet in October 2017.

When decisions are made to pursue the options, further specific consultation will be carried out with stakeholders on the detailed options where required.

Impacts of the proposed change

This impact assessment covers HCC Staff (and partners)

Statutory considerations	Impact
Age	Neutral
Disability	Neutral

Sexual Orientation Neutral

Race Neutral

Religion and Belief Neutral

Gender Reassignment Neutral

Gender Neutral

Marriage and civil partnership Neutral

Pregnancy and Maternity Neutral

Other policy considerations

Poverty Neutral

Rurality Neutral

Neutrality Statement At present, there is no reason to think that emerging proposals will result in disproportionate impacts upon people with protected characteristics. However, as proposals develop, further impact assessments will be undertaken as appropriate to inform decision making, and where necessary this will involve reference to staff profiles to determine the impact upon people with protected characteristics. Impacts on service users are possible, but cannot be quantified at this stage, and will in any case be assessed separately, possibly in association with service specific projects and decisions.

Additional Information

Equality Impact Assessment

Name of project/proposal T19 - E2 Economy, Transport and Environment Charging
Originator Poyntz-Wright, Patrick
Email address Patrick.Poyntz-Wright@hants.gov.uk
Department Economy, Transport and Environment
Date of Assessment 21 Aug 2017

Description of Service / Policy

A range of services delivered by the County Council to other authorities, private companies, and members of the public, for which the Authority is entitled to charge to recover its costs. Examples of this include: Temporary Traffic Regulation Orders; Extent of Highways Searches; and Dropped Kerb Application fees.

Geographical impact* All Hampshire

Description of proposed change

1. Review of current charges for discretionary services.
2. Potential introduction of charge for discretionary services currently provided free of charge.
3. Potential introduction of new chargeable discretionary services.

In most cases the service itself will not change from a customer perspective, but will be offered at a revised price. Some new/additional chargeable services might be introduced to enhance the portfolio and customer experience. In some areas staff might be required to develop new skills or new ways of working.

Engagement and consultation

Has engagement or consultation been carried out? Yes

No specific consultation has been carried out on this proposal. However, the County Council carried out a major consultation exercise over the Summer of 2017 on a range of options for finding further budget savings, including increasing council tax, using reserves and making changes to the way services are delivered, which may mean reducing or withdrawing services, or indeed making revised charges. The outcome of this consultation will be reported to Cabinet in October 2017.

When decisions are made to pursue the options, further specific consultation will be carried out with stakeholders on the detailed options where required.

Impacts of the proposed change

This impact assessment covers Service users

Statutory considerations

Impact

Age Neutral

Disability Impact Low

accessed by private businesses. However, the dropped kerb service is paid for by the public. An increase in the price for this service may have a low negative impact on people with disabilities as they may be looking to increase accessibility through undertaking a dropped kerb.

Sexual Orientation Neutral

Race Neutral

Religion and Belief Neutral

Gender Reassignment Neutral

Gender Neutral

Marriage and civil partnership Neutral

Pregnancy and Maternity Neutral

Other policy considerations

Poverty Impact Low
There could be a low negative impact on poorer people less able to pay for these services. However, the services currently under review are predominantly accessed by private businesses.

Rurality Neutral

Additional Information

Equality Impact Assessment

Name of project/proposal T19 - E3 Economy, Transport and Environment Trading
Originator Poyntz-Wright, Patrick
Email address Patrick.Poyntz-Wright@hants.gov.uk
Department Economy, Transport and Environment
Date of Assessment 21 Aug 2017

Description of Service / Policy

The Economy, Transport, and Environment Department retains a wide variety of skills, ranging from highways maintenance, highways scheme design and development, to planning and specialist environmental services. These skills and expertise are key to the delivery of Economy, Transport and Environment services in Hampshire, and their retention can be greatly aided through providing traded services to external parties to offset the cost of maintaining skills and capacity.

Geographical impact* All Hampshire

Description of proposed change

To retain staff capacity to deliver a good level of service to Hampshire residents by increasing the net revenue income from traded services and reducing costs to the County Council The proposal is to provide services to external clients. A new/enhanced traded service delivery model will require some staff to adopt more commercial ways of working. There could ultimately be a requirement for a for a new trading arrangement or vehicle.

Engagement and consultation

Has engagement or consultation been carried out? No

No specific consultation has been carried out on this proposal. However, the County Council carried out a major consultation exercise over the Summer of 2017 on a range of options for finding further budget savings, including increasing council tax, using reserves and making changes to the way services are delivered, which may mean reducing or withdrawing services, or indeed making revised charges. The outcome of this consultation will be reported to Cabinet in October 2017.

When decisions are made to pursue the options, further specific consultation will be carried out with stakeholders on the detailed options where required.

Impacts of the proposed change

This impact assessment covers HCC Staff (and partners)

Statutory considerations

Statutory considerations	Impact
Age	Neutral
Disability	Neutral
Sexual Orientation	Neutral
Race	Neutral

Religion and Belief Neutral

Gender Reassignment Neutral

Gender Neutral

Marriage and civil partnership Neutral

Pregnancy and Maternity Neutral

Other policy considerations

Poverty Neutral

Rurality Neutral

Neutrality Statement The proposal is to seek opportunities to trade services so as to retain capacity and skills for the benefit of Hampshire Service Users. While there will be some impacts on affected staff, who may be encouraged to develop new skills or new ways of working, this is being monitored and assessed as part of the Operating Model opportunity.

Additional Information

Equality Impact Assessment

Name of project/proposal	T19 - E4 Hampshire Highways Services Contract
Originator	Poyntz-Wright, Patrick
Email address	Patrick.Poyntz-Wright@hants.gov.uk
Department	Economy, Transport and Environment
Date of Assessment	21 Aug 2017

Description of Service / Policy

This relates to the mobilisation and development of the Hampshire Highways Services Contract with a view to the on going delivery of Highways Maintenance services across Hampshire. User profile includes all users of Hampshire Highways.

Geographical impact* All Hampshire

Description of proposed change

To achieve further revenue savings (on top of the £4.6m already secured as part of Tt17) through service efficiencies and the creation of a new integrated operating model. The new (from Aug 2017) Hampshire Highways Services Contract will introduce a new operating model. The new contract will focus on the optimisation of revenue spend. More capital improvement works will also be placed through this contract.

Engagement and consultation

Has engagement or consultation been carried out? No

No specific consultation has been carried out on this proposal. However, the County Council carried out a major consultation exercise over the Summer of 2017 on a range of options for finding further budget savings, including increasing council tax, using reserves and making changes to the way services are delivered, which may mean reducing or withdrawing services, or indeed making revised charges. The outcome of this consultation will be reported to Cabinet in October 2017.

When decisions are made to pursue the options, further specific consultation will be carried out with stakeholders on the detailed options where required.

Impacts of the proposed change

This impact assessment covers Service users

Statutory considerations **Impact**

Age Neutral

Disability Neutral

Sexual Orientation Neutral

Race Neutral

Religion and Belief Neutral

Gender Reassignment Neutral

Gender Neutral

Marriage and civil partnership Neutral

Pregnancy and Maternity Neutral

Other policy considerations

Poverty Neutral

Rurality Neutral

Neutrality Statement The proposal is to optimise revenue spend and make other financial adjustments to realise savings through the new contract, and therefore a neutral impact is expected for all service users including individuals with protected characteristics.

Additional Information

Equality Impact Assessment

Name of project/proposal T19 - E5 Highways Winter Maintenance
Originator Poyntz-Wright, Patrick
Email address Patrick.Poyntz-Wright@hants.gov.uk
Department Economy, Transport and Environment
Date of Assessment 05 Sep 2017

Description of Service / Policy

Hampshire County Council has a duty under the 1980 Highways Act to act as the local highways authority responsible for maintenance and accessibility of 5,300 miles of road network. Providing access to the network is a universal service for the travelling public in Hampshire. The County Council aims to maintain main road surfaces free of ice and snow, and to ensure safe passage at all times where reasonably practical and within the resources available to the Council. The new Highways Contract is due to start in August 2017, which provides the opportunity for winter service review.

Geographical impact* All Hampshire

Description of proposed change

To review and rationalise the Council's salting network and associated operational activities with the aim of optimising the use of available assets and technology to reduce the cost of providing the service.

Engagement and consultation

Has engagement or consultation been carried out? Yes

No specific consultation has been carried out on this proposal, however, the County Council carried out a major public consultation exercise over the Summer 2017 on a range of options for finding further budget savings including increasing council tax, using reserves and making changes to the way in which services are delivered, which may mean reducing or withdrawing certain services. The outcome of this consultation will be presented to Cabinet in October 2017.

When decisions are made to pursue the options, further specific consultation will be carried out with stakeholders on the detailed options where required.

Impacts of the proposed change

This impact assessment covers Service users

Statutory considerations

Impact

Age Medium
Impact Potential reduction in salting network may impact upon the accessibility for older residents of Hampshire, who may be less confident driving or walking along the highway in winter conditions. Equally, the changes may impact upon younger people, particularly pupils and students accessing schools and colleges.
Mitigation Wide range of outward facing communication on salting provision, including the dates, times and routes covered.

Disability Impact	Medium Potential reduction in salting network may impact upon the accessibility for residents of Hampshire with a disability, who may be less confident driving or walking along the highway in winter conditions.
Mitigation	Wide range of outward facing communication on salting provision, including the dates, times and routes covered.
Sexual Orientation	Neutral
Race	Neutral
Religion and Belief	Neutral
Gender Reassignment	Neutral
Gender	Neutral
Marriage and civil partnership	Neutral
Pregnancy and Maternity	Neutral
Other policy considerations	
Poverty	Neutral
Rurality Impact	Medium If the salted and/or ploughed network has to be reduced, it is more likely to affect the less used and populated areas.

Additional Information

Equality Impact Assessment

Name of project/proposal T19 - E6 Street Lighting
Originator Poyntz-Wright, Patrick
Email address Patrick.Poyntz-Wright@hants.gov.uk
Department Economy, Transport and Environment
Date of Assessment 05 Sep 2017

Description of Service / Policy

Management of the Street Lighting Service for Hampshire, including the Private Finance Initiative (PFI) Contract with Equitex. The user profile consists of all highway users.
Geographical impact* All Hampshire

Description of proposed change

To achieve savings by reducing the energy requirements for street lighting, and through the implementation of operational efficiencies. The project will deliver savings and carbon reductions by such measures as dimming of principal roads and part-night lighting. Road signs and markings are retro-reflective and will appear bright in vehicle lights, reducing the impact of dimmer street lights. It is possible to vary the dimming by time of day and location to provide brighter lighting when required for site specific reasons. Switching off street lights altogether would have the greatest impact, but would likely be limited to the middle of the night and not applied everywhere. Large parts of the road network have no street lighting.

Engagement and consultation

Has engagement or consultation been carried out? Yes

No specific consultation has been carried out on this proposal, however, the County Council carried out a major public consultation exercise over the Summer 2017 on a range of options for finding further budget savings including increasing council tax, using reserves and making changes to the way in which services are delivered, which may mean reducing or withdrawing certain services. The outcome of this consultation will be presented to Cabinet in October 2017.

When decisions are made to pursue the options, further specific consultation will be carried out with stakeholders on the detailed options where required.

Impacts of the proposed change

This impact assessment covers Service users

Statutory considerations

Impact

Age Nothing selected

Disability Impact Low
For those with disabilities, there is the potential that these changes could have a disproportionately negative impact in terms of travel either as pedestrians or motorists on affected streets.

New infrastructure delivered by the Private Finance Initiative has increased the County Council's ability to be flexible about lighting and dimming regimes. Brighter lighting can be provided at specific times, and full switch-off will be limited to the middle of the night when road users are scarce on affected streets. These measures should minimise this potential impact.

Sexual Orientation Neutral

Race Neutral

Religion and Belief Neutral

Gender Reassignment Neutral

Gender Neutral

Marriage and civil
partnership Neutral

Pregnancy and
Maternity Neutral

Other policy considerations

Poverty Neutral

Rurality Neutral

Additional Information

Equality Impact Assessment

Name of project/proposal T19 - E7 School Crossing Patrols
Originator Poyntz-Wright, Patrick
Email address Patrick.Poyntz-Wright@hants.gov.uk
Department Economy, Transport and Environment
Date of Assessment 05 Sep 2017

Description of Service / Policy

This relates to the delivery of some 260 school crossing patrol sites across the county, one of the largest services in the country, notwithstanding that there is no statutory obligation to provide the services.

Geographical impact* All Hampshire

Description of proposed change

To make this service cost neutral by securing alternative sources of funding, and/or making service reductions. The optimum outcome of an alternative funding model would see no impact on service users. However, this option would impact upon school or community budgets, though the contribution requested for a single patrol would be relatively small. The Council would still manage the service. Other options would see a reduction in the number of school crossing patrols employed, and a potential impact upon service users in terms of perception of safety for walks to school. This is a discretionary service, and therefore changes will not affect the statutory responsibility of parents or guardians to get their child safely to school.

Engagement and consultation

Has engagement or consultation been carried out? Yes

No specific consultation has been carried out on this proposal, however, the County Council carried out a major public consultation exercise over the Summer 2017 on a range of options for finding further budget savings including increasing council tax, using reserves and making changes to the way in which services are delivered, which may mean reducing or withdrawing certain services. The outcome of this consultation will be presented to Cabinet in October 2017.

When decisions are made to pursue the options, further specific consultation will be carried out with stakeholders on the detailed options where required.

Impacts of the proposed change

This impact assessment covers Service users

Statutory considerations

Impact

Age Impact	Medium A reduction in the School Crossing Patrol Service could impact upon young people (pupils) in making their way to school. While there will be no change in the statutory responsibility of parents and guardians to get children safely to school, some parents and pupils may be required to make more judgements as to where and when to cross the road.
Mitigation	In some cases there will be opportunities to make crossing

improvements, and road safety education in schools will also provide opportunities to help individuals to cross the road safely.

More detailed impact assessments will be carried out against specific proposals.

Disability
Impact

High

A reduction in the School Crossing Patrol service could have a disproportionate impact upon young people (pupils) with a disability, particularly with a visual or mobility impairment. While there will be no change to the statutory responsibility of parents and guardians to get children safely to school, some parents and pupils will be required to make more judgements as to where and when to cross the road.

Mitigation

In some cases, there will be opportunities to make crossing improvements, and road safety education in schools will also provide opportunities to help individuals to cross the road safely.

More detailed impact assessments will be carried out against specific proposals.

Sexual Orientation

Neutral

Race

Neutral

Religion and Belief

Neutral

Gender Reassignment

Neutral

Gender

Neutral

Marriage and civil
partnership

Neutral

Pregnancy and
Maternity

Neutral

Other policy considerations

Poverty

Neutral

Rurality

Neutral

Additional Information

At present, plans are not finalised. Consultation will inform future planning, and further EIAs will be carried out accordingly, including of affected staff as necessary. It should be noted that the impacts of this project will be further reassessed in tandem with those arising from proposals relating to the Home to School Transport service. This will help to ensure that alterations to services affecting access to schools are considered in the round.

Equality Impact Assessment

Name of project/proposal T19 - E8 On Street Parking and Parking Agreements
Originator Poyntz-Wright, Patrick
Email address Patrick.Poyntz-Wright@hants.gov.uk
Department Economy, Transport and Environment
Date of Assessment 21 Aug 2017

Description of Service / Policy

This relates to the provision and enforcement of on street parking across Hampshire.
Geographical impact* All Hampshire

Description of proposed change

To explore the opportunity to address traffic and safety issues through implementing consistent county-wide approaches to on-street parking pay and display and other parking controls. The savings would be achieved by providing a single, county-wide, standardised approach to civil parking enforcement. This could see an impact on staff, principally in District Council who currently deliver the service. There would be a potential impact upon service users as some parking charges might increase and new charges be introduced.

Engagement and consultation

Has engagement or consultation been carried out? No

No specific consultation has been carried out on this proposal. However, the County Council carried out a major consultation exercise over the Summer of 2017 on a range of options for finding further budget savings, including increasing council tax, using reserves and making changes to the way services are delivered, which may mean reducing or withdrawing services, or indeed making revised charges. The outcome of this consultation will be reported to Cabinet in October 2017.

When decisions are made to pursue the options, further specific consultation will be carried out with stakeholders on the detailed options where required.

Impacts of the proposed change

This impact assessment covers Service users

Statutory considerations **Impact**

Age Neutral

Disability Neutral

Sexual Orientation Neutral

Race Neutral

Religion and Belief Neutral

Gender Reassignment Neutral

Gender Neutral

Marriage and civil partnership Neutral

Pregnancy and Maternity Neutral

Other policy considerations

Poverty Low

Impact All motorists may need to pay for parking in some new parts of the Hampshire highways network, or pay more for existing parking, which may have a disproportionate impact upon poorer people who are less able to afford charges. However, at this stage options have not been scoped and there are no specific changes planned to existing regimes. Impacts upon staff in the County and District councils will be assessed separately when specific proposals and arrangements have been decided.

Rurality Neutral

Additional Information

As proposals develop, further assessments will be carried out to gauge the impact on service users and staff as necessary.

Equality Impact Assessment

Name of project/proposal T19 - E9 Transport and Traffic Agency Arrangements
Originator Poyntz-Wright, Patrick
Email address Patrick.Poyntz-Wright@hants.gov.uk
Department Economy, Transport and Environment
Date of Assessment 21 Aug 2017

Description of Service / Policy

This relates to the delivery of smaller scale and localised Traffic Management duties, and Highways Development Planning advice on smaller developments - which are currently provided by the district and borough councils on the County Council's behalf.
Geographical impact* All Hampshire

Description of proposed change

End all current transport and traffic agency arrangements with the District Councils to be replaced with new delivery arrangements better reflecting current policy and financial priorities. Known impacts will be a reduction in the respective Highways Development Planning and Traffic Management agency budgets, efficiencies in the delivery of the Highways Development Planning Service, and more restricted district activity in Traffic Management, which could see a low impact upon some service users. There is potentially an impact upon mainly District Council staff arising from TUPE, which remains to be quantified. As this opportunity progresses, further adjustments to the delivery of these services may be pursued, the impact of which cannot yet be quantified.

Engagement and consultation

Has engagement or consultation been carried out? No

No specific consultation has been carried out on this proposal. However, the County Council carried out a major consultation exercise over the Summer of 2017 on a range of options for finding further budget savings, including increasing council tax, using reserves and making changes to the way services are delivered, which may mean reducing or withdrawing services, or indeed making revised charges. The outcome of this consultation will be reported to Cabinet in October 2017.

When decisions are made to pursue the options, further specific consultation will be carried out with stakeholders on the detailed options where required.

Impacts of the proposed change

This impact assessment covers Service users

Statutory considerations

Age Neutral

Disability Neutral

Sexual Orientation Neutral

Race Neutral

Religion and Belief Neutral

Gender Reassignment Neutral

Gender Neutral

Marriage and civil partnership Neutral

Pregnancy and Maternity Neutral

Other policy considerations

Poverty Neutral

Rurality Neutral

Neutrality Statement These are mainly contract negotiations which should have no disproportionate impact upon people with protected characteristics. As specific proposals are developed, further assessment will be carried out.

Additional Information

As proposals develop, further assessments will be carried out to gauge the impact on service users and staff as necessary.

Equality Impact Assessment

Name of project/proposal	T19 - E10 Economy, Transport and Environment Revenue Works Charging Review
Originator	Poyntz-Wright, Patrick
Email address	Patrick.Poyntz-Wright@hants.gov.uk
Department	Economy, Transport and Environment
Date of Assessment	21 Aug 2017

Description of Service / Policy

This relates to the charging of works orders for Intelligent Transport Systems and Highways Services to the respective revenue and capital budgets.

Geographical impact* All Hampshire

Description of proposed change

Maintenance works currently charged to revenue will be charged to capital to reflect CIPFA regulations. Impact on services will be minimal. However, a coherent approach will be needed to ensure that best value is still achieved from the Council's capital spend and that off setting revenue budgets in line with CIPFA regulations does not have a negative impact upon capital scheme delivery.

Engagement and consultation

Has engagement or consultation been carried out? No

No specific consultation has been carried out on this proposal. However, the County Council carried out a major consultation exercise over the Summer of 2017 on a range of options for finding further budget savings, including increasing council tax, using reserves and making changes to the way services are delivered, which may mean reducing or withdrawing services, or indeed making revised charges. The outcome of this consultation will be reported to Cabinet in October 2017.

When decisions are made to pursue the options, further specific consultation will be carried out with stakeholders on the detailed options where required.

Impacts of the proposed change

This impact assessment covers Service users

Statutory considerations	Impact
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Age	Neutral
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Disability	Neutral
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Sexual Orientation	Neutral
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Race	Neutral
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Religion and Belief	Neutral
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Gender Reassignment	Neutral
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Gender Neutral

Marriage and civil partnership Neutral

Pregnancy and Maternity Neutral

Other policy considerations

Poverty Neutral

Rurality Neutral

Neutrality Statement A neutral impact is expected for all service users, including individuals with protected characteristics, because the proposal only relates to adjustments in the way that specific works are paid for rather than to service levels or approaches to delivery.

Additional Information

Equality Impact Assessment

Name of project/proposal T19 - E11 Concessionary Fares
Originator Poyntz-Wright, Patrick
Email address Patrick.Poyntz-Wright@hants.gov.uk
Department Economy, Transport and Environment
Date of Assessment 05 Sep 2017

Description of Service / Policy

This service involves the administration of the Hampshire Concessionary Fares scheme for public transport, affecting predominantly older people and those with disabilities.
Geographical impact* All Hampshire

Description of proposed change

The proposal is to capitalise upon changes in contract arrangements, national trends, and opportunities to reduce Council investment in the service or, subject to changes in the law, to introduce nominal charges to realise efficiencies and savings. Impacts upon service users should be minimal as they revolve around making more efficient use of existing budgets to reflect changing user trends. If, subject to legal changes, the County Council were to introduce a nominal charge, then there would be an impact upon some service users who would be obliged to make a small financial contribution to their journeys.

Engagement and consultation

Has engagement or consultation been carried out? No

No specific consultation has been carried out on this proposal, however, the County Council carried out a major public consultation exercise over the Summer 2017 on a range of options for finding further budget savings including increasing council tax, using reserves and making changes to the way in which services are delivered, which may mean reducing or withdrawing certain services. The outcome of this consultation will be presented to Cabinet in October 2017.

When decisions are made to pursue the options, further specific consultation will be carried out with stakeholders on the detailed options where required.

Impacts of the proposed change

This impact assessment covers Service users

Statutory considerations

Statutory considerations	Impact
Age	Neutral
Disability	Neutral
Sexual Orientation	Neutral
Race	Neutral
Religion and Belief	Neutral

Gender Reassignment Neutral

Gender Neutral

Marriage and civil
partnership Neutral

Pregnancy and
Maternity Neutral

Other policy considerations

Poverty Neutral

Rurality Neutral

Neutrality Statement Disproportionate impacts upon people with protected characteristics are not anticipated as part of current plans. When proposals are further developed, further assessment will take place prior to any executive decision to implement them. Should new legislation make it possible to introduce charges, and a proposal be developed to pursue this option, further impact assessments will scope the likely effect of such charges on people with protected characteristics.

Additional Information

Equality Impact Assessment

Name of project/proposal T19 - E12 Bus Subsidies and Community Transport
Originator Poyntz-Wright, Patrick
Email address Patrick.Poyntz-Wright@hants.gov.uk
Department Economy, Transport and Environment
Date of Assessment 05 Sep 2017

Description of Service / Policy

This relates to subsidising bus services that are not commercially viable but which are deemed to be socially important, and also the provision of community transport services for the mobility impaired and people living in isolated areas. 87% of passenger transport journeys are on bus services which are provided commercially without subsidy. In addition, Community Transport is funded by the district councils as well as the County.

Geographical impact* All Hampshire

Description of proposed change

Stopping Community Transport and withdrawing current, County Council funded bus subsidies. Community transport users might be required to use a wider selection of service providers depending on their needs and circumstances. There is also likely to be an impact upon community service providers, local authorities, and voluntary organisations.

Withdrawal of bus subsidies may affect choice and frequency of bus services available to users and possibly affect income for bus operators.

Engagement and consultation

Has engagement or consultation been carried out? Yes

No specific consultation has been carried out on this proposal, however, the County Council carried out a major public consultation exercise over the Summer 2017 on a range of options for finding further budget savings including increasing council tax, using reserves and making changes to the way in which services are delivered, which may mean reducing or withdrawing certain services. The outcome of this consultation will be presented to Cabinet in October 2017.

When decisions are made to pursue the options, further specific consultation will be carried out with stakeholders on the detailed options where required.

Impacts of the proposed change

This impact assessment covers Service users

Statutory considerations

Impact

Age Impact High
Withdrawal of this funding could have an impact upon the mobility of older and younger people who are disproportionately dependant on subsidised public or community transport to access amenities and services.

Mitigation Precise plans have yet to be made and will be subject to more

detailed impact assessments to better understand the impact upon these groups in specific areas, and what mitigation might be possible.

Disability
Impact

High
Withdrawal of this funding could have an impact upon the mobility of people with disabilities who are disproportionately dependant on subsidised public or community transport to access amenities and services

Mitigation

Precise plans have yet to be made and will be subject to more detailed impact assessments to better understand the impact upon these groups in specific areas, and what mitigation might be possible.

Sexual Orientation

Neutral

Race

Neutral

Religion and Belief

Neutral

Gender Reassignment

Neutral

Gender
Impact

Low
Statistically, a larger number of women use subsidised public or community transport to access amenities than men. On this basis, these changes would have a disproportionate impact upon women.

Marriage and civil
partnership

Neutral

Pregnancy and
Maternity

Neutral

Other policy considerations

Poverty
Impact

High
Withdrawal of this funding could have a disproportionate impact upon poorer people who are disproportionately dependant on subsidised public or community transport to access amenities and services.

Mitigation

Precise plans have yet to be made and will be subject to more detailed impact assessments to better understand the impact upon this group in specific areas, and what mitigation might be possible.

Rurality
Impact

High
Withdrawal of this funding could have an impact upon the mobility of people who live in rural areas, who are disproportionately dependant on subsidised public or community transport to access amenities and services.

Mitigation

Precise plans have yet to be made and will be subject to more detailed impact assessments to better understand the impact upon this group in specific areas, and what mitigation might be possible.

Additional Information

It should be noted that 87% of passenger transport journeys are on bus services which are provided commercially without subsidy, and that the County Council is not the sole funder of community transport services in Hampshire.

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Equality Impact Assessment

Name of project/proposal T19 - E13 Waste Disposal Contract
Originator Poyntz-Wright, Patrick
Email address Patrick.Poyntz-Wright@hants.gov.uk
Department Economy, Transport and Environment
Date of Assessment 05 Sep 2017

Description of Service / Policy

The Waste Disposal Contract is the mechanism through which household waste in Hampshire is managed. Specifically, it manages the processing of household wastes after the point at which they have been collected, i.e. via recycling, energy recovery, or disposal as appropriate to the specific nature of the waste materials that have been collected.

Geographical impact* All Hampshire

Description of proposed change

To achieve a significant reduction against the on going cost of managing Hampshire's Waste Recycling Centres network. There will be an impact upon residents, largely in terms of communications, which will be designed to either reduce the amount of waste that is created and/or to increase the amount of waste recycled.

Engagement and consultation

Has engagement or consultation been carried out? Yes

No specific consultation has been carried out on this proposal, however, the County Council carried out a major public consultation exercise over the Summer 2017 on a range of options for finding further budget savings including increasing council tax, using reserves and making changes to the way in which services are delivered, which may mean reducing or withdrawing certain services. The outcome of this consultation will be presented to Cabinet in October 2017.

When decisions are made to pursue the options, further specific consultation will be carried out with stakeholders on the detailed options where required.

Impacts of the proposed change

This impact assessment covers Service users

Statutory considerations

	Impact
Age	Neutral
Disability	Neutral
Sexual Orientation	Neutral
Race	Neutral
Religion and Belief	Neutral

Gender Reassignment Neutral

Gender Neutral

Marriage and civil
partnership Neutral

Pregnancy and
Maternity Neutral

Other policy considerations

Poverty Neutral

Rurality Neutral

Neutrality Statement At present, it is not anticipated that these changes will have a disproportionate impact upon any group with protected characteristics. Further impact assessments will be carried out as proposals develop.

Additional Information

Equality Impact Assessment

Name of project/proposal T19 - E14 Household Waste Recycling Centres (HWRCs)
Service Review
Originator Poyntz-Wright, Patrick
Email address Patrick.Poyntz-Wright@hants.gov.uk
Department Economy, Transport and Environment
Date of Assessment 05 Sep 2017

Description of Service / Policy

Hampshire's Household Waste Recycling Centres (HWRCs) are a network of 26 sites (including those in Southampton and Portsmouth) where residents can bring and deposit their household waste. The centres then manage this waste, arranging for its reuse, recycling, or disposal as appropriate. It is a universal service, available to all Hampshire residents.

Geographical impact* All Hampshire

Description of proposed change

To achieve a significant reduction against the on going cost of managing Hampshire's Waste Recycling Centres network. Hampshire currently provides more HWRCs than comparable authorities, with almost 85% of the population currently within five miles of an HWRC. Closure of up to half of the HWRCs network will result in longer travel distances for some users in order to dispose of their waste. There is also the potential for amended opening hours across the HWRC network, which could either limit or enhance users' ability to access the service dependant on location. Subject to a change in the law, an introduction of a nominal charge for access to the HWRCs would have an impact upon service users who would be obliged to make a small financial contribution to dispose of their waste. However, this would also eliminate the need for site closures.

Engagement and consultation

Has engagement or consultation been carried out? Yes

No specific consultation has been carried out on this proposal, however, the County Council carried out a major public consultation exercise over the Summer 2017 on a range of options for finding further budget savings including increasing council tax, using reserves and making changes to the way in which services are delivered, which may mean reducing or withdrawing certain services. The outcome of this consultation will be presented to Cabinet in October 2017.

When decisions are made to pursue the options, further specific consultation will be carried out with stakeholders on the detailed options where required.

Hampshire County Council consulted on similar proposals as part of its proposed 2017 programme of savings, details of which may be viewed in the report presented to the Executive Member for Environment and Transport's Decision Day on the 22nd July 2016.

Impacts of the proposed change

This impact assessment covers Service users

Age	Neutral
Disability	Neutral
Sexual Orientation	Neutral
Race	Neutral
Religion and Belief	Neutral
Gender Reassignment	Neutral
Gender	Neutral
Marriage and civil partnership	Neutral
Pregnancy and Maternity	Neutral

Other policy considerations

Poverty Impact	Low Possible requirement to travel further to sites and incur increased petrol costs, which may impact upon lower income residents disproportionately. If legal changes make charging for access permissible, poorer people will be disproportionately affected by virtue of their being less able to pay.
Rurality Impact	Low Smaller rural HWRC sites are under possible threat of closure. Rural residents may have to make longer journeys to access the service.
Mitigation	

Additional Information

The review will look at re-provisioning of remaining HWRC infrastructure in support of best available geographical coverage for the overall network. This should help mitigate some of the impacts upon the groups considered above.

Engagement will be undertaken with local residents in advance of any closures to help identify best options for future HWRC use.

A further impact assessment will be undertaken in advance of any executive decisions.

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Environment and Transport
Date:	19 September 2017
Title:	Strategic Transport – Hampshire’s Priorities
Report From:	Director of Economy, Transport and Environment

Contact name: Keith Willcox

Tel: 01962 846997

Email: keith.willcox@hants.gov.uk

1. Executive Summary

- 1.1. In order to support the County Council’s strategic priority to maintain Hampshire’s strong and sustainable economic growth and prosperity, it is vital the Council is well positioned to secure external funding to help deliver the necessary transport infrastructure to address current and future growth pressures and improve access to employment and services, as well to strengthen the county’s wider connectivity. This report follows on from the Transport Major Schemes Update to the Executive Member for Environment and Transport in June 2016, which approved the continued development of major transport schemes.
- 1.2. Developing robust and timely transport strategies and major transport schemes is both critical and resource intensive. In addition to seeking approval for continued development work, this report also draws attention to the evolving nature of the transport policy landscape and highlights recent changes at both the national and regional level.
- 1.3. It is important the County Council remains aware of this evolving policy environment so it can respond appropriately. This will involve taking steps to continually strengthen its relations with both national and regional stakeholders, including district and borough councils, to inform national and/or sub national transport investment plans and encourage greater alignment of those plans with Hampshire’s own local strategic transport priorities.
- 1.4. By having an agile and robust approach to developing local and strategic transport plans, including interim transport strategies that can be adjusted to reflect changing circumstances and priorities, the County Council will be in a strong position to support local planning authority partners and, critically, well positioned to submit strong and timely funding bids to help deliver its own strategic transport priorities. Section four of this report sets out a work programme that highlights some of those priorities which will be funded through the Major Schemes Development Fund. The work programme complements other significant transport development work being undertaken

across the county, including maintaining and updating District Transport Statements.

2. National Context

- 2.1. In March 2013, the then Executive Member for Environment and Transport Decision approved a 'development pool' of transport schemes for which further work was to be undertaken to ensure readiness to maximise future funding opportunities. This 'pool' of major transport schemes has proved to be a sound basis from which the County Council has been able to successfully bid for major scheme funding from a variety of sources, and a number of schemes are now built, under construction or programmed for delivery with funding now secured. The list of schemes has been updated on several occasions as circumstances change, in particular when national transport priorities and funding regimes change.
- 2.2. This upfront effort in the planning of strategies and development of schemes has proved successful. The County Council has a strong track record in securing funding for transport schemes, as evidenced by the Department's capital programme for 2017/18 – 2019/20, which has a total value of £209.5 million (£100m of which is for Integrated Transport), of which some £146m (70%) comes from external sources.
- 2.3. Integration of land use, economic and transport planning is challenging and requires multi agency collaboration. Though there is always room for improvement, multi agency collaboration has worked well in Hampshire, despite the challenges of constantly evolving funding and local planning processes and requirements. The development of transport strategies may include initial work to develop transport policy statements. These allow potential schemes to feature as a planning consideration in relation to future development. The level of detail required can be onerous and costly and, in some cases detail may be pending or dependent upon external factors. It is generally beneficial to establish a policy base for future transport infrastructure, for example for feeding into The Local Enterprise Partnership's (LEP's) Strategic Economic Plans, and in outlining the role and nature of the proposed interventions, including where third party land may be needed, allowing this to be safeguarded through District Council Local Plans.
- 2.4. The ability to fund, plan and deliver transport infrastructure remains challenging with the continued squeeze on public sector funding and evolving national policy landscape. Increasing housing delivery remains a top priority for the Government but, in spite of this year's Housing White Paper, the challenge of funding associated infrastructure that would help unlock housing remains largely unaddressed, albeit that the emerging Housing Infrastructure Fund (HIF) proposals and programme are now targeting this issue. Brexit means that economic growth, particularly increasing global trade, is considered more essential than ever for the UK's long-term prosperity. The importance of infrastructure to securing economic competitiveness and future growth is reflected in the work of the National Infrastructure Commission and the Government's Industrial Strategy Green Paper.

2.5. Recent national developments include:

- The £2.3 billion [Housing Infrastructure Fund](#) (HIF) – open to competitive bids from local authorities for infrastructure to support new housing.
- The Department for [Transport's Transport Investment Strategy](#), including outline plans for a Major Route Network and a Port Connectivity Study.
- Highways England's development of its next [Road Investment Strategy](#) (RIS2 for the period post 2020)
- Network Rail's development of its rail investment plan for [Control Period 6](#) (April 2019 – March 2024)
- The Department for Environment, Food and Rural Affairs [Air quality plan for nitrogen dioxide \(NO2\) in UK \(2017\)](#)

2.6. A significant new funding opportunity comes with July's announcement of the Housing Infrastructure Fund (HIF) which is designed to help smaller developments with marginal viability and to help forward-fund infrastructure to facilitate larger housing sites. Upper tier authorities can apply to HIF for Forward Funding up to the value of £250 million by submitting an Expression of Interest by 28 September 2017 and, if that is successful, by then submitting a detailed bid by Spring 2018. HIF further illustrates the Government's continued priority to increase housing numbers and to bring forward housing by funding major scheme investments. Whereas previously the Local Growth Funding allocated to the LEPs has meant that the largest transformational schemes have tended to be unaffordable.

2.7. The Transport Investment Strategy aims to harness the power of transport investment to drive balanced economic growth, unlock new housing projects and support the Government's Industrial Strategy. The creation of a Major Road Network (MRN) would see a share of the National Road Fund, funded by Vehicle Excise Duty and currently reserved for the Strategic Road Network, be allocated to local highway authorities to improve or replace their most economically important roads. Detailed proposals have yet to be published and will be subject to consultation. Therefore the impact of an MRN on the funding and maintenance of the local highway network is not fully clear, nor is the role that the Sub National Transport Bodies would be given in relation to the creation of an MRN.

2.8. The Transport Strategy makes reference to a Port Connectivity Study which the County Council is keen to assist with and, in liaison with Associated British Ports (ABP) Southampton, will emphasise the points it has previously made to the National Infrastructure Commission about the importance of the A34/M3 corridor for the UK car industry accessing global markets via the Port of Southampton, as well as the importance of improving rail freight links through this strategic corridor. The Transport Strategy also refers to a new Aviation Strategy which looks beyond Heathrow expansion at the future of the UK's aviation sector. It seeks to identify the steps that will be needed to build a global and better connected Britain, and encourage more competitive markets, whilst also managing the environmental impacts. Consultation on

this strategy will continue over 2017- 2018 before it is finalised at the end of 2018.

- 2.9. The latest Air Quality Plan has been publicised for its commitment to stop sales of conventional cars from 2040 in favour of zero emission vehicles. However the Government has yet to commit to a national car scrappage scheme – which could be subject to a future consultation – and is placing most responsibility on local authorities to reduce roadside emissions. Its Air Quality Plan identifies areas where NO₂ levels are above the legal limit, including three locations in Hampshire and one in Southampton, and requiring local authorities in those areas to implement Clean Air Zone plans by March 2018. A £255 million Clean Air Fund has been established to help support the plans, with the aim of reducing the need to restrict polluting vehicles by, for example, changing road layouts, removing traffic lights or upgrading bus fleets.

3. Sub National / Regional Context

3.1. Recent developments include:

- The emergence of a Sub National Transport Body for the South East (TfSE) – it is currently operating in shadow form;
- Refresh of LEP Strategic Economic Plans; and
- Ongoing engagement with national transport bodies, both directly and via TfSE.

- 3.2. Hampshire County Council has taken an active role from the start in supporting the development of TfSE and provided a [background report](#) to Cabinet in December 2016. Work is currently underway to develop a Transport Strategy for the South East region, and initial discussions are taking place with national agencies and the Secretary of State for Transport.

- 3.3. TfSE is set to become an increasingly important mechanism for influencing national transport funding in the region. It has already submitted a list of priorities to Highways England to help inform the next Road Investment Strategy (RIS2). This included the County Council's view that there is a strategic case for a new or improved link between the M3 and the M4, as well as improvements to the M27/A27 south coast corridor, and the Solent Metro. TfSE is also pressing for a number of studies/investigations to be carried out during the Road Investment Strategy 2 period, including on the feasibility of upgrading the A34 to motorway standard from Winchester to the Midlands. Other work that TfSE will be undertaking is the development of a new Major Route Network (MRN), a network of 'middle tier' local authority A Roads that sit between the Strategic Road Network and other local roads. As part of this, proposals will be put forward to allocate a proportion of the National Roads Fund to the MRN. The County Council as Highway Authority will also be responding to the Department for Transport's consultation.

- 3.4. The County Council is also continuing to work closely with Network Rail and is keen to develop a strategic alliance with the new South West Trains franchise holder MTR First. It recently set out its rail position statement as an

aid to on-going discussions with the sector and TfSE. One of its main priorities is to secure better rail access between Hampshire and London Heathrow and therefore will be working closely with partners over the coming months to lobby for an appropriate Southern Rail Access scheme that benefits the wider southern region.

- 3.5. The County Council is pleased that both Enterprise M3 and Solent LEP are involved with TfSE. All LEPs are due to review and update their Strategic Economic Plans in the coming months, with Enterprise M3 having already begun the process and received comments from the County Council, which stressed the importance of infrastructure for sustaining a prosperous economy and the spatial dimension of the Strategic Economic Plan, with increased importance on 'place based' plans, and welcomed the fact that Winchester may be added to its Step Up towns, and thus potentially could benefit from a local growth deal.
- 3.6. Solent LEP have yet to consult on its Strategic Economic Plan refresh but in the meantime Hampshire County Council is working closely with the Solent LEP on its plans to advance a Major Scheme Business Case for "Solent Metro", which will comprise a package of phased, multi modal transport measures to improve access in South Hampshire.

4. Hampshire Strategic Transport Work Programme as of August 2017

- 4.1. In identifying the required strategies and prioritising projects and major schemes, the Strategic Transport work programme takes account of both the wider policy landscape, as summarised above, and current and emerging Local Plans. Further adjustments to the work programme may be necessary as the external policy and funding landscape alters.
- 4.2. The Strategic Transport work programme is being progressed alongside other transport development work and is additional to the on-going work arising from agreed strategies/position statements, such as the County Council's Rail Position Statement and Hampshire's Walking and Cycling Strategies.
- 4.3. The Strategic Transport work programme, as outlined below, is focussed on projects and schemes which have a good strategic case, and therefore a realistic prospect of attracting funding within the short to medium term.

Table 4.4 - Strategic Transport Work Programme within the EM3 LEP area

Strategies	Summary Description
Transport Delivery Plan (EM3 area)	Work to identify and test a long list of large transport schemes to see which ones offer greatest value.
Basingstoke West Phase II Strategic Transport Study	Longer term strategy planning for strategic growth at Manydown
Basingstoke Town Centre Transport Masterplan	Transport Strategy seeking to identify measures for accessing the town centre and Basing View
Basingstoke Transport Strategy	Strategy considering wider Basingstoke in the context of current development proposals.
Basingstoke Metro	Study to identify opportunities for public transport in the context of medium and longer term strategic growth.
Liphook Transport Strategy	Strategy being developed for and funded by East Hampshire District Council
Whitehill and Bordon Strategy Refresh	Following the success in securing funding for the Relief Road and integration works along the existing A325, the original transport strategy is now being refined and developed to support the delivery of the masterplan development.
Queen Elizabeth Barracks Transport Strategy Review	Review and update of the existing strategy developed at the time of the original planning permission to support delivery of the QEB development.
City of Winchester Movement Strategy	To develop a new transport strategy including evidence base collection, traffic modelling and engagement activity.
Schemes in current development	Summary Description
A30 & A340 Basingstoke South West Corridor	Scheme to mitigate planned new strategic development. Design work ongoing to identify preferred scheme.
A325 Farnborough Growth Package	Scheme to enhance road capacity and opportunities for public transport walking and cycling.
Schemes for Longer Term Development	Summary Description
Alton Transport Strategy	Study looking at impacts of cumulative development and possible solutions for an autumn western bypass.

Table 4.5 - Strategic Transport Work Programme within the Solent LEP area

Strategies	Summary Description
Transport Delivery Plan (Solent area)	Work to identify a long list of large transport schemes and test them to see which ones offer greatest value
Eastleigh Full Strategic Transport	A refresh of interim strategy to assist the planning process in line with the local plan review
Totton and the Waterside Interim Strategic Transport Strategy	Study to identify opportunities for improvements to facilitate potential new development (including possible port expansion) and enhance capacity. Optioneering underway.
Totton and the Waterside Full Strategic Transport Strategy	As above
Solent Metro/South East Hampshire Rapid Transit	Working with Solent LEP and Solent Transport to identify schemes in a phased approach to offer a step change in public transport to facilitate new development

	and housing.
A27 Havant and Hayling Island Transport Strategy	Study to identify opportunities for a new major junction to facilitate planned new development and support the review of the local plan.
A27 Route Management Strategy	Strategy to improve safety, accessibility and capacity on the local road network, parallel to the M27
Schemes in Current Development	Summary Description
Stubbington Bypass	To divert traffic around the outskirts of Stubbington and improve reliability of journeys onto and off the Gosport peninsula, and by removing transport barriers support regeneration and investment in the area
Stubbington Village Enhancements	Traffic management measures to support bypass and help further reduce through traffic in Stubbington.
B3354/B2177 Corridor Junction Improvements	Junction improvements to help reduce key delay points on these important alternatives to the Strategic Road network
A335 Wide Lane Bridge and Spitfire Roundabout	Scheme being developed as part of access strategy for Southampton Airport Economic Gateway.
B3037 Bishopstoke Road, Junction Improvement	Scheme being developed as part of access strategy for Southampton Airport Economic Gateway timing linked to re-development at Barton Park but wider justification in capacity and air quality terms.
A3025 Hamble Lane – capacity improvements	Capacity improvements to add value to Highways England's improvements to M27 Junction 8 and Windhover roundabouts which will have capacity benefits for access to the peninsula.
Botley Bypass	Planning Application submitted July 2017 for a bypass for Botley village which will have capacity and Air Quality benefits. Potential to implement as a phased scheme.
Welborne	M27 Junction 10 and associated transport work.
M27 Junction 9 and Whitely Corridor	Motorway Junction being designed and implemented on behalf of Highways England and transport improvements to support development.
Schemes for Medium to Longer Term Development	Summary Description
Botley Village Enhancements	Traffic management measures to support bypass and help further reduce through traffic in Botley.
Welborne Transport Mitigation	Linked to strategic development proposals

4.6. Some studies will benefit from having an interim transport strategy statement so as to give them status within the local planning process and a greater chance of securing appropriate infrastructure.

4.7. The need for occasional interim transport strategies is illustrated by the Waterside Transport Study. There is significant uncertainty about what development will take place on the Waterside. It is subject to an emerging Local Plan which could potentially allocate land for over 4,000 new homes and 2,000 additional jobs along the Waterside. In addition, the expansion of the Port of Southampton into the Waterside is a further potential scenario which will be of national interest given the role the port plays in facilitating global trade. If the Port's expansion proposals were to come forward, it would be the result of a commercial proposition from the port operators, and would be the subject of a Nationally Significant Infrastructure Project (NSIP) planning decision, to which the County Council would need to respond

robustly and quickly to ensure proper consideration is given to what would be potentially very significant local and strategic transport impacts.

- 4.8. This is a case where an interim transport strategy statement would help as the County Council would need to have an understanding of what trade would operate from an expanded port, and would also need to be able to identify the associated transport impacts and infrastructure needs. The Council has already begun to gather evidence and identify infrastructure needs, but as it is not possible to develop a detailed Transport Strategy in time for the Local Plan programme, it would be helpful to have an interim transport statement to aid the local planning process.

5. Finance

- 5.1 A Major Schemes Development Fund of £1 million (revenue) for 2017 – 2018 has been allocated for development of transport strategies and major transport schemes. It is expected that this fund will be prioritised to ensure that critical preparatory work on scheme development and funds bids can be resourced to maximise opportunities to secure the funding and delivery of critical strategic and local transport infrastructure and provision.
- 5.2 Various district and borough councils are contributing towards development work because they value and see the need for this work. The combined value of these contributions currently roughly matches the budget set aside for this purpose by the County Council.

6. Consultation and Equalities

- 6.1. Some future strategies and schemes may require engagement or consultations in their own right. There are no equalities issues identified in relation to this specific decision.

7. Recommendations

- 7.1. That authority is given to progress design and development work for a raft of major schemes and strategies, as set out in the supporting report, to an appropriate state of readiness to take advantage of funding opportunities.
- 7.2. That authority is delegated to the Director of Economy, Transport and Environment to make in year changes to the programme of works in consultation with the Executive Member for Environment and Transport in order to be able to respond flexibly to new opportunities.
- 7.3. That authority is delegated to the Director of Economy, Transport and Environment to complete and submit business cases and to secure funding opportunities as they arise.

CORPORATE OR 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

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.)

DocumentLocation

None

IMPACT ASSESSMENTS:

1. Equality Duty

1.1. 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 under the Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, gender and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- a) The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- b) Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- c) Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

1.2. Equalities Impact Assessment:

It is considered that there will be neutral impact on groups with protected characteristics. This is primarily a progress report concerning activities and tasks to develop transport strategies and major schemes in Strategic Transport's work programme. Delivery of any major transport scheme will be subject to an individual equality impact assessment.

2. Impact on Crime and Disorder:

2.1. No impact

3. Climate Change:

- a) How does what is being proposed impact on our carbon footprint / energy consumption?
- b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

Recommendations in this report relate to the development of strategies and schemes, rather than delivery, and therefore have no direct impact on climate change. The impacts of specific schemes will be assessed as part of project development.

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Environment and Transport
Date:	19 September 2017
Title:	Street Lighting Private Finance Initiative Contract Variations
Report From:	Director of Economy, Transport and Environment

Contact name: Julian Higgins

Tel: 01962 847034

Email: Julian.higgins@hants.gov.uk

1. Executive Summary

- 1.1. The purpose of this paper is to seek approval to extend the period of electrical testing for illuminated street furniture from six to eight years, saving £75,000 per annum.
- 1.2. This paper
 - sets out the background to the request;
 - considers the finance for the project and the impact on the Street Lighting financial model, and;
 - reviews the relevant legislative and contractual change requirements.

2. Contextual information

- 2.1. In December 2009 the County Council entered into a Private Finance Initiative (PFI) with Tay Valley Lighting (Hampshire) Ltd. The contract commenced on 1 April, 2010 and expires on 31 March, 2035.
- 2.2. The contract consists of a 25 year programme of routine and reactive maintenance, with an initial five year “Core Investment Programme” (CIP), during which all the Council’s illuminated street furniture (street lights, illuminated traffic signs etc) were either renewed or upgraded. As a result, all illuminated street furniture installed during the CIP is less than 8 years old.
- 2.3. In October 2014 an Operational Savings Review of the Street Lighting PFI contract was initiated. The review was undertaken jointly by Council Officers, the PFI Service Provider, Tay Valley Lighting (Hampshire) Ltd, and their Operating Sub-Contractor, SSE Contracting. The brief from the DfT was to examine all areas of the Contract and identify where potential for greater efficiency or costs reductions might be achieved.
- 2.4. This process identified four key areas with the potential to reduce the annual cost of the contract (known as the annual Unitary Charge):
 - LED solutions for city centres, principal routes and residential roads;

- Amended routine maintenance regimes;
 - De-illumination of traffic signs and mains powered traffic bollards, and;
 - Dimming or part night switching of traffic routes, city centres and residential roads.
- 2.5. During the course of the contract mains powered illuminated traffic bollards were converted to solar power and de-accrued from the PFI contract.
- 2.6. The contract initially required that all street lights were dimmed by 25% of full power from midnight to 5 a.m. Over time this initial regime has been adjusted as the need for energy savings, and Carbon Dioxide reductions, have increased.
- 2.7. The result of the dimming changes, together with the installation of more energy efficient equipment, has been a reduction in energy consumption of 56% since April, 2010.
- 2.8. Revision of routine maintenance activity is now proposed in line with the 2014 Operational Savings Review.

Table 1, below, shows the current frequency of routine maintenance activities.

Lighting Group	Clean	Visual Inspection	Electrical Test	Lamp change
Town Centres & Principal Roads	2	2	6	4
Residential Roads	2	2	6	2
High Masts	2	2	6	4
Subways	1	1	6	1
Illuminated Signs & bollards	2	2	6	2

Table 1 – Routine Maintenance Frequencies (years)

- 2.9 It is specifically proposed to revise electrical testing of illuminated street furniture to increase the interval between electrical testing from six to eight years.

3. Performance

- 3.1. Permitting an extension of electrical testing from six to eight years will reduce the number of test inspections by a quarter over the remainder of the PFI Contract.
- 3.2. The increased electrical testing interval will not affect performance, or safety. This is because the asset is relatively new and is subject to regular

inspections. There is scope to vary the interval later as the equipment ages, should a subsequent assessment recommend this.

- 3.3. All apparatus is still visited every two years (Table 1) for visual inspection and cleaning.

4. Finance

- 4.1. The Service Provider reports an extension to the period of electrical testing would save £75,000 per annum (£1.35million over the remainder of the PFI contract). These savings have been calculated by SSE Contracting based on the reduction in testing frequency multiplied by the hourly rate for a qualified electrician and vehicle.

5. Contractual Changes

- 5.1. From a contractual perspective this change will require both an adjustment to the financial model's Base Case (to account for the adjustment to the annual Unitary Charge) and a contractual change to implement the arrangements.

6. Other Key Issues

- 6.1. Public safety lies at the core of maintenance activities, and the recommended changes will continue to meet the requirements of Health & Safety legislation and good industry practice as listed below:
 - The Electricity at Work Regulations 1989
 - BS 7671 Requirements for Electrical Installations (formerly known as the IEE Wiring Regulations)
 - The Institution of Engineering & Technology Guidance Note 3: Inspection and Testing,
- 6.2. Legislation supports a risk based approach for inspection of electrical installations. At present all equipment installed during the CIP is less than eight years old and in good condition. As that condition deteriorates an ongoing risk assessment of electrical testing periods may result in an increase in testing frequency to ensure public safety is maintained.

7. Recommendations

- 7.1. That the period of electrical testing for illuminated street furniture, as maintained under the Street Lighting Private Finance Initiative, be extended from six to eight years.
- 7.2. That the necessary changes to the contract documentation be approved.

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

Hampshire maintains strong and sustainable economic growth and prosperity:	no
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:	no

Other Significant Links

Links to previous Member decisions:		
<u>None</u>	<u>Reference</u>	<u>Date</u>
Direct links to specific legislation or Government Directives		
<u>The Electricity at Work Regulations 1989</u> <u>BS 7671 Requirements for Electrical Installations</u>		<u>Date</u>

Section 100 D - Local Government Act 1972 - background documents

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<u>Document</u>	<u>Location</u>
None	

IMPACT ASSESSMENTS:

1. Equality Duty

1.1. 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:

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- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- a) The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- b) Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- c) Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

1.2. Equalities Impact Assessment:

It is considered that there will be neutral impact on groups with protected characteristics as the changes to the maintenance regime will have no impact on service users.

2. Impact on Crime and Disorder:

2.1 The proposed changes will have no impact upon crime and disorder.

3. Climate Change:

- a) How does what is being proposed impact on our carbon footprint / energy consumption?
- b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

The proposed changes will result in a reduction in contractual operations, and vehicle usage resulting in fewer vehicle emissions.

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Environment and Transport
Date:	19 September 2017
Title:	Highway land surplus to requirements at Burgate Cross, north of Fordingbridge
Report From:	Director of Economy, Transport and Environment

Contact name: Phil Yexley

Tel: 01962 846956

Email: phil.yexley@hants.gov.uk

1. Executive Summary

- 1.1 The purpose of this paper is to seek approval for land at Burgate Cross, north of Fordingbridge, as coloured red on the attached plan, to be declared surplus to highway requirements.

This paper seeks to:

- explain the reason for the County Council's ownership of the land;
- describe the proposed direction of the scheme for which the land was originally acquired; and
- confirm the land is surplus to highway requirements.

2. Contextual information

- 2.1 The land forms part of what was an embankment to the original alignment of the A338, before the road was realigned as part of the Fordingbridge Bypass construction in the 1970s.
- 2.2 The site will form the access to a potential development site to the west.
- 2.3 The intention is to provide a five year option to the developer to purchase the land. If the development goes ahead and the developer exercises the option, then the land will be sold at development value.
- 2.4 The local Member, Cllr. Heron, has already expressed support for this proposal, and has now been formally notified of the recommendation made in this report.

3. Finance

- 3.1. Financial details covering the value of the five year option, and the value of the surplus land if the development goes ahead, will be provided at the Executive Member for Policy and Resources Decision Day, as and when recommendations for disposal of the land are presented.

4. Future direction

- 4.1. From a highways and transport operational perspective it has been confirmed the land is surplus to highway requirements.

5. Recommendation

- 5.1. That the Executive Member for Environment and Transport declares the land at Burgate Cross, north of Fordingbridge, as coloured red on the attached plan, surplus to highway requirements.

CORPORATE OR LEGAL INFORMATION:**Links to the Strategic Plan**

Hampshire maintains strong and sustainable economic growth and prosperity:	no
People in Hampshire live safe, healthy and independent lives:	no
People in Hampshire enjoy a rich and diverse environment:	no
People in Hampshire enjoy being part of strong, inclusive communities:	no
This proposal does not link to the Strategic Plan but, nevertheless, requires a decision because:	
<p>Declaring the land surplus to requirements may subsequently allow disposal of the land, rationalising the County Council's asset holding, and, where appropriate, releasing the monetary value for use in its services.</p>	

Other Significant Links**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.)

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Due regard in this context involves having due regard in particular to:

- a) The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- b) Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- c) Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

1.2. Equalities Impact Assessment:

An Equalities Impact Assessment has been carried out specifically for this proposal (Ref: EIA 1109730). The proposal is to declare that this property is surplus to highway requirements. It is considered that this decision would have no impact on any groups with protected characteristics.

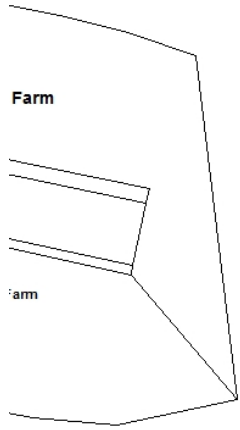
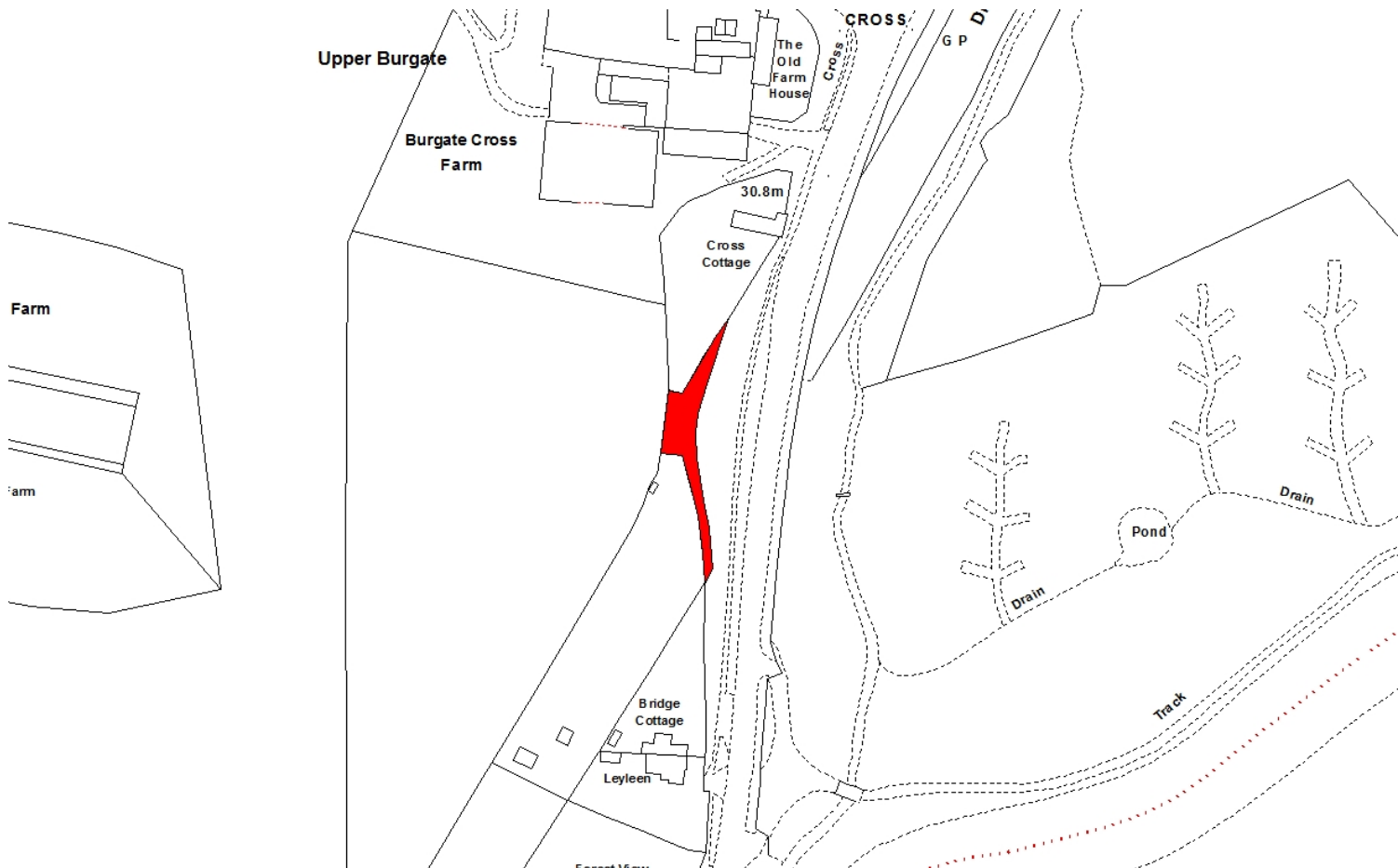
2. Impact on Crime and Disorder:

2.1. No impact.

3. Climate Change:

- a) How does what is being proposed impact on our carbon footprint / energy consumption? No impact.
- b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts? No impact.

Surplus Land Plan



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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Environment and Transport
Date:	19 September 2017
Title:	Buckskin Flood Alleviation Scheme
Report From:	Director of Economy, Transport and Environment

Contact name: Gloria Kwaw

Tel: 01962 847657

Email: gloria.kwaw@hants.gov.uk

1. Executive Summary

1.1. The purpose of this paper is to provide an update on the development of flood alleviation measures for Buckskin in Basingstoke, to set out the proposed procurement and delivery of the different elements, to identify the funding arrangements, and to seek approval to an in principle contribution from the County Council.

2. Contextual information

2.1. In the winter of 2013- 2014, Buckskin and surrounding areas were significantly affected by flooding, with 45 properties flooded during the incident, 36 of these internally, and a further 43 placed at significant risk.

2.2. Following the flooding event, Hampshire County Council in its role as Lead Local Flood Authority undertook investigations in accordance with Section 19 of the Flood and Water Management Act 2010 to establish the cause and extent of flooding. The flooding in Buckskin appeared to have been driven by groundwater and surface water exacerbated by fluvial flooding. Following completion of the report, the County Council commissioned consultants in 2016 to develop detailed proposals to reduce the risk of future flooding incidents.

2.3. In November 2016, approval was given by the Executive Member for Environment and Transport for the approach set out in the Buckskin and Romsey Flood Risk Management Update report, to develop the schemes and work with multi-agency partners to secure contributions subject to their technical and financial viability.

3. Flood management proposals

3.1. The package of proposed measures for Buckskin is focussed on four key elements:

- New Surface Water Gravity Pipe installed between the Ridgeway Centre area in Buckskin and the start of the existing winterbourne ditch to the north of Worting Road Roundabout;
- New lateral drainage to collect rising groundwater from between houses in the Buckskin area and to connect into the new surface water gravity pipe;
- Enhanced Flood Storage Area at Saunders Field with measures to control discharge to the River Loddon and without increasing the risk of flooding downstream; and
- Upgrade and increase capacity of existing ditches and culverts between Worting Road Roundabout and Saunders Field.

3.2. The standard of protection afforded by the measures implemented to manage flooding would be a significant improvement on existing arrangements. The new measures would seek to provide protection from a future flood event similar to the 2014 event.

3.3. The total number of properties better protected once all the measures are implemented is 181. In addition, the improvements will ensure that the highway network can remain open, will minimise the impact on the local economy, and will reduce costs, distress and disruption associated with any future flood event.

4. Costs of proposals and funding

4.1. The currently estimated overall cost of the package of works is approximately £6.2million. Based on national guidance for projects at this stage of development, this includes an optimism bias of 40%. This percentage is expected to reduce significantly by the time the Project Appraisal is presented for approval.

4.2. In March 2015, it was announced that the Buckskin Flood Alleviation Scheme had been indicatively allocated £2.0million Flood Defence Grant in Aid (FDGiA) funding in the six year (2015/16 – 2020/21) Flood and Coastal Erosion Risk Management (FCERM) capital programme.

4.3. 'Unlocking' this funding is dependent upon the development of a robust business case, favourable cost benefit analysis, and securing partnership funding contributions. Much of this work has now been completed and it's anticipated that the overall package of proposed measures is capable of drawing down approximately £1.1million Flood Defence Grant in Aid in total. A further £2.8million Local Levy is also expected to be secured.

4.4. The estimated cost for the overall scheme, the amount of Grant in Aid available, and partnership funding requirement, is set out below:

Scheme	Cost £'000s (including 40% Optimism Bias)	Number of properties better protected	Flood Defence Grant in Aid (% of cost)	Anticipated Local Levy	Required partnership contribution
Buckskin Flood Alleviation	£6,200,000.00 (100%)	181	£1,100,000.00 (18%)	£2,800,000.00 (45%)	£2,300,000.00 (37%)
Anticipated maximum Basingstoke and Deane Borough Council contribution					£250,000.00 (4%)
Anticipated Hampshire County Council contribution					£2,050,000.00 (33%)

4.5. Based on earlier estimates, and the likely level of support from Flood Defence Grant in Aid, the County Council had previously indicated that, in partnership with others, including Local Levy investment, it anticipated contributing between 60-70% of the total cost of the scheme.

4.6. Following more detailed assessment of the scheme, the estimated amount of Flood Defence Grant in Aid that is likely to be available for the scheme has reduced. However, it is anticipated that a substantial investment of Local Levy will be secured and this will make up the loss of Flood Defence Grant in Aid. Subject to further work, the combination of Flood Defence Grant in Aid and Local Levy looks likely to cover approximately 63% of the cost of the scheme.

4.7. In early discussions with the County Council, Basingstoke and Deane Borough Council has indicated that it is considering a maximum partnership contribution of £0.25million to the scheme. Assuming that this is confirmed, the total partnership contribution, including Local Levy, anticipated at this stage is therefore £3.05million, leaving a funding shortfall of approximately £2.05million. The proposal for how that gap is managed is set out below.

5. Procurement and delivery

5.1. It is proposed that the four key elements set out at paragraph 3.1 above are procured and packaged as one scheme. The works will be undertaken using Hampshire County Council's Framework contract for Civil

Engineering, Highways and Transportation Infrastructure Works called Generation 3 Framework Two 2016-2020 (GEN3 (2)).

- 5.2. A business case is currently being prepared by the County Council for the scheme. Subject to agreeing the proposed utilisation of partnership contributions secured so far, confirming anticipated investment, and identification of further funding to meet the shortfall, it is proposed that the business case is submitted to Defra in October.
- 5.3. It is planned that scheme implementation will commence in summer 2018 at a total cost of £6.2million. Of that figure, it is anticipated that Flood Defence Grant in Aid will provide £1.1million, Local Levy £2.8million, and Basingstoke and Deane Borough Council a maximum of £0.25million. In order to secure the Grant in Aid, Local Levy and partnership contributions and for the works to progress, it is estimated that the County Council's allocation will need to be approximately £2million. As a proportion of the total cost, this figure is in line with the anticipated allocation indicated in the November 2016 report to the Executive Member. It is proposed that this amount is drawn from the County Council's Flood Risk and Coastal Defence (FRCD) Programme.
- 5.4. Subject to agreement to the business case, the scheme for Buckskin will be presented to the Executive Member in 2018 for formal decision to proceed to construction in the summer. The Project Appraisal report submitted at that time will set out the final scheme costs and funding commitments from all sources. Completion of the work is currently scheduled for summer 2019.

6. Future Maintenance

- 6.1. The Buckskin area is currently drained using conventional infiltration soakaways both for highway and private drainage with ditch networks between the housing area and Saunders Field. The responsibility for maintenance for the existing drainage network varies depending on location, ownership and usage.
- 6.2. Highway drainage is maintained by the County Council as the Highway Authority, and Basingstoke and Deane Borough Council manages the existing ditches between Worting Road Roundabout and Saunders Field, and the storage area at Saunders Field. Private drainage is the responsibility of the individual landowners, and Sovereign Housing is therefore responsible for the maintenance of soakaways serving the properties and driveways/garages within its control.
- 6.3. It is proposed that in implementing the Buckskin Flood Alleviation Scheme, the County Council would accept responsibility for those flood defence assets created on the highway, or on land otherwise in its ownership and control. The County Council would expect other statutory bodies, organisations and partners involved in the Buckskin Flood Alleviation scheme, whose remit either includes responsibility for managing flood risk, or riparian and landowner duties, to make a similar commitment.

7. Consultation

- 7.1. The development of the Buckskin scheme is supported by a multi-agency group which comprises several Risk Management Authorities (RMAs) coordinated by the County Council in its role as the Lead Local Flood Authority. Those organisations represented on the multi-agency group are Basingstoke and Deane Borough Council, the Environment Agency, Thames Water, South East Water, Sovereign Housing, and SSE plc.
- 7.2. In June 2017, the multi-agency partners signed a Memorandum of Understanding to show their commitment to work together to promote and develop the agreed scheme, and to provide assurance that they will support the delivery of the scheme if the business case shows that it is cost effective.
- 7.3. The relevant Ward County Councillors are fully informed about the proposals and there are regular meetings with representatives of the Borough Council, the local flood action groups, and the community. A questionnaire seeking local information from residents and businesses was circulated in the summer. The data gathered will be used to inform the detailed development of the scheme and the planning of the construction period.

8. Recommendations

- 8.1 That the Executive Member for Environment and Transport gives approval for the allocation of £2.05million to the Buckskin Flood Alleviation Scheme within the County Council's Flood Risk and Coastal Defence Programme to potentially secure Defra Flood Defence Grant in Aid (FDGiA), Local Levy, and other partnership contributions, and confirms the final funding contribution as part of the Capital Programme submission to Full Council in February 2018.
- 8.2 That approval is given to proceed with the submission of the business case to Defra.

CORPORATE OR LEGAL INFORMATION:**Links to the Strategic Plan**

Hampshire maintains strong and sustainable economic growth and prosperity:	no
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>Reference</u>	<u>Date</u>
Buckskin and Romsey Flood Risk Management Update	7849	2016
Flood Risk and Coastal Defence Programme - Priorities	7526	2016
Catchment-based Approach to Flood Risk Management in Hampshire	6931	2015
Response to the Flood Investigation in Romsey and Sub-Catchment Flood Risk Management	5957	2014
Managing Flood Risk in Hampshire Update	6243	2014
Response to the Flood Investigation in Buckskin, Basingstoke	6037	2014
Direct links to specific legislation or Government Directives		
<u>Title</u>	<u>Date</u>	
Flood and Water Management Act 2010	2010	

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>
None	

IMPACT ASSESSMENTS:

1. Equality Duty

1.1. 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 under the Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, gender and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- a) The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- b) Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- c) Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

1.2. Equalities Impact Assessment:

The development of the schemes will have no impact on specific groups with protected characteristics. The schemes when in place will offer all residents and businesses more protection from flooding, and reduce the cost, distress and disruption associated with recovery from flooding. Any schemes that arise as an outcome of this decision would be the subject of their own Equalities Impact Assessment.

2. Impact on Crime and Disorder:

2.1. The development of the scheme has no impact on Crime and Disorder. The scheme when in place will reduce the chances of crime and disorder which could occur during flooding events.

3. Climate Change:

- a) How does what is being proposed impact on our carbon footprint / energy consumption?

Putting effective schemes in place would reduce the amount of energy required to alleviate flooding emergencies through measures such as pumping of flood water, and reduce the resources needed for recovery after an event.

- b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

The severity and frequency of extreme weather events that often cause flooding is linked to the changing climate. The design and capacity of the measures being proposed will take into consideration climate change allowances to make them fit for the future.

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Environment and Transport
Date:	19 September 2017
Title:	Project Appraisal: A32 Farringdon Flood Alleviation Measures
Report From:	Director of Economy, Transport and Environment

Contact name: Paul Prowting

Tel: 01962 845479

Email: paul.prowting@hants.gov.uk

1. Executive Summary

- 1.1 The purpose of this paper is to provide details of a proposed scheme to improve the management of both surface and groundwater conveyed by ordinary watercourses adjacent to the A32 highway through the village of Lower Farringdon, and by a main river to Chawton village.
- 1.2 In the winter of 2013/14, groundwater rose in Lower Farringdon and mixed with surface water run-off from extensive rainfall, discharged onto the A32, and flowed towards the Lower Farringdon crossroads. Flooding lasted from the beginning of February 2014 to the end of April 2014. During this flood incident, approximately 18 properties or their curtilage were directly impacted with 10 internally flooded, and the A32 was closed for 2 months. This caused significant access and travel disruption to local residents and businesses.
- 1.3 Further flooding issues downstream of Lower Farringdon included flood waters effectively cutting off access to Chawton House, and surface water infiltration to combined sewer overflows in Chawton resulting in impacts on domestic sewage systems from the reduction in carrying capacity. Eight homes in the Chawton area were also affected by foul water disruption.
- 1.4 Following a series of investigations and assessments of the flood event, the County Council commissioned consultants to undertake a feasibility study to determine the causes of the flooding and investigate potential measures to alleviate flooding in Lower Farringdon and Chawton.
- 1.5 A package of initial measures for Lower Farringdon and Chawton has now been developed for implementation in the short to medium term. It is proposed that the work is undertaken in two distinct phases.
- 1.6 Phase 1A would seek to improve the capacity and conveyance of the southern (upstream) part of the existing watercourse south from Mary Lane to Woodside Lane, north of the crossroads in Lower Farringdon.

- 1.7 Phase 1B would involve extensive groundworks to improve the remaining downstream length of the existing winterbourne from Woodside Lane to Chawton and Lumbry Park. The objective would be to enhance the capacity of the 'main river' to manage surface water flows during periods of high groundwater levels.
- 1.8 Subject to weather and any unforeseen events, it is planned to carry out Phase 1A by the end of 2017, and undertake Phase 1B in spring and summer 2018.
- 1.9 Once implemented, Phase 1 measures will improve containment of surface and groundwater, and reduce the frequency of flooding on the A32. However, they would be insufficient on their own to fully manage the risk of flooding of a magnitude similar to that which occurred in 2013/14. It is therefore intended that the implementation of Phase 1 will also inform the development of potential longer term measures which, subject to further more detailed work, approvals and funding, will be considered for a future phase or phases.

2. Background

- 2.1 Lower Farringdon is situated on the A32 highway approximately 4km south of Alton and 2.5km south of the village of Chawton. The A32 is a strategic north/south route linking the A31 at Alton with the A272 at West Meon and the M27 at Fareham.
- 2.2 Lower Farringdon and Chawton, and the location of the Phase 1A and 1B measures outlined in this project appraisal, fall within the catchment area of Caker Stream (River Wey) and is part of the River Thames basin. The total area of the catchment is in the region of 88km².
- 2.3 Following many weeks of sustained exceptional rainfall between September and December 2000, Lower Farringdon (Thames Region) suffered severe flooding which resulted in the A32 being closed and 16 homes being evacuated in December 2000. Flooding was widespread and long standing, but eventually waters receded in May 2001. However, in 2003, the 12 homes damaged by the flooding in Chase Field were demolished.
- 2.4 In the winter of 2013/14, groundwater rose again in Lower Farringdon and mixed with surface water run-off from extensive rainfall, discharged onto the A32, and flowed towards the Lower Farringdon crossroads. Flooding lasted from the beginning of February 2014 to the end of April 2014. During this flood incident, approximately 18 properties or their curtilage were directly impacted with 10 internally flooded (mostly cellar), and the A32 was closed for 2 months. This caused significant access and travel disruption to local residents and businesses.
- 2.5 Further flooding issues downstream of Lower Farringdon included flood waters effectively cutting off access to Chawton House, and surface water infiltration to combined sewer overflows in Chawton, resulting in impacts on

domestic sewage systems from the reduction in carrying capacity. Eight homes in the Chawton area were also affected by foul water disruption.

2.6 Given the effect of the flood event on residents, businesses, and infrastructure it was felt that further investigation was required. The County Council therefore commissioned consultants to undertake a feasibility report to determine the causes of the flooding, and investigate potential measures to alleviate flooding in Lower Farringdon.

2.7 The feasibility report made three key recommendations:

- Ensure the existing drainage systems are functioning as well as possible by undertaking maintenance / clearance works;
- Progress the design process to identify the most effective package of potential works including ditch upgrades, culvert upgrades, and water storage areas; and
- Identify and advise on the most suitable property level resilience measures for those properties affected by internal flooding.

2.8 Building on these recommendations, a package of initial measures for Lower Farringdon and Chawton has now been developed for implementation in the short to medium term. It is proposed that this work is undertaken in two distinct phases, Phase 1A and 1B, with potential longer term measures being explored for a possible future implementation phase.

3. Finance

3.1 In September 2016, approval was given by the Executive Member for Environment and Transport for the inclusion of schemes in the County Council's Flood Risk and Coastal Defence (FRCD) programme, and identified as high priority, in a 'Main Programme' with the intention that these should be the immediate focus for the County Council. Lower Farringdon and Chawton are included in the 'Main Programme' and it is proposed that the costs of the works outlined in this report are met from the Flood Risk and Coastal Defence (FRCD) Programme budget.

3.2 The total estimated costs for Phase 1A and 1B is set out in the table below.

3.3	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	15	5	Flood Risk and Coastal Defence Programme	292
	Client Fee	2	1		
	Supervision	25	9		
	Construction	250	85		
	Land	0			

Total	<u>292</u>	<u>100</u>	Total	<u>292</u>
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3.4	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in current expenditure Capital Charge		

4. Scheme Details

4.1 It is proposed that the work is undertaken in two distinct phases.

4.2 Phase 1A would improve the capacity and conveyance of the southern (upstream) part of the existing watercourse from Mary Lane to Woodside Lane, north of the crossroads in Lower Farringdon. The works would include:

- Improvement of existing ditches, widening and deepening to the historic cross-section where possible or, in some locations, if deemed appropriate, greater dimensions;
- Condition survey, improvement and clearance of all existing culverts and pipes;
- Improvement of Thames Water assets as required and as negotiated with the water company. Subject to negotiations and further assessment, it is anticipated that this work will be undertaken by Thames Water at a later date; and
- Replacement, upsizing and installation of new pipes across access to private properties to provide continuity of the network.

4.3 Phase 1B would improve the capacity of the existing watercourse and winterbourne (main river) from Woodside Lane, north to Chawton and Lumbry Park. The works would include:

- Improvement of the existing winterbourne ditches, widening and deepening to the historic cross-section where possible or, in some locations, if deemed appropriate, greater dimensions; and
- Condition survey, improvement and clearance of all existing culverts and pipes;
- Removal of vegetation to ensure flow paths are clear and unhindered.

4.4 A General Arrangement showing the extent of the proposals can be seen in Appendix C of this Project Appraisal report.

- 4.5 Once implemented, Phase 1 measures will improve containment of surface and groundwater, and reduce the frequency of flooding on the A32. However, they would be insufficient on their own to fully manage the risk of flooding of a magnitude similar to that which occurred in 2013/14. It is therefore intended that the implementation of Phase 1 will also inform the development of potential longer term measures which, subject to further more detailed work, approvals and funding, will be considered for a future phase or phases.
- 4.6 The objective of any future phase would be to provide measures capable of managing a volume of combined surface and ground water flows similar to that which occurred in 2013/14 enabling the A32 to remain open. Phase 1 will assist in that by providing an up-to-date pipe condition and topographical survey of newly maintained ditch dimensions and levels.
- 4.7 Subject to weather and any unforeseen events, it is planned to carry out Phase 1A by the end of 2017, and undertake Phase 1B in spring and summer 2018.

5. Community Engagement

- 5.1 Quarterly Multi-Agency meetings with the Parish Council, East Hampshire District Council, Environment Agency, and Thames Water have been held to date, in addition to regular briefings with the Local Member, to inform them of the investigations, studies and reports published. The Local Member fully supports the proposed works outlined in this report.
- 5.2 A communications plan will ensure the dissemination of information to the community, residents and landowners where access is required. Public notices will also be displayed leading up to and during the works.

6. Statutory procedures

- 6.1 Ordinary Watercourse Land Drainage Consents and Environmental Permits will be obtained where necessary. There is a potential requirement for planning permission for more significant engineering works on Phase 1B.

7. Land requirements

- 7.1 Access to private properties and land for survey and flood alleviation works will be required. Some land, particularly in regard to the Phase 1B works, may be required to act as a storage compound for works equipment.

8. Maintenance Implications

- 8.1 Following the Phase 1 works there may be additional ongoing costs from an enhanced maintenance regime for highway assets in known drainage restriction spots. It is anticipated that these costs could be substantially reduced or removed if longer term measures are brought forward in a future phase of works.

- 8.2 It is recognised that maintenance of the watercourse should be undertaken by riparian owners. However, significant lengths of the drainage system have not been maintained for many years and there are some areas where no formal drainage exists. There is therefore a significant amount of improvement work required which is beyond the scope of riparian owner responsibility.
- 8.3 The intention would be to inform each riparian owner that work is to be undertaken on their behalf to re-establish a fully functioning watercourse. The riparian owner would have responsibility for maintaining the watercourse in this condition in future. For those riparian owners that are adjacent to the A32, and where access to maintain the ditches would be from the highway, clear guidance would be issued on how maintenance works should be undertaken in relation to the management of traffic.
- 8.4 Once the works are completed they will be added to the Flood Asset Register. This will ensure that the importance of the assets is recognised, that adequate maintenance is scheduled, and that more weight is given to any enforcement action that may be required in future. The requirement for riparian owners to fulfil their duties in maintaining the ditches will be recommended for inclusion in a local flood action plan so that there is local scrutiny for these activities.

9. Key Risks

- 9.1 The future success of the works undertaken in Phase 1 will be dependent upon riparian owners undertaking regular maintenance works. The County Council expects riparian owners to fulfil their duties. However, based on past experience and the neglect of many ordinary watercourses and main rivers, it is anticipated that the County Council and the Environment Agency may need to take enforcement action or carry out maintenance, and re-charge the riparian owner.
- 9.2 Completion of Phase 1A (upstream) works before Phase 1B (downstream) is not considered likely to cause any flooding issues from any increased water flow as the majority of the work is to increase holding capacity of the ditch system.
- 9.3 It is recognised that in regard to Phase 1B works, potential issues including ecological concerns about habitat clearance and achieving landowner agreement to access the land to carry out works could delay these works.

10. Recommendations

- 10.1 That the Executive Member for Environment and Transport approves the Project Appraisal for the A32 Farringdon Flood Alleviation Measures as outlined in this report.
- 10.2 That approval is given to procure and spend and enter into necessary contractual arrangements to implement the proposed flood alleviation measures as set out in this report, at an estimated cost of £292,000 to be funded from the Flood Risk and Coastal Defence Programme.
- 10.3 That authority to make the arrangements to implement the scheme, including minor variations to the design or contract, be delegated to the Director of Economy, Transport and Environment.

CORPORATE OR 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> Executive Member for Economy, Transport and Environment - Flood Risk and Coastal Defence Programme - Priorities (7526)	<u>Date</u> 15/9/16
Direct links to specific legislation or Government Directives	
<u>Title</u> Flood and Water Management Act Land Drainage Act	<u>Date</u> 2010 1991

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>
A32 Farringdon Feasibility Report	Hantsfile ref doc number HF00001359125

IMPACT ASSESSMENTS:

1. Equality Duty

1.1. 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 under the Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, gender and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- a) The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- b) Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- c) Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

1.2. Equalities Impact Assessment:

The proposals seek to build resilience against flood risk, which should be beneficial to all residents and have no disproportionate impact upon those with protected characteristics.

2. Impact on Crime and Disorder:

2.1. The proposed ground works and development of a flood alleviation scheme has no impact on Crime and Disorder.

3. Climate Change:

a) How does what is being proposed impact on our carbon footprint / energy consumption?

The proposals seek to reduce the high demand for resources including energy that is typical of individuals, communities, and risk management authorities impacted by a flood emergency and / or in a recovery phase.

- b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

The outcomes of this work support communities to become more resilient to flooding events, and considers the effects of extreme weather events.

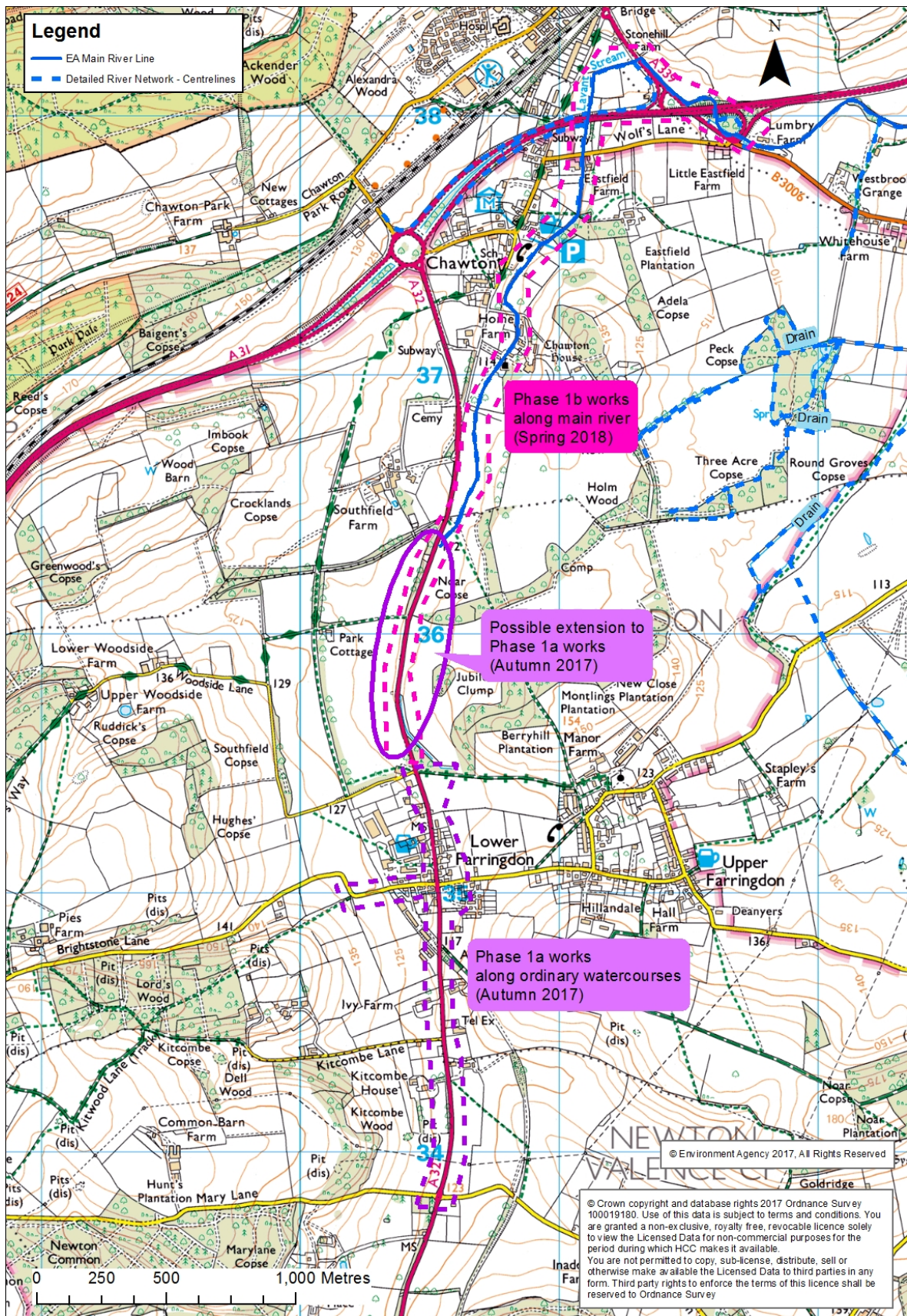


Figure 1 - Plan of Phase 1 works

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Environment and Transport
Date:	19 September 2017
Title:	Hythe Ferry Subsidy
Report From:	Director of Economy, Transport and Environment

Contact name: Peter Shelley

Tel: 01962 847212

Email: peter.shelley@hants.gov.uk

1. Executive Summary

- 1.1. The purpose of this paper is to seek approval to continue the support Hampshire County Council has provided to the Hythe Ferry service for over 30 years, towards the provision of an environmentally friendly alternative transport link for commuters, shoppers and visitors and to support the local economy.
- 1.2. This paper sets out the context of the subsidy request, the background to the involvement of the County Council in the Hythe Ferry service, and the prospects for the new operator which took over the service in April 2017.

2. Contextual information

- 2.1. The Hythe-Southampton ferry is a long established link which has operated for some 700 years. The previous operator ran the service from 1993 until early in 2017 after two changes of provider in the early 1990s. The ferry offers an environmentally friendly alternative to the heavily trafficked A326, and provided 214,418 passenger journeys in the year to 31 October 2016.
- 2.2. This service carries both pedestrians and cyclists who are commuters, shoppers and visitors to both Southampton and Hythe. The ferry links with bus services at both ends, including to the summer Beach Bus tourist service in Hythe, and to both the Solent Way and Hampshire coastal cycle path in Hythe.
- 2.3. Waterborne transport is seen as offering a potential option for coastal communities, and maintaining the Hythe Ferry could offer the basis for future proposals. The ferry service is largely commercial, but Hampshire County Council has provided funding towards the service since the early 1980s at least, through grants towards vessels and the terminals, licence costs, and subsidies. The County Council has provided an annual operating subsidy since 1995. This has been unchanged since 2009 at £55,788 a year. It is paid monthly in arrears. In addition, the County Council pays an annual licence fee of £2,000 to ABP for the use of the terminal at Town Quay, Southampton.
- 2.4. Funding is provided to the incumbent operator of the day, as the operator of the ferry also owns the ferryboat and Hythe pier, which are essential for the operation of the service.

- 2.5. No request for an increase to the subsidy was received from the previous operator.
- 2.6. Blue Funnel Ferries Ltd has, through a company buy out of Hythe Ferry Ltd, taken on the operation of the passenger ferry service between Hythe in Hampshire and Southampton since April 2017. Hampshire County Council provided a grant of £50,000 in April 2017 to enable a replacement vessel to be chartered whilst the normal ferryboat was overhauled so that the service could continue without interruption for the convenience of users and to support the future of the link.
- 2.7. Blue Funnel Ferries Ltd took over the Hythe Ferry after the previous ferry company declared that it was no longer viable for it to continue. Blue Funnel has plans to improve the current vessel, which is getting towards the end of its operating life, and eventually to replace it. The company has bought the Hythe Ferry on the basis that it sees definite potential for the ferry service, but to meet modern customer expectations and to improve reliability, which is essential to retaining regular passengers, the company is seeking an annual subsidy towards improvement costs in the year April 2017 to March 2018 of £75,000 and subject to CPI for future years, if the subsidy continues.

3. Finance

- 3.1. Where County Council contracts have a provision for an inflation increase, the Consumer Prices Index (CPI) is used. The monthly CPI figure for January 2009 when the most recent subsidy figure was set was 84.9, and that for December 2016 was 101.9. If this had been applied, the annual subsidy would have increased to £66,945.60.
- 3.2. The Hythe Ferry has been in receipt of subsidy funding from the County Council since 1995, the most recent annual amount of £55,788, paid until March 2017, was unchanged since 2009 as noted above. Blue Funnel is seeking to reinstate the subsidy paid to the previous operator whilst it develops the service, but has requested that this be increased to £75,000 a year, and that the subsidy be subject to an annual inflation increase in the future.
- 3.3. Southampton City Council contributed funding towards the Hythe Ferry, latterly £7,000 per annum, but this ceased in 2013.
- 3.4. The annual licence fee of £2,000 that the County Council pays to ABP for the use of the terminal at Town Quay, Southampton, would continue.
- 3.5. The proposed subsidy of £75,000, together with the £50,000 grant for replacement vessel charter in April 2017, which has already been paid, are within the available 2017/18 ferries budget, which is part of the public transport budget.
- 3.6. The proposal is for an annual subsidy for the current year, with an option to extend for a second year when a clearer picture of the development of the ferry service under the new operator should be apparent. The payment for the second year if approved, and if the option is exercised, would be uplifted by CPI for December 2017.

4. Performance

- 4.1. If agreed, the County Council would be supporting the Hythe Ferry service to the extent of £75,000 subsidy and £2,000 ABP licence annually, a total of £77,000 per annum. Based on the most recent year's passenger numbers, this would equate to 0.359p per passenger journey compared to a benchmark of £1.67 for subsidised bus journeys.
- 4.2. The subsidy payment, if approved, would be subject to the requirement that Blue Funnel Ferries Ltd enter into and complete a subsidy agreement for specific requirements in relation to the operation of the ferry service. This will include, but not be limited to, timetable, licensing, insurances, and agreed standards for the operation of the service.
- 4.3. The subsidy agreement will set out the level of service and standard of operation that the County Council requires of the ferry service in return for continuing to provide a subsidy. The agreement will allow the County Council to give one month's notice that the subsidy arrangement will cease in the event of defined unsatisfactory service. Either party can terminate the agreement with three months' written notice.

5. Other Key Issues

- 5.1. Reinstating the annual subsidy payment which the service has received since 1995 would be consistent with the grant made by the County Council in April 2017 in supporting the new operator in taking over and developing this long established transport link.

6. Future direction

- 6.1. The new operator sees a positive future for the Hythe Ferry service. Waterborne transport is seen as offering a potential option for coastal communities and maintaining the Hythe Ferry could offer the basis for future proposals.
- 6.2. Given the pressures of the current financial climate, the County Council will regularly need to review all its revenue expenditure, and so no long term guarantees can be given for future revenue funding. The operator is encouraged to develop a financially sustainable model in the future, reducing dependency on County Council subsidy.

7. Recommendation

- 7.1. That the Executive Member for Environment and Transport gives approval for an annual subsidy payment of £75,000.00 to Blue Funnel Ferries Ltd towards the operation of the passenger ferry service between Hythe in Hampshire and Southampton, for the period 1 April 2017 to 31 March 2018, with the option to extend for one year for the period 1 April 2018 to 31 March 2019, to be met from the public transport budget.

CORPORATE OR 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

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.)

DocumentLocation

None

IMPACT ASSESSMENTS:

1. Equality Duty

1.1. 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 under the Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, gender and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- a) The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- b) Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- c) Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

1.2. Equalities Impact Assessment:

The decision will provide for the continuity of this service, and so no disproportionate impact upon people with protected characteristics is anticipated.

2. Impact on Crime and Disorder:

2.1. The proposal is not expected to have any impact on crime and disorder.

3. Climate Change:

- a) How does what is being proposed impact on our carbon footprint / energy consumption?

The proposal continues support for waterborne transport which provides an environmentally friendly alternative to using the busy local road network.

- b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

Waterborne transport provides an option for an environmentally friendly transport alternative for coastal communities. Continuing support for the Hythe Ferry could provide the basis for a wider network in the future.

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HAMPSHIRE COUNTY COUNCIL

Executive Decision Record

Decision Maker:	Executive Member for Environment and Transport
Date of Decision:	19 September 2017
Decision Title:	Appointments to Statutory Joint Committees and Outside Bodies
Report From:	Director of Transformation and Governance - Corporate Services

Contact name: Katy Sherwood

Tel: 01962 847347

Email: katy.sherwood@hants.gov.uk

1. The Decision (PROPOSED):

That the Executive Member for Environment and Transport be requested to make appointments to the Statutory Joint Committees and outside Bodies as detailed below. The term of office to expire in May 2021.

OUTSIDE BODIES AND OTHER ORGANISATIONS

	<u>Name of Body</u>	<u>Description</u>	<u>Previous representatives</u>	<u>Appointment(s) until May 2021</u>
1.	Blackbushe Airport Consultative Committee 1 + (1 deputy)	The Committee looks at how the airport is run and works with the community	Simpson (Collett)	
2.	Bournemouth Airport Consultative Committee 1	The Committee looks at how the airport is run and works with the community	Rippon-Swaine	
3.	Central Hampshire Road Safety Council 4 reps - 1 per division)	To promote and encourage road safety education, training and publicity, encourage and co-ordinate local groups, initiate and promote local road safety campaigns.	Huxstep (Ch). Grajewski, Brooks, Rippon-Swaine	
4.	Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty Partnership Panel 1	The governing body for the Area of Outstanding Natural Beauty.	Rippon-Swaine	
5.	Farnborough Aerodrome Consultative Committee 1	The Committee interacts with local public agencies, residential communities and with Airport users on a range of environmental and other airport issues.	Choudhary	

6.	Langstone Harbour Board 1	The Langstone Harbour Board works to ensure the harbour remains a safe place for work and leisure, as well as an area rich in plant and animal life.	Pearce	
7.	Northern Hampshire Road Safety Council 3 reps – one per division)	To promote and encourage road safety education, training and publicity, encourage and co-ordinate local groups, initiate and promote local road safety campaigns.	Wheale (Ch), Chadd, McNair-Scott	
8.	North of Whiteley Development Forum 2	The Forum is to act as an informal advisory body to discuss and engage with the public on various issues, and advise the relevant authorities accordingly	Woodward, Stallard	
9.	North Wessex Downs Area of Outstanding Natural Beauty – Council of Partners (1 +dep)	The Council of Partners have the task of increasing public understanding and enjoyment of the AONB, and fostering the social and economic well-being of its local communities.	McNair-Scott Only deputy needs appointment (previously Still)	
10.	Queen Elizabeth II Barracks Transport Contributions Steering Group 1		Wheale	
11.	River Wey Trust Management Committee 1	To carry out work and research on the River Wey	Carew	
12.	Solent Forum 2	The Solent Forum is an independent coastal partnership, established in 1992 to develop a greater understanding among the many local and harbour authorities, user groups, marine businesses and agencies involved in planning and management of the Solent. It assists and advises them in carrying out their functions.	G Burgess, Briggs	
13.	Southern Hampshire Road Safety Council 4 reps – 1 per division	To promote and encourage road safety education, training and publicity, encourage and co-ordinate local groups, initiate and promote local road safety campaigns.	Matthews, Carter (Ch), Harvey and Vacancy	
14.	West of Waterlooville Forum 2 (+ deputy)	To comment and advise on the next stages of the implementation of the West of Waterlooville master plan, in particular major elements of community infrastructure, to ensure the success of the community development activities undertaken within the	McIntosh, Stallard (Briggs)	

		development area and advise on how these should progress and to secure the establishment of appropriate local democratic structures for the emerging community that will take responsibility for representing the area from April 2016.		
15.	Winchester BID (Business Improvement District) 1	Winchester Business Improvement District (BID) operates within a defined geographical area, by which non-domestic ratepayers have voted to invest collectively in local improvements that are in addition to those that are already delivered by local statutory bodies.	Mather	

2. Reason for the decision:

2.1. To maintain County Council representation on committees and bodies within the community.

3. Other options considered and rejected:

3.1. Not to make appointments, which would cease County Council representation.

4. Conflicts of interest:

4.1. Conflicts of interest declared by the decision-maker: None

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: 19 September
2017**

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