

## EXECUTIVE DECISION DAY NOTICE

Executive Lead Member for Transport and Environment Strategy Decision Day,  
Executive Member for Highways Operations Decision Day; and  
Executive Member for Climate Change and Sustainability Decision Day

**Date and Time** Monday 7th November, 2022 at 2.00 pm

**Place** Remote Meeting - Remote

**Enquiries to** [members.services@hants.gov.uk](mailto:members.services@hants.gov.uk)

Carolyn Williamson FCPFA  
Chief Executive  
The Castle, Winchester SO23 8UJ

### FILMING AND BROADCAST NOTIFICATION

This decision day is being held remotely and will be recorded and broadcast live via the County Council's website.

Agenda republished on 04/11/22 to update the Appendix to Item 4 and include Item 3, which was not available at the time of publication on 28/10/22

### AGENDA

#### ~ Executive Lead Member for Transport and Environment Strategy ~

#### Deputations

To receive any deputations notified under Standing Order 12.

#### KEY DECISIONS (NON-EXEMPT/NON-CONFIDENTIAL)

**1. PASSENGER TRANSPORT SP23 SAVINGS PROPOSALS** (Pages 5 - 84)

To consider a report of the Director of Economy, Transport and Environment regarding the results from the Passenger Transport Consultation carried out earlier this year and seeking approval for proposals to secure the required £800,000 savings from Hampshire County Council's passenger transport budget.

## **NON KEY DECISIONS (NON-EXEMPT/NON-CONFIDENTIAL)**

### **2. ETE CAPITAL PROGRAMME QUARTER 2 2022/23 (Pages 85 - 98)**

To consider a report of the Director of Economy, Transport and Environment regarding a high-level summary of progress and delivery within the capital programme in 2022/23.

### **3. APPOINTMENTS TO OUTSIDE BODIES (Pages 99 - 100)**

To appoint a deputy for the Langstone Harbour Board local interest Outside Body.

### **4. WATERSIDE TRANSPORT STRATEGY AND ACTION PLAN (Pages 101 - 146)**

To consider a report of the Director of Economy, Transport and Environment regarding a transport strategy and action plan for the Waterside area of the New Forest, developed by Hampshire County Council in partnership with key stakeholders and following a public consultation and building on phase 1 of the strategy work adopted as an interim policy statement in 2017.

### **5. LOCAL CYCLING AND WALKING INFRASTRUCTURE PLANS – UPDATE (Pages 147 - 154)**

To consider a report of the Director of Economy, Transport and Environment regarding an update on progress with developing Local Cycle and Walking Infrastructure Plans (LCWIP) for each area across Hampshire. LCWIPs for the boroughs of Eastleigh, Fareham, Gosport, Havant, the Waterside part of New Forest district and the southern part of the borough of Test Valley have been prepared by the County Council in partnership with key stakeholders following public consultation last year and are submitted for approval.

### **6. TRANSFORMING CITIES FUND – PORTSMOUTH & SOUTHAMPTON: UPDATE (Pages 155 - 166)**

To consider a report of the Director of Economy, Transport and Environment regarding a summary of progress and key risks with respect to delivery of the Southampton and Portsmouth Transforming Cities Fund programme of schemes.

### **~ Executive Member for Highways Operations ~**

#### **Deputations**

To receive any deputations notified under Standing Order 12.

#### **NON KEY DECISIONS (NON-EXEMPT/NON-CONFIDENTIAL)**

##### **7. PUBLICATION OF THE HAMPSHIRE CONCESSIONARY TRAVEL SCHEME 2023-24 (Pages 167 - 174)**

To consider a report of the Director of Economy, Transport and Environment seeking approval to provide the range of concessions detailed for the Hampshire Concessionary Travel Scheme for 2023/2024.

### **~ Executive Member for Climate Change and Sustainability ~**

#### **Deputations**

To receive any deputations notified under Standing Order 12.

#### **NON KEY DECISIONS (NON-EXEMPT/NON-CONFIDENTIAL)**

##### **8. CLIMATE CHANGE ANNUAL REPORT (Pages 175 - 286)**

To consider a report of the Director of Economy, Transport and Environment regarding an update on progress on Climate Change activity across the County Council over the last 12 months from July 2021 to July 2022.

**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 observe the public sessions of the decision day via the webcast.**

## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Lead Member for Transport and Environment Strategy
<b>Date:</b>	7 November 2022
<b>Title:</b>	Passenger Transport SP23 Savings Proposals
<b>Report From:</b>	Director of Economy, Transport and Environment

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#### Purpose of this Report

1. The purpose of this report is to feed back the results from the Passenger Transport Consultation carried out earlier this year and set out how £800,000 savings on Hampshire County Council's passenger transport budget could be achieved and implemented.

#### Recommendations

2. That the Executive Lead Member for Transport and Environment Strategy notes the outcome of the 2022 Passenger Transport Consultation.
3. That the Executive Lead Member for Transport and Environment Strategy approves the approach for the removal of £800,000 budget provision for Passenger Transport services as detailed within this report and based on the results of the Consultation.
4. That approval be given to revise supported services in line with the detailed proposals set out in this report and appendices.
5. That approval be given to remove the specified enhancements to the Concessionary Travel Scheme in Hampshire as set out in this report.
6. That authority is delegated to the Director of Economy, Transport and Environment to take all necessary steps, including entering into contractual arrangements in consultation with the Head of Legal Services, and fulfilling procurement requirements, to implement the proposed changes to bus subsidies and passenger transport expenditure as set out in this report.
7. That authority is delegated to the Director of Economy, Transport and Environment, in consultation with the Executive Lead Member for Transport and Environment Strategy, to make minor variations in subsidy arrangements on specific passenger transport services provided overall budget savings are maintained and changes are consistent with the approach set out in this report.
8. That approval be given to cease the ongoing revenue funding of £11,918pa towards the 76 service between Basingstoke and Andover.

9. That approval be given to cease the ongoing revenue funding of £32,112pa towards the 41 service between Farnborough and Tongham.
10. That approval be given to cease the ongoing revenue funding of £30,848pa which supports cross-boundary bus services.

### **Executive Summary**

11. In Summer 2021, the County Council consulted the public on how it could balance its budget. During this process, respondents were given the opportunity to state whether they agreed or disagreed with a wide range of proposals for achieving budget reductions in line with SP23. Subsequently, the savings programme to 2023 (SP23) was agreed by the County Council in November 2021. It requires the County Council to save a further £80 million by April 2023, of which the Economy, Transport and Environment Department is required to deliver £10.3 million in savings.
12. Following feedback from the budget consultation, a change in the national policy, and an assessment of changes to demand for supported passenger transport services, it was identified that around £800,000 of the required savings could potentially be realised through changes to supported local bus and community transport services.
13. In May 2022, the County Council undertook a further eight-week Countywide consultation with residents specifically seeking feedback on how the Council could implement £800,000 proposed savings from support for passenger transport services, including supported local bus and community transport services. The consultation also looked at removing some discretionary enhancements to the Concessionary Travel Scheme in Hampshire as well as the possibility of increasing some charges and the contributions made by passengers for their service.
14. It is proposed that the savings will come from the following areas:
  - a number of back office savings;
  - reductions in supported local bus services;
  - reductions in Dial-a-Ride and Call & Go services;
  - reductions in Taxishare services;
  - reductions in Community Transport Minibus Group Hire services;
  - increased contributions from passengers towards the costs of service provision; and
  - removal of a number of enhancements currently provided to the Concessionary Travel Scheme.

Full details of these areas can be found within this report.

### **Contextual information**

15. The Transport Act 1985 requires the County Council to identify socially necessary bus services which are not provided by the commercial bus operators. The Act does not set out the level of support required. 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, amended by the Concessionary Bus Travel Act 2007.

16. Areas of public transport that the County Council currently supports include;

<b>Area</b>	<b>Budget provision 2022/23</b>
Support of socially necessary bus services	£2,077,145
Community transport services for those unable to use public transport	£629,136
Taxishare services	£205,428
The Concessionary Travel Scheme (CTS)	£13.1m

17. The £13.1million spent annually on Concessionary Travel Scheme includes the following discretionary enhancements costing a total of £329,000 per year:

- provision of free all-day travel for those people who hold a disabled persons bus pass;
- provision of a companion pass for those people who hold a disabled persons bus pass and cannot travel unaccompanied;
- provision of free travel on routes which have an infrequent service, where there is a journey between 9am and 9.29am and then no subsequent journey until after 10:30am for holders of an Older Person's Pass;
- provision of travel vouchers worth £36 as an alternative for those people are eligible for a disabled persons bus pass; and
- free travel on Hampshire's taxishare services and a 25% fare discount for users of Dial a Ride, Call and Go and Fleet Link services.

18. In addition to the areas outlined above, the Council provides printed and online public transport information, has over 500 real time information displays around the County, provides training for community transport operators and is responsible for approximately 8,000 bus stops in Hampshire.

### **Background to savings**

19. The Covid-19 pandemic has had a negative impact on all passenger transport services in Hampshire, from rail, to ferry, to bus to community transport. Patronage on these services dropped sharply at the outset of the pandemic and, due to a number of factors including changes in the way people work, shop and choose to travel, patronage levels have not recovered. This is especially the case for passengers who hold either an Older Persons' or Disabled Persons concessionary bus pass and therefore might be more hesitant to return to using public and community transport services.

20. This reduction in patronage has led to a fall in fare revenue for all passenger transport services which means it is now more expensive than pre-covid to provide these services. Severe driver shortages and inflationary pressures through rises in living, energy, staff and fuel costs have increased these costs

resulting in the Council being able to afford to buy less service provision before making any of its £800,000 savings.

21. The vast majority of bus journeys in Hampshire are provided commercially. This means that they are funded through the revenue collected on bus. Many services that were commercial pre Covid-19, i.e., those where fare revenue covered the operating costs for providing a service, are no longer so. This means that bus operators will be looking closely at the services that are profitable for them and ceasing the ones that are not. This leaves the County Council with the difficult decision over whether to focus its reduced budget on the existing supported local bus network, or to fund services that are no longer viable for bus operators to run.
22. This situation is compounded by the Government's decision not to award any funding to Hampshire County Council, amongst other local authorities, for its Bus Service Improvement Plan (BSIP). Hampshire County Council has a well regarded record of partnership working with commercial bus providers and the community transport sector alike. This is one of many reasons the Council was disappointed not to be successful in receiving funding to implement its BSIP. A funded BSIP would have seen investment in key public transport corridors, lower fares, improved infrastructure, pump-primed new commercial bus services and generated modal shift to more sustainable forms of transport, a key element of achieving decarbonisation.
23. As detailed above, the bus industry is facing a once in a generation shift in its operating model. In September 2022, an All Member Briefing was held on this issue, highlighting the structural change to bus services that is taking place nationally and the impacts this will have on how services will operate in the future.
24. The briefing outlined that some of the challenges described above are indicative of a long term change in demand indicating that there will be a re-basing of the bus network to a lower level. It is likely that Hampshire will experience some or all of the following;
  - the current extent of the supported bus network becoming unaffordable;
  - rural bus services being the hardest impacted as they are the least viable and have the highest costs; and
  - some suburban services ceasing to operate or seeing reductions in service levels.
25. Whilst the County Council's financial support is important to those who benefit from it, it only makes up a very small proportion of income to bus operators, who will be looking to transform the way in which they work given the pressures they face. The impacts of these challenges could include:
  - it becoming more challenging for students to access school or college via public bus as services decline;
  - new school-only services may be needed with higher costs for Hampshire County Council in providing transport for eligible pupils;
  - Colleges needing to evaluate their transport needs quickly and may need to commission new college services at cost, or rely on pupils making their own arrangements;



- some health-related journeys currently taking place on the local bus network no longer being possible. Some of these would be new customers for NHS patient transport services; and
  - rural patients seeing declining opportunities to access healthcare unless other support mechanisms are in place.
26. Similar pressures can be seen in the County Council's Community Transport services. Fuel and driver costs in particular have caused this sector an immediate pressure with the costs to maintain an aging vehicle fleet increasing.
27. It is for these reasons that going forward the operating model that has been used to dictate funding for passenger transport services over the last decade or so, may be required to adapt and change. This would ensure that the operating model continued to be fit for purpose and be able to respond to the issues facing the residents of Hampshire.
28. The current climate, as outlined above, means that the £800,000 savings are needed to be made at a particularly challenging time and as a result, in order to deliver a balanced budget, significant reductions are proposed.
29. It is for these reasons that recommendation 7 is proposed. Between the time of writing this report and April 2023, when the proposed changes would be due to be implemented, it may be necessary to make minor changes to the individual subsidy arrangements detailed within this report and its appendices to respond to market forces outside the control of the Council.

### **Consultation Approach**

30. In 2021, the County Council undertook the 'Serving Hampshire - Balancing the Budget' consultation. This was designed to give Hampshire residents and stakeholders the opportunity to have their say about ways to balance the County Council's budget. It sought views on several high-level options that could contribute towards balancing the revenue budget, and any alternatives not yet considered – as well as the potential impact of these approaches. Within this consultation, respondents were given the opportunity to state the extent that they agreed or disagreed that the County Council should seek to reduce and change services in order to contribute to anticipated savings.
31. Following this, the County Council undertook a further Countywide consultation with residents specifically focussing on seeking views on how the Council should implement the £800,000 proposed savings from support for passenger transport services. The consultation ran from 30 May until 24 July 2022, and in total 2,596 responses were received, of which 71 came from organisations. The sample size indicates that the consultation has reached a large number of people who might be impacted by the changes and can be considered robust.
32. The consultation included those public bus services which receive financial support from Hampshire County Council, Community Transport services, and the use of the older persons' bus pass and disabled persons' bus pass on community transport services and Taxishares.
33. Respondents were asked for their preference on options for each potential area of saving. A number of free text boxes allowed respondents to express their general opinions and to provide detail on the impact that the proposals would

have should they be implemented, either on themselves or the organisation that they represented.

34. A Consultation Information Pack and Response Form were made available to view, print, and download from the County Council's website. Information was sent to Members of the County Council and users and representative groups across Hampshire. Responses could also be submitted through an online questionnaire accessed via this link: [Consultation on proposed changes to supported passenger transport services and the Concessionary Travel Scheme in Hampshire | About the Council | Hampshire County Council \(hants.gov.uk\)](#).
35. 2,667 printed copies of the consultation Information Pack and Response Form were made available to bus and community transport operators, at all libraries and discovery centres in Hampshire, they were also sent to all registered Dial a Ride and Call & Go users, taxishare users and distributed at bus stations and key bus stops across the county.
36. Whilst printed copies were not sent to every existing user of Travel Vouchers due to the cost that would be incurred, those people were written to in order to inform them of the consultation and given the opportunity to request a pack.
37. An easy read version of the report and response form was promoted online and sent out to those who requested this. Printed copies were sent out by request to community transport operators for those passengers who they felt would benefit from this version.
38. A two page summary was produced and distributed to all community transport users to make it as easy as possible for passengers to respond.
39. In addition, the consultation was promoted via:
  - Social Media - (corporate and service accounts for Facebook, Twitter, LinkedIn and Instagram) plus the paid for social media advertising which saw the consultation advert shown 1,386,971 times resulting in almost 9,000 people "clicking" to see more;
  - [www.hants.gov.uk](http://www.hants.gov.uk) including a banner on the concessionary travel webpages;
  - Your Hampshire article;
  - bus stops via electronic posters on Real Time Passenger Information displays across Hampshire;
  - through a stakeholder mailing list with over 5,000 contacts;
  - through a targeted communication to Parish Councils;
  - a surveyor issuing 238 packs at 13 locations across Hampshire;
  - two special meetings of the Passenger Transport Forum attended by 139 stakeholders who have an interest in passenger transport services;
  - posters printed and distributed to transport operators to place in vehicles of services that may be impacted; and
  - within the Council to raise awareness across departments.
40. A full breakdown of responses is provided in Appendix 1.

## Headline Summary of Consultation Outcomes

41. As a general principle, 50% of respondents showed a preference towards the principle of paying more to use services over seeing higher levels of service reductions. This preference was higher for the 311 users of Dial a Ride and Call & Go services, who responded with 68% favouring the approach of paying a greater contribution towards the costs of providing a service.
42. Proposal One: To make operational changes to the current public bus and community transport services which Hampshire County Council supports:
  - respondents showed a slight preference for spend to be prioritised on supported local bus services;
  - respondents were clear that they would prefer spend to be prioritised on the services they themselves rely upon;
  - respondents showed a preference to retain the number of destinations they could travel to and instead, see a reduction in the number of journeys they could make;
  - respondents showed a preference to retain the spread of the week services operate and instead, see a reduction to the number of times per day a service runs; and
  - in the face of difficult choices, a high proportion of respondents found it difficult to state their preferences on how services should be reduced.
43. Proposal Two: To make operational changes to the current Minibus Group Hire Schemes which Hampshire County Council supports:
  - respondents were not provided with options for this proposal and instead given the opportunity to feed back their views. A third of respondents felt that more should be done to increase the uptake of these services. 18% did not wish to see any reduction to these services whilst 16% felt that less should be spent on them.
44. Proposal Three: To stop providing travel vouchers to individuals who are eligible for a Disabled Person's Bus Pass as an alternative to the pass:
  - respondents were asked what they felt the impacts of removing this enhancement to the concessionary travel scheme would be. Those not in receipt of vouchers more commonly felt that the biggest impact would be that people would be unable to make their journeys without the provision of vouchers (40%). However, of the respondents in receipt of these vouchers, over half suggested that they would continue to travel by self funding a taxi.
45. Proposal Four: To remove the use of the Older Person's Bus Pass and Disabled Person's Bus Pass on Taxishare, Dial-a-Ride and Call & Go services:
  - a third of all respondents did not know whether their preference was to remove the use of passes and retain a higher level of service, or keep the pass discount and see services reduce more;
  - when looking at responses from users of Dial a Ride and Call & Go services, two thirds favoured removing the use of the passes over seeing higher levels of service reductions; and
  - a similar picture was seen from users of Taxishare services with 46% of respondents who were taxishare users favouring the removal of free travel

compared to 30% who preferred to retain this discount and seeing additional service reductions.

46. Proposal Five: To introduce a £1 fare for all single Taxishare journeys:

- over half of all respondents (54%) felt that a £1 charge for each journey on a taxishare service was about right with only 7% suggesting that it should be lower.

47. Proposal Six: To work towards a common fare approach for Dial-a-Ride and Call & Go schemes across Hampshire while reducing the subsidy of these services:

- from the options given, there was clear consensus (78%) that respondents favoured passengers making a greater contribution to these services through a more consistent fare structure over seeing greater service reductions. The consensus increased in the responses from users of these services to 89%; and
- there was a general consensus that the proposed £6 minimum fare for local journeys and £8 minimum fare for longer journeys was about right. When asked what respondents wanted to pay, there was a preference for paying slightly less; £5.23 for short journeys and £6.87 for longer journeys.

48. Proposal Seven: To increase the fees charged for replacement of lost bus passes to cover the administration costs:

- over half of all respondents felt that £20 was about right with £16.80 being the average charge suggested.

49. Impacts of all proposals:

- The report in Appendix 1 sets out the impacts that respondents felt would be likely if services were reduced.

### **Back Office Savings**

50. In total, £155,000 is proposed to come from the County Council making back office savings and efficiencies, thus avoiding the need to cut further frontline services and increasing income to the County Council.

### **Supported Local Bus Services**

51. It is proposed that £273,200 pa is removed from the supported local bus network.

52. In addition to this, it is proposed that £30,848 per annum of funding for cross boundary bus services, including the 67 (Shipton Bellinger), 54, 91,92 & 93 (Petersfield), 5 and Kite (Aldershot) is withdrawn. These services represent a pressure to the existing local bus budget of £30,848 per annum. Whilst it has been possible to absorb this pressure through fortuitous savings elsewhere in the wider budget, the implementation of these proposals would mean it is no longer considered possible to rely on this approach. Hampshire County Council makes a small contribution to the costs of these cross boundary services which are contracted by other local authorities.

53. It is also proposed that a contribution of £11,918per annum towards the Stagecoach 76 service and £32,112 per annum for the Stagecoach 41 service also be removed. The funding streams used to fund these services will expire

on 31 March 2023 thus generating a £40,030 per annum pressure on the local bus budget which cannot be accommodated going forward.

54. Due regard to the outcomes of the consultation has been made when drawing up each proposal and, where possible, the Council has tried to meet the preferences of respondents. The detail for these proposals has been worked up in partnership with Hampshire's bus operators against the backdrop of historic and current demand, available alternatives and a view to the impact on service changes that was identified through the consultation.
55. Services that will be withdrawn or reduced are shown in Appendix 2.

### **Dial a Ride and Call & Go services**

56. It is proposed that £58,400pa is removed from the Dial a Ride and Call & Go services that the County Council supports.
57. The services which will see the biggest impact are those that offer poorest value for money overall to the County Council.
58. Appendix 2 provides full detail of changes on a service by service basis with the proposed revised contract values.
59. In most cases, these services are jointly funded by Borough/District/Parish/Town Council funding partners. This report details the funding reduction that Hampshire County Council proposes and the corresponding changes to service levels that would result. The Council's funding partners will be making their own decisions on whether to retain their existing funding levels for these services. If joint funding is also removed, the services will see further reductions than are set out in this report as illustrated in Appendix 2.
60. The total sum of match funding currently received per annum for these services is £482,016.
61. In some areas, there is duplication of supported services, particularly with taxishare and Dial-a-Ride and Call & Go services. In general, respondents of the consultation preferred to make a higher financial contribution to services than to see additional service reductions. As a result, this report proposes that several taxishares be amalgamated into the Dial a Ride or Call & Go service that is operating in the same area.
62. This approach retains service provision for passengers albeit at a greater personal cost. This is in line with the preferences expressed in the consultation. Neither Havant Call and Go, nor Fleet Link services will see any savings made to contract values as a result of this approach.
63. Following feedback from the consultation, it is proposed to introduce a standardised minimum charge of £6 for a local fare and £7 fare for longer journeys be introduced across all schemes. Whilst the higher number of respondents felt that the £8 fare was about right, £7 is more aligned with the average minimum fare suggested. Schemes where fares currently exceed this will see no change. All fares would increase annually in line with inflation.

64. It is proposed that these changes in fare structure be introduced incrementally to allow those who will see the greatest change in cost for using the service to adapt slowly recognising the current pressures on cost of living.
65. Currently, Dial-a-Ride and Call & Go services each have different eligibility criteria, with Call & Go being less prescriptive. It is proposed that following the savings being made to these services, all Dial-a-Ride services are converted to operating under Call & Go criteria and therefore becoming accessible by a wider section of Hampshire's population.
66. It is also proposed that the County Council works towards rebranding all Community Transport services as "Connect" to increase the awareness of these services within local communities. In addition, the County Council will recommence its program of community transport vehicle replacement, funded from existing one-off capital funds, paused since the outset of the pandemic, to reduce the financial burden of increasing maintenance costs for older vehicles and make services more attractive to new users.

### **Community Transport Minibus Group Hire services**

67. It is proposed that £76,800 is removed from the funding spent on Minibus Group Hire services. This figure is higher than that of the Dial-a-Ride and Call & Go schemes in recognition of the slower recovery of these services from the impact of the Covid-19 pandemic.
68. The services which will see the biggest impact are those that offer the poorest value for money overall to the County Council.
69. Appendix 2 provides full detail of changes on a service by service basis and the proposed revised contract values.
70. It is proposed that, these services are also rebranded "Connect" as part of a strategy to increase awareness and patronage. In addition, the County Council will recommence its program of community transport vehicle replacement, funded from existing one-off capital funds, paused since the outset of the pandemic, to reduce the financial burden of increasing maintenance costs for older vehicles and make services more attractive to new users.

### **Taxishare Services**

71. It is proposed that £50,500 is removed from the funding spend on Taxishare services.
72. The following services will be amalgamated into their local Dial-a-Ride/Call & Go service and therefore withdrawn:
  - Clanfield, Catherington and Lovedean Taxishare. This will be amalgamated into Havant Call & Go contributing £21,444 towards the £50,500 saving in this area;
  - Fleet, Church Crookham and Crookham Village Taxishare. This will be amalgamated into Fleet Link contributing £6,816 towards the £50,500 saving in this area; and
  - 95 East Stratton to Winchester service will be withdrawn.
73. Appendix 2 provides the full detail of the changes on a service by service basis and the proposed revised contract values.

- 74. It is proposed that a £1 flat fare be introduced per journey. This means that a return journey would cost £2. This will contribute to the operating costs of the service. Fares would increase annually in line with inflation.
- 75. Given the uncertainty of the Council's future funding position in the medium term, it may be necessary to revisit these costs given the clear preference shown in the consultation for passengers to make a greater contribution towards the costs of their journey over seeing higher levels of service reductions.
- 76. It is proposed that, as with other community transport services, taxishares be rebranded "Connect" as part of a strategy to increase awareness and patronage.

**Replacement of lost or damaged concessionary passes**

- 77. As previously mentioned, respondents to the consultation, including 1,791 who held a concessionary pass showed a preference towards higher charges over seeing greater service reductions.
- 78. The consultation asked respondents how they felt about a potential replacement charge of £20 for bus passes that were lost or damaged. 54% of respondents who held a bus pass felt that this charge was about right or should be higher. However, when given the opportunity to set out what they felt the charge should be, respondents overall gave an average of £16.80.
- 79. As a result, it is proposed that the price for a lost or damaged concessionary pass should be increased to £18, rather than the £20 consulted upon.
- 80. As is the case currently, there would be no charge for concessionary passes that are stolen on the production of a valid Crime number.

**Removal of some Enhancements to the Concessionary Travel Scheme**

- 81. It is proposed that the County Council ceases the provision of £36 of taxi vouchers as an alternative to a Disabled Person's Bus Pass. This would contribute £95,000 of savings each year.
- 82. It is proposed that the 25% fare discount on Dial-a-Ride and Call & Go services and free travel on taxishare services be removed. This would contribute £44,000 of savings each year.
- 83. The County Council made a commitment prior to commencing the consultation, to make no change to the other discretionary enhancements to the Concessionary Travel Scheme in Hampshire.

**Finance**

84. The table below illustrates where the proposed savings would come from. The full detail can be found within Appendix 2:

Area	Saving	Detail
Back office savings	£155,000	These savings come from back office efficiencies.
Proposal One – To make operational changes to the	£273,200	Supported local bus service reductions

current public bus and community transport services which Hampshire County Council supports.	£58,400	Dial-a-Ride and Call & Go service reductions
	£50,500	Taxishare service reductions
	£1,000	Increase to hire fees on Wheels2Work Scheme
Proposal Two - To make operational changes to the current public bus and community transport services which Hampshire County Council supports	£76,800	Community Transport Group Hire Services.
Proposal Three: To stop providing travel vouchers to individuals who are eligible for a Disabled Person's Bus Pass as an alternative to the pass	£95,000	Removal of travel vouchers as enhancement to concessionary travel scheme
Proposal Four: To remove the use of the Older Person's Bus Pass and Disabled Person's Bus Pass on Taxishare, Dial-a-Ride and Call & Go services	£44,000	To cease providing a 25% discount on Dial-a-Ride and Call & Go services and free travel on Taxishare services for concessionary pass holders.
Proposal Five: To introduce a £1 fare for all single Taxishare journeys	£16,000	
Proposal Six: To work towards a common fare approach for Dial-a-Ride and Call & Go schemes across Hampshire while reducing the subsidy of these services	£14,600	Increased contribution from passengers towards the costs of providing the service.
Proposal Seven: To increase the fees charged for replacement of lost bus passes to cover the administration costs	£15,500	Charges to increase from £14 to £20 for damaged or lost passes. No charge will be made for stolen passes if a crime number is provided.
<b>Total</b>	<b>£800,000</b>	

85. As set out in paragraphs 52 and 53, there is a pressure of £74,878 on the local bus budget. It is proposed that this pressure is resolved through the further service reductions as detailed within Appendix 2.

86. The tables below illustrate how the proposed savings for each passenger transport service would impact Hampshire split by geographical areas.



## Supported Local Bus Services

District / Borough	Existing spend	Proposed spend	Spend decrease	Services Impacted
Aldershot, Farnborough and Fleet area	£213,702	£181,620	15%	<ul style="list-style-type: none"> <li>• 7 Hartley Wintney to Basingstoke</li> <li>• 9 Cove to Farnborough</li> <li>• 41 Farnborough to Tongham (existing budget pressure)</li> </ul>
Andover Area	£174,341	£128,839	26%	<ul style="list-style-type: none"> <li>• Andover Villages services</li> </ul>
Basingstoke Area	£264,655	£238,918	10%	<ul style="list-style-type: none"> <li>• 76 Basingstoke to Andover (existing budget pressure)</li> <li>• 4 Basingstoke to Chineham</li> <li>• 54 Hannington to Basingstoke</li> <li>• 74 Overton Local</li> </ul>
East Hampshire area	£309,660	£300,591	3%	<ul style="list-style-type: none"> <li>• X17 Bishops Waltham to Petersfield</li> <li>• 71 Froxfield to Petersfield</li> <li>• 94 Buriton to Petersfield</li> </ul>
Eastleigh Area	£200,074	£186,615	7%	<ul style="list-style-type: none"> <li>• X6/X7 Chandlers Ford to Eastleigh</li> <li>• X15 Hamble to Eastleigh</li> </ul>
Fareham and Gosport area	£224,517	£190,517	15%	<ul style="list-style-type: none"> <li>• 20 Fareham to Wickham</li> <li>• 21 Fareham to Hill Head</li> <li>• F3</li> </ul>
Havant area	£68,212	£43,212	37%	<ul style="list-style-type: none"> <li>• 27 Havant to Emsworth</li> </ul>
New Forest area	£318,766	£286,566	10%	<ul style="list-style-type: none"> <li>• New Forest Cango</li> </ul>
Romsey area	£75,154	£37,406	50%	<ul style="list-style-type: none"> <li>• 36 Lockerley to Romsey</li> <li>• 39 Nomansland to Romsey</li> </ul>

Winchester area	£197,216	£178,813	9%	<ul style="list-style-type: none"> <li>46 Winchester to North Baddesley</li> </ul>
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87. Services in Romsey are proposed to see the biggest impact on funding with a potential reduction of 50% compared to existing funding levels. The Council currently subsidises each passenger trip on the 36 service by £50.25. Even pre pandemic this was £35.93. The Council currently subsidises each passenger trip on the 39 service by £9.80, pre pandemic this was £6.31. This is an unaffordable subsidy each time a passenger travels, particularly when there are alternative services available in the area for most passengers.
88. Services in Havant and the Andover area are proposed to see the next biggest impact on funding. Again, the Andover Villages service sees a higher subsidy of £8 per passenger trip and can be converted to a demand responsive alternative. The proposed savings from the 27 service in Havant come from realigning the timetable around existing demand.
89. It is worth noting that services in East Hampshire and Winchester are proposed to see lower reductions in funding. This is because the services which are most costly to the County Council in these areas provide a service to enable high numbers of entitled students to access education. In the future, it is proposed that a full review will be carried out to ensure that this funding model continues to offer best value for the County Council overall.

### Community Transport Services

District / Borough	Existing spend	Proposed spend	Spend decrease	Services Impacted
Basingstoke	£115,533	£97,989	15%	Basingstoke Dial-a-Ride
East Hampshire	£50,542	£27,224	46%	East Hampshire Call & Go (inc Alton DAR) East Hampshire Group Hire
Eastleigh	£130,074	£101,378	22%	Eastleigh Dial-a-Ride (incl. Parish Link) Eastleigh Group Hire
Fareham	£35,402	£29,615	16%	Fareham Dial-a-Ride Fareham Group Hire
Gosport	£33,044	£26,870	19%	Gosport Dial-a-Ride Gosport Group Hire
Hart	£24,898	£23,423	6%	Yateley element of the Rushmoor and Hart Group Hire
Havant	£50,760	£35,674	30%	Havant Group Hire
New Forest	£40,368	£31,893	21%	New Forest Call & Go New Forest Group Hire

Rushmoor	£45,085	£36,375	19%	Rushmoor Dial-a-Ride Rushmoor element of the Rushmoor and Hart Group Hire
Test Valley	£37,176	£29,973	19%	Test Valley Call & Go Test Valley Group Hire
Winchester	£66,242	£53,515	19%	Winchester Group Hire Winchester Dial-a-Ride

\* Savings are not proposed for Yateley Shopper and Fleet Link (Hart), Havant Call & Go (Havant) and Denmead Shopper (Winchester).

90. The proposed savings for Community Transport services have been calculated following a robust two stage methodology; a reduction based on a percentage figure and a reduction based on value for money. It is for this reason, that the proposed reduction varies between schemes, with schemes that offer better value for money seeing lower proposed savings. The methodology used is as follows:

- a 10% reduction was made across all Dial a Ride and Call & Go schemes;
- a larger 15% reduction was made across all Community Transport Minibus Group Hire Schemes recognising that these schemes have seen a slower recovery from the pandemic;
- £22,000 savings were made across all Dial a Ride and Call & Go schemes based on their value for money to the Council measured by cost per service hour and cost per passenger trip; and
- a larger £49,000 in savings was made across all Community Transport Minibus Group Hire Schemes based on their value for money to the Council measured by cost per hire. Again, this larger contribution was in recognition that these schemes have seen a slower recovery from the pandemic.

### **Taxishare Services**

<b>District / Borough</b>	<b>Existing spend</b>	<b>Proposed spend</b>	<b>Spend decrease</b>	<b>Services Impacted</b>
Basingstoke	£ 2,582	£2,582	0	No changes proposed
East Hampshire	£30,975	£9,531	69%	Clanfield, Catherington and Lovedean Carshare
Eastleigh	£12,721	£12,721	0	No changes proposed
Fareham	£9,144	£9,144	0	No changes proposed

Hart	£40,212	£26,455	34%	210 Long Sutton, South Warnborough, Upton Grey to Basingstoke Taxishare Crondall & Ewshot Taxishare Fleet Taxishare
Havant	£15,216	£14,046	8%	Hayling Island Carshare
New Forest	£22,284	£20,184	9%	Burley Taxishare
Test Valley	£38,100	£ 38,100	0%	No changes proposed
Winchester	£34,194	£22,165	35%	96 Meon Valley Taxishare 38 Southwick Taxishare 95 East Stratton to Winchester

There are currently no taxishare services in either Gosport or Rushmoor.

91. The two areas which see the proposed biggest impact on services, East Hampshire and Hart, do so because entire services (Clanfield, Catherington and Lovedean Taxishare and Fleet Taxishare) are proposed to be ceased with the passengers transferring onto the relevant Community Transport service (Havant Call & Go and Fleet Link). This option is not operationally possible for all taxishare schemes.
92. Winchester also sees a relatively high proposed reduction because the schemes impacted had relatively high frequencies and therefore reductions would have a lower impact or they offered poorer value for money than some other services. In the case of the 95 & 96 services, both factors applied.

### **Consultation and Equalities**

93. Within the consultation, a number of free text boxes allowed respondents to express their general opinions and to provide detail on the impact that the proposals would have should they be implemented, either on themselves or the organisation they represented.
94. Broadly, the biggest impact raised was on service users, many respondents commented on the lack of access to shops or healthcare provision that they felt would result from potential reductions. 10% of respondents who listed an impact of potential service reductions were concerned about the social isolation that could result from these changes. This was particularly the case for older and disabled people, along with people who identified themselves as having lower household income and those from rural areas.
95. There were themes of concern over the impact of reductions in community transport and rural bus services, which in many cases would affect the most vulnerable of Hampshire's residents. Concerns over the transferred cost of savings on other areas of County Council spend were raised, particularly the balance between reducing budgets and maintaining social independence due to the potential costs of care.

96. The proposals around increased charges again generated many comments on the impacts these would have on service users. This was highest amongst older and disabled people and those from low-income households. Concerns over increasing living costs were raised and 12% of respondents who had commented on proposals about increased charges, were concerned about the loss of independence that individuals could experience.
97. A full breakdown of the impacts respondents identified through the consultation can be found in Appendix 1.
98. An Equality Impact Assessment (EQIA) was carried out as part of the consultation that ran between May and July 2022.
99. A further EQIA has been carried out following the consultation which identifies the impacts that would affect those who have protected characteristics if the proposals are approved, which can be found at this link: [ETE-Passengertransport-SP23-SavingsProposals-2022-11-07](#).
100. The main findings of the EQIA process were that:
- the proposed savings would have a negative impact on people who identified as falling within the following protected characteristic categories;
    - i. Age
    - ii. Disability
    - iii. Pregnancy and Maternity
    - iv. Race
    - v. Religion or belief
    - vi. Sex
    - vii. Poverty and rurality; and
  - the impact would be neutral for people who identified as falling within the following protected characteristic categories; gender reassignment, sexual orientation and marriage and civil partnership. No evidence could be found that identified the impact on these people being any different to those who do not fall within these categories of protected characteristic.
101. The EQIA illustrates the cumulative impact on people who identify as having multiple protected characteristics. For example, Hampshire's supported bus and community transport services are predominately used by women over pensionable age. In this example, women over pensionable age would see a disproportionately negative impact over people who do not have these protected characteristics. A more detailed analysis has been carried out specifically on the views of the women, as the most represented group in the consultation, and fed into the EQIA. This has ensured that the EQIA is as robust as is possible in its assessment of the impacts of these proposed changes. In addition, this process aided the development of the proposed mitigations designed to reduce this disproportionately negative impact as far as is possible.
102. It is inevitable that reductions such as those which are proposed will have a negative impact on many groups of people who have protected characteristics. Whilst the County Council does not have the budget available to fully mitigate these impacts, the following actions have been proposed:

- the proposed reductions in supported bus and community transport services have been designed using the feedback from the consultation to ensure that the preferences respondents identified have been considered;
- historic and current patronage data has also been considered to ensure that the proposed reductions impact the fewest number of people;
- the County Council does not propose to remove all enhancements to the Concessionary Travel Scheme, which means those people eligible for a Disabled Person's bus pass, will continue to be entitled to free all day travel across the week. In addition, those disabled people who cannot travel alone will continue to be eligible for a Companion Pass. Lastly, those people who have infrequent services, as set out in the detail of this report, will continue to be able to use their passes before 9:30am;
- within this report it is proposed that all Dial-a-Ride services move to Call & Go Services, albeit branded as Connect. This would see services have the widest possible eligibility criteria, ensuring that these services can be used by as many of Hampshire's residents as possible. It is known both through the consultation and data collected by the County Council that more women than men rely on these services so the proposal to make them available to as many people as is possible, would reduce the cumulative impact on this protected characteristic;
- following consultation feedback, the proposal to increase the minimum fares on Dial-a-Ride and Call & Go services to £6 for a local journey and £8 for a longer journey has been revised. Instead, this report proposes a minimum standard charge of £6 for a local journey and £7 for a longer journey to recognise the impact that the increasing costs of living are having on individuals;
- it is proposed that these fares be increased incrementally to assist those on lower incomes to adapt to the new charging regime; and
- similarly, the proposed price for replacing a lost or damaged concessionary bus pass has reduced from £20, as detailed within the consultation, to £18.

### **Climate Change Impact Assessments**

103. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.
104. The tools are broadly designed for single initiatives and projects. They are not adapted to be relevant to a wide number of proposals, such as those within this report, and therefore cannot be used on this occasion.

### **Carbon Mitigation**

105. The vast majority of bus services in Hampshire are provided commercially, this means that they do not receive subsidy from the County Council and therefore the content of this report will not have an impact on these services.

106. Whilst public and community transport is a key tool in achieving decarbonisation, the reduction in demand as a result of the Covid-19 pandemic cannot be ignored. This means that some supported services are operating with very few passengers. Removing these services, and therefore ensuring more people travel each time a service operates, mitigates some of the carbon impact from service provision.
107. The County Council will continue with its capital funded infrastructure projects, such as those arising from the Transforming Cities Fund and South East Hants Rapid Transit, to ensure that the commercial network can thrive and continue to be a key component of modal shift.
108. In addition, the County Council will continue to work within the framework of the proposed Local Transport Plan 4 and Bus Service Improvement Plan, both of which have decarbonisation as a key objective.
109. The County Council will work with its operators to ensure that the services it supports are as widely known as is possible to attract back old and new users alike.

### **Conclusions**

110. If approved, the recommendations would be implemented between December 2022 and March 2023.
111. New or modified contract arrangements would be in place until existing contracts expire.
112. A further round of passenger transport forums will be held in Winter 2022/23 to communicate the changes.

**REQUIRED CORPORATE AND LEGAL INFORMATION:**

**Links to the Strategic Plan**

<b>Hampshire maintains strong and sustainable economic growth and prosperity:</b>	yes
<b>People in Hampshire live safe, healthy and independent lives:</b>	yes
<b>People in Hampshire enjoy a rich and diverse environment:</b>	yes
<b>People in Hampshire enjoy being part of strong, inclusive communities:</b>	yes

**Other Significant Links**

<b>Links to previous Member decisions:</b>	
<u>Title</u>	<u>Date</u>
<a href="#">Savings Programme to 2023 - Revenue Savings Proposals - 23 Sept 2021</a>	23 Sept 2021

**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	



## **EQUALITIES IMPACT ASSESSMENT:**

### **1. Equality Duty**

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 by or under the Act with regard to the protected characteristics as set out in section 4 of the Act (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation);
- Advance equality of opportunity between persons who share a relevant protected characteristic within section 149(7) of the Act (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic within section 149(7) of the Act (see above) and persons who do not share it.

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

- The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- 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.

### **2. Equalities Impact Assessment:**

2.1. An Equality Impact Assessment (EQIA) was carried out and published as part of the consultation that ran between May and July 2022.

2.2. A further EQIA has been carried out following the consultation which identifies the impacts that would affect those who have protected characteristics if the proposals are approved.

2.3. The main findings of the EQIA process were that:

- the proposed savings would have a negative impact on people who identified as falling within the following protected characteristic categories;
  - i. Age
  - ii. Disability
  - iii. Pregnancy and Maternity
  - iv. Race
  - v. Religion or belief

vi. Sex

vii. Poverty and rurality; and

- the impact would be neutral for people who identified as falling within the following protected characteristic categories; gender reassignment, sexual orientation and marriage and civil partnership. No evidence could be found that identified the impact on these people being any different to those who do not fall within these categories of protected characteristic.

2.4. The EQIA illustrates the cumulative impact on people who identify as having multiple protected characteristics. For example, Hampshire's supported bus and community transport services are predominately used by women over pensionable age. In this example, women over pensionable age would see a disproportionately negative impact over people who do not have these protected characteristics. A more detailed analysis has been carried out specifically on the views of the women, as the most represented group in the consultation, and fed into the EQIA. This has ensured that the EQIA is as robust as is possible in its assessment of the impacts of these proposed changes. In addition, this process aided the development of the proposed mitigations designed to reduce this disproportionately negative impact as far as is possible.

2.5. It is inevitable that reductions such as those which are proposed will have a negative impact on many groups of people who have protected characteristics. Whilst the County Council does not have the budget available to fully mitigate these impacts, the following actions have been proposed:

- the proposed reductions in supported bus and community transport services have been designed using the feedback from the consultation to ensure that the preferences respondents identified have been considered;
- historic and current patronage data has also been considered to ensure that the proposed reductions impact the fewest number of people;
- the County Council does not propose to remove all enhancements to the Concessionary Travel Scheme, which means those people eligible for a Disabled Person's bus pass, will continue to be entitled to free all day travel across the week. In addition, those disabled people who cannot travel alone will continue to be eligible for a Companion Pass. Lastly, those people who have infrequent services, as set out in the detail of this report, will continue to be able to use their passes before 9:30am;
- within this report it is proposed that all Dial-a-Ride services move to Call & Go Services, albeit branded as Connect. This would see services have the widest possible eligibility criteria, ensuring that these services can be used by as many of Hampshire's residents as possible. It is known both through the consultation and data collected by the County Council that more women than men rely on these services so the proposal to make them available to as many people as is possible, would reduce the cumulative impact on this protected characteristic;
- following consultation feedback, the proposal to increase the minimum fares on Dial-a-Ride and Call & Go services to £6 for a local journey and £8 for a longer journey has been revised. Instead, this report proposes a

minimum standard charge of £6 for a local journey and £7 for a longer journey to recognise the impact that the increasing costs of living are having on individuals;

- it is proposed that these fares be increased incrementally to assist those on lower incomes to adapt to the new charging regime; and
- similarly, the proposed price for replacing a lost or damaged concessionary bus pass has reduced from £20, as detailed within the consultation, to £18.

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# **Passenger and Community Transport 2022 consultation headline findings**

## Background

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In Summer 2021 the Council consulted the public on how it could balance its budget. Subsequently, the savings programme to 2023 (SP23) was agreed by the Council's Cabinet in October 2021. It requires the Council to save at least £80 million by April 2023, including £10.3 million in savings from the Economy, Transport and Environment Budget. The proposed changes to supported passenger transport services and the Concessionary Travel Scheme in Hampshire Service would aim to contribute around £800,000 towards this target.

The changes proposed in the consultation would involve:

- making operational changes to supported passenger transport services (including supported bus services, Dial-a-Ride, Call & Go, Taxishare and Minibus Group Hire services);
- removing some enhancements to the Concessionary Travel Scheme currently funded by the County Council; and
- increasing the contributions users pay for some services.

A consultation ran between 30 May and 24 July 2022 to understand stakeholders' views and feedback on these proposed changes. 2,687 responses were submitted, of which 2,596 used the Response Form and 91 were submitted as letters, emails, and other correspondence.

**The County Council would like to thank everyone who took the time to respond to the consultation.**

## Headline findings

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### **Proposal: To make operational changes to the current public bus and community transport services which the County Council supports**

Respondents (base: 2,418 to 2,434) generally preferred that bus services reduce the number of trips they make and the number of trips per day, rather than reducing the number of destinations they visit and the number of days they operate per week

### **Proposal: To remove the use of the Older Person's Bus Pass and Disabled Person's Bus Pass on Taxishare, Dial-a-Ride and Call & Go Services**

Concessionary bus pass holders who used Taxishare (base: 23\*), Dial-a-Ride and Call & Go Services (base: 249) with a concessionary pass generally agreed with proposals to remove the free travel or extra discounts that they received on these services

### **Proposed fares and charges for transport services**

- Taxishare users, on average, felt that a £1.10 charge was appropriate (base: 39\*, £1 proposed)
- Dial-a-Ride and Call & Go service users, on average, agreed that a greater contribution to costs should be made through a more consistent fare structure, and felt that a £5.47 charge was appropriate for local journeys (base: 304, £6 proposed), and £6.85 for longer journeys (base: 173, £8 proposed)
- Concessionary pass holders, on average, felt that £16.63 was an appropriate charge for replacing a lost or damaged pass (base: 1,755, £20 proposed)

### **Proposal: To no longer provide travel vouchers to disabled people who are unable to use a bus service as an alternative to a Disabled Person's Bus Pass**

While respondents (base: 449) most commonly felt that people would not make journeys if they were unable to claim these vouchers, the 21\* respondents who had claimed them more often said that they would self-fund taxi journeys instead

### **Proposal: To make operational changes to the current Minibus Group Hire Schemes which Hampshire County Council supports**

Suggestions most frequently related to increasing the usage of the service, or by increasing budgets through increasing fees for the service. Where service reductions were suggested this related to areas with low demand or perceptions of poor value for money. Online booking tools were also suggested

### **Impacts of proposed changes**

Impacts of proposed changes commonly related to reduced access to healthcare, shopping, or social activities. Impacted groups mentioned were most frequently older people, the disabled, those on lower incomes, and those living in rural locations

### **Suggested alternative changes**

Suggestions of increasing charges were common, as were suggestions to identify alternative sources of revenue. In addition, respondents frequently felt that services should be marketed to attract new customers as a way of making services more economically viable

*\* Please note the low base size for this group*

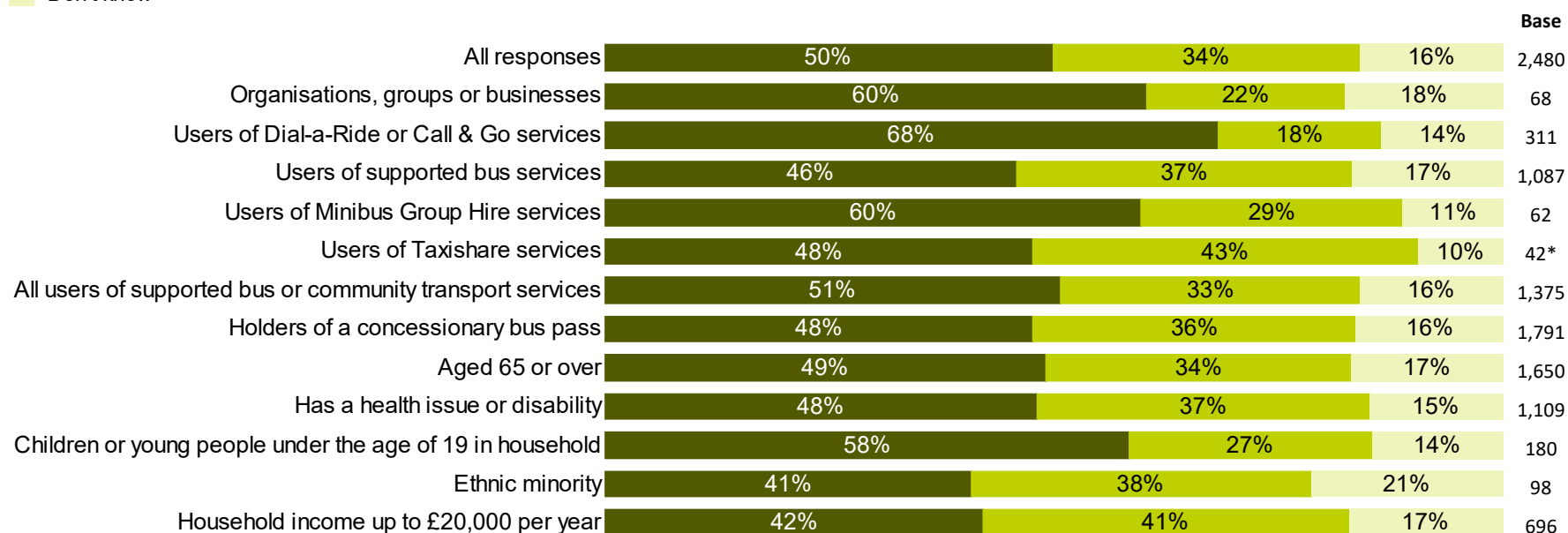
## **How the County Council should prioritise its Passenger and Community Transport budget**



## Respondents' views on the principles behind the proposals – Half of respondents agreed that the County Council should charge service users to fund transport services, while one third disagreed. However, those on lower incomes were more split on this issue

This consultation's proposals have been developed with the aim of limiting service reductions by introducing and increasing charges to support the transport services that the County Council does not need to provide by law. How do you feel about this principle?

- The County Council should charge service users more where it is allowed to do so, to help fund passenger transport services
- The County Council should not charge service users more where it is allowed to do so, which may mean more reductions to passenger transport services
- Don't know



\* Please note the low base size for this group

**Respondents' views on the budget priorities** – Respondents generally felt that the services they used themselves should be prioritised, which at overall level resulted in either a slight preference for the prioritisation of supported bus services or no prioritisation at all.

The County Council is looking at ways to reduce its budget for transport services. Where do you think that the County Council should prioritise spending?

- Prioritise spending on supported bus services
- Prioritise spending on community transport services
- Don't prioritise either of these services over each other
- Don't know

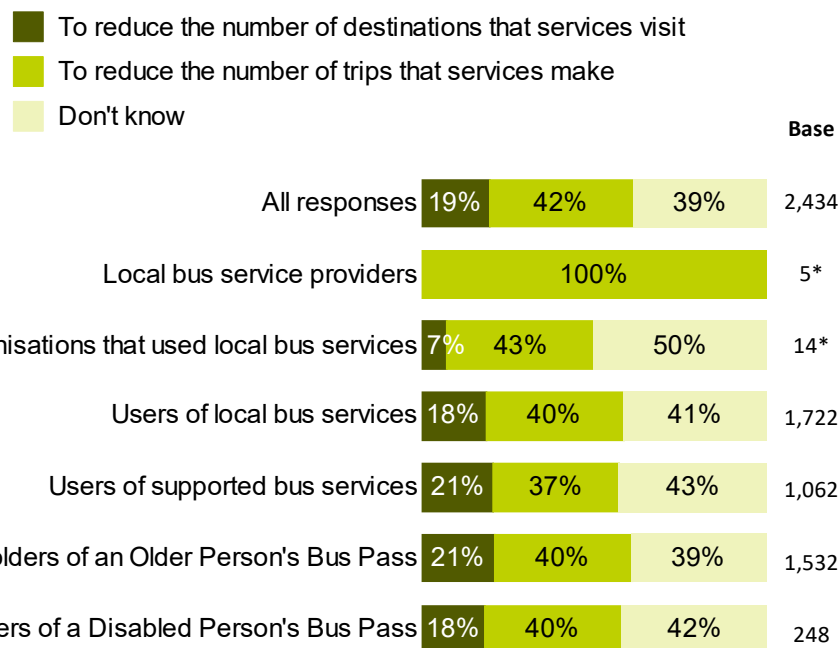
					Base
All responses	37%	21%	34%	9%	2,521
Organisations, groups or businesses	22%	41%	36%	1%	69
Users of Dial-a-Ride or Call & Go services	16%	47%	26%	11%	319
Users of supported bus services	47%	13%	33%	8%	1,107
Users of Minibus Group Hire services	19%	45%	28%	8%	64
Users of Taxishare services	23%	47%	16%	14%	43*
All users of supported bus or community transport services	40%	21%	31%	8%	1,403
Holders of a concessionary bus pass	39%	20%	32%	9%	1,819
Aged 65 or over	38%	21%	32%	9%	1,677
Has a health issue or disability	37%	24%	30%	9%	1,125
Children or young people under the age of 19 in household	38%	16%	38%	8%	179
Ethnic minority	41%	16%	33%	10%	102
Household income up to £20,000 per year	39%	19%	33%	9%	704

## **Priorities for local bus and community transport services**

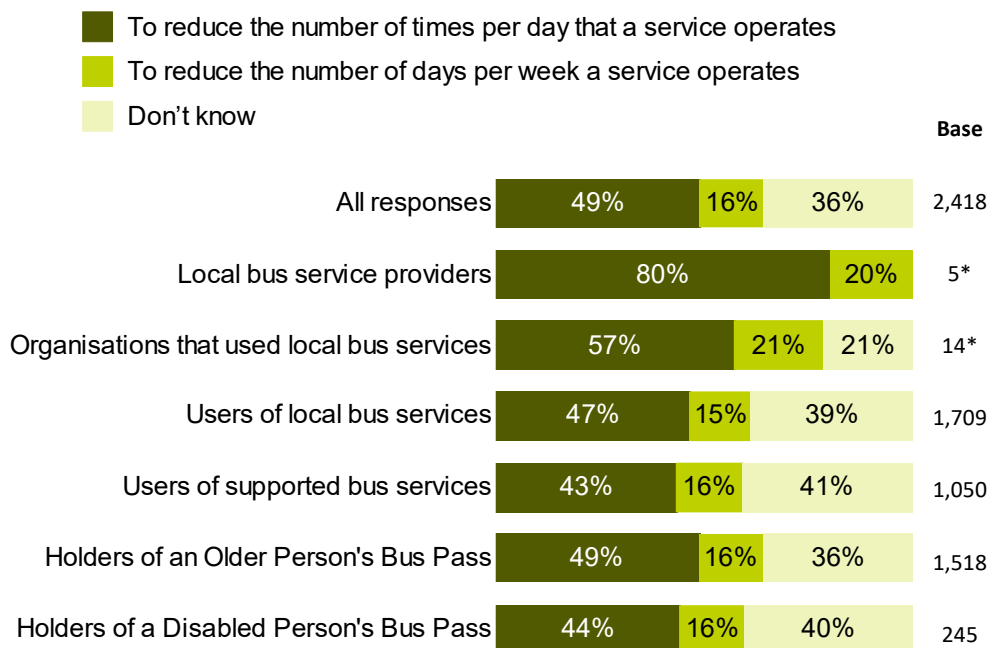
**Priorities for bus services** – There was preference for a reduction in number of bus trips (overall and per day), rather than a reduction in number of destinations served or days of week that services operate. However, a notable proportion of respondents were unsure of their preferences

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Thinking about where supported bus and community transport service routes visit, which of these options would you prefer?



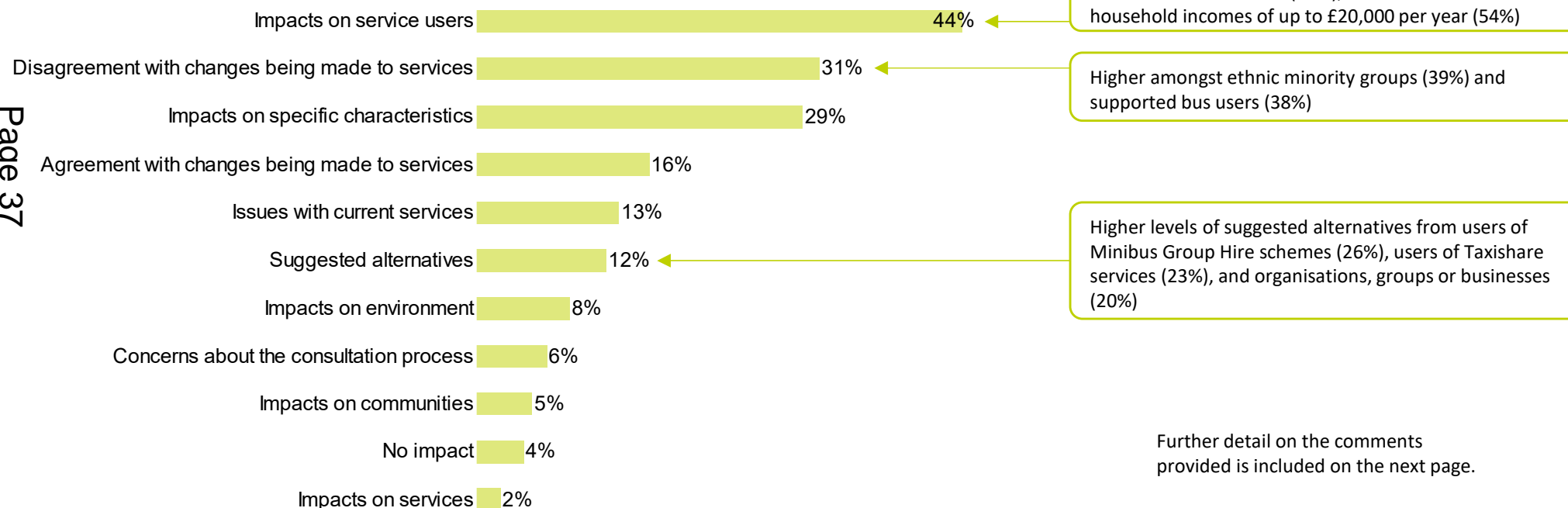
Thinking about the days and times when supported bus and community transport services operate, which of these options would you prefer?



\* Please note the low base size for this group

## Feedback on possible changes to supported bus and community transport services – Comments most commonly mentioned impacts on service users, expressed disagreement with changes to services, or mentioned impacts on specific characteristics

If you would like to explain the reasons for your views, or tell us about the impact these possible changes to supported bus and community transport services could have on you, then please do so here (Multi-code base: 1186)



## Feedback on possible changes to supported bus and community transport services – Detail of the comments provided

Comments about **impacts on service users** most commonly mentioned that people may be unable to go shopping (10%), access healthcare (10%), or that social isolation may rise (10%), while other common comments included health impacts (6%), increased service user costs (6%) and greater impacts on those without a private vehicle (6%)

Those who **disagreed with service changes** most commonly mentioned views that funding should increase (7%), with other comments suggesting that transport should be flexible for service users' needs (2%), that services, once removed, would not return (1%), and that parking in Hampshire was insufficient (<1%)

Comments about **specific characteristics** most frequently related to age (17%), disability (14%), poverty (14%) or rurality (3%), with fewer than 1% of comments also mentioning marriage / civil partnership, pregnancy / maternity, race, sex, or sexual orientation

Where respondents **agreed with proposed changes** this was primarily because of views that it would be better to reduce services than remove them (12%) with 1% mentioning that services were underused, 1% mentioning that changes would be a better use of resources, and fewer than 1% mentioning that it would reduce vehicles on roads

Comments that referred to **issues with existing services** most commonly mentioned views that service levels were insufficient (11%), with 1% feeling that services were expensive and 1% that they were hard to use. Fewer than 1% mentioned that connections between areas were poor or that services were too slow

**Suggested alternatives** mentioned increasing service user charges (5%), looking for other sources of revenue (1%), or reducing other County Council services (1%), with more joined up working with other organisations (<1%) and reductions to administrative costs (<1%) also mentioned

Where **impacts on the environment** were described these related to increased pollution (2%) and carbon emissions (2%) from road traffic

**Concerns about the consultation process** mentioned that options were not comprehensive enough (3%), felt that data was insufficient (1%) or relied on pandemic usage data (1%), or mentioned concerns that a decision had already been taken (1%)

Perceived **impacts on communities** related to poorer public health (2%), increased traffic (1%), poorer road safety (<1%), or increased unemployment (<1%)

**Impacts on services** related to increased demand (1%) or costs (<1%) as a result of reduced passenger transport provision

## Feedback on possible changes to supported bus and community transport services – Examples of comments provided

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*“By making less trips daily, but available 7 days a week, people would have more opportunities to socially connection and feel less isolated. This is essential for disabled people and people who live with mental health issues. It will have a positive impact on their wellbeing”*

*“Other councils charge free pass holders flat fares for travelling if they’re not a resident from that county”*

*“As 50% of our service users come in by Dial-a-Ride this would have a massive impact on our daily numbers.”*

*I am dependent on my wife going out with me due to disability. Without supported transport I would never leave the house”*

*“I am disabled, in my eighties, and now cannot drive any more. So need the bus services for shopping and medical appointments”*

*“The state pension doesn't go very far and I fear that if you go ahead with these moves I will end up a prisoner in my own home”*

*“For many reasons we should be reducing our dependence on car ownership. Your proposals hit those that depend on public transport the elderly, infirm and the poorest in society”*

*“Hospital appointments can be on any weekday so it would not be satisfactory to reduce days per week”*

*“If it wasn't for bus services, I would not be able to go out. As I'm old I believe you should go out every day, otherwise you don't meet anybody”*

*“Reducing times or stops may be the answer to help keep the overall service running”*

*“Reducing the number of stops would mean isolating those in smaller villages who have no other means of transport”*

*“People with a learning disability are very often unable to travel independently on public transport and rely on Dial-A-Ride to safely access both the day services and evening social activities that make their lives so worthwhile”*

*“There is already only a very limited service. To reduce the number of journeys would mean the time between going into town and returning would be too long, especially for elderly or disabled passengers”*

*“Many of the elderly people I meet on the bus would be happy to pay a fixed annual fee for their pass”*

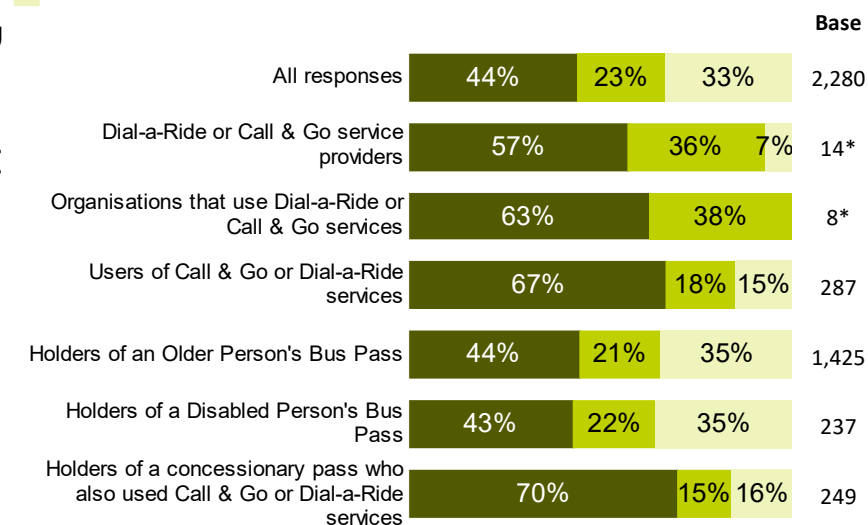
**Proposals to remove discretionary benefits provided by the County Council**



## Removing additional discounts for concessionary bus pass holders on community transport services – Affected service users were generally more in favour of removing these discounts than the average respondent, with more than three in ten unsure whether these discounts should be maintained

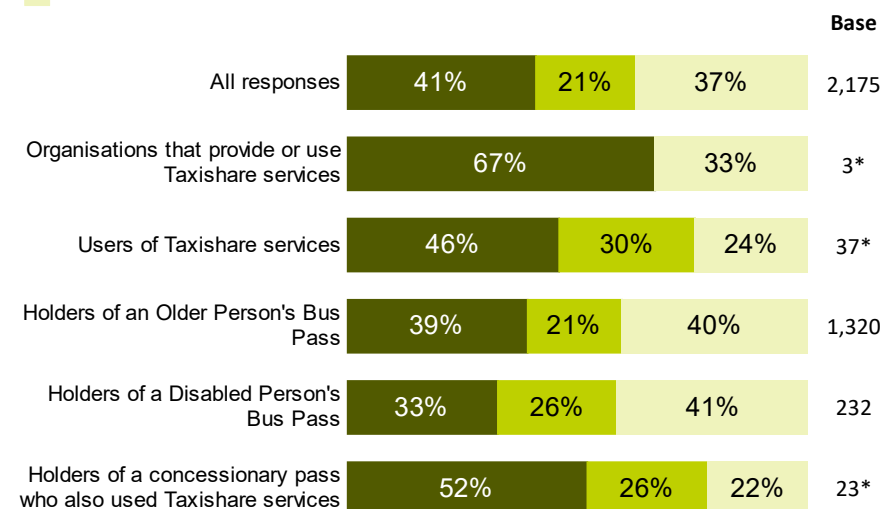
### What is your preference for the 25% discount on Dial-a-Ride and Call & Go services for holders of an Older Person's Bus Pass or a Disabled Person's Bus Pass?

- Removing this extra discount and seeing fewer service reductions
- Keeping this extra discount, which may result in additional service reductions
- Don't know



### What is your preference for the free travel on Taxishare services for holders of an Older Person's Bus Pass or a Disabled Person's Bus Pass?

- Removing this extra discount and seeing fewer service reductions
- Keeping this extra discount, which may result in additional service reductions
- Don't know



\* Please note the low base size for this group

## Removing the ability for people to claim travel vouchers instead of a Disabled Person's Bus Pass –

While respondents most commonly felt that people would not make journeys if they were unable to claim these vouchers, those who have claimed them more often responded that they would self-fund taxi journeys

If you have ever claimed travel vouchers as an alternative to a Disabled Person's Bus Pass, or you know somebody else who has, how do you think that they/you would travel if the travel vouchers were no longer available? (Note: the top response for each group is highlighted)

	Base	Would not make these journeys	Lifts from family, friends, or other acquaintances	Dial-a-Ride or Call & Go services	Taxi, self-funded	Private vehicle (car, motorcycle, etc)	Bus	Taxishare	Active means (wheelchair, mobility scooter, walking, etc)	Another means not listed above*	Another mode of public transport besides taxi or bus*
All responses	449	40%	31%	29%	22%	20%	19%	7%	7%	3%	3%
Respondents who have claimed travel vouchers instead of a Disabled Person's Bus Pass	21**	43%	33%	19%	52%	29%	10%	5%	29%	10%	
Disabled Bus Pass holders	67	51%	25%	31%	19%	6%	27%	4%	9%	3%	
Respondents with a health issue or disability that limits their activities	268	38%	28%	35%	22%	18%	16%	5%	6%	1%	2%

\*Other means of transport mentioned included trains, transport provided by hospitals, and transport provided by local charities

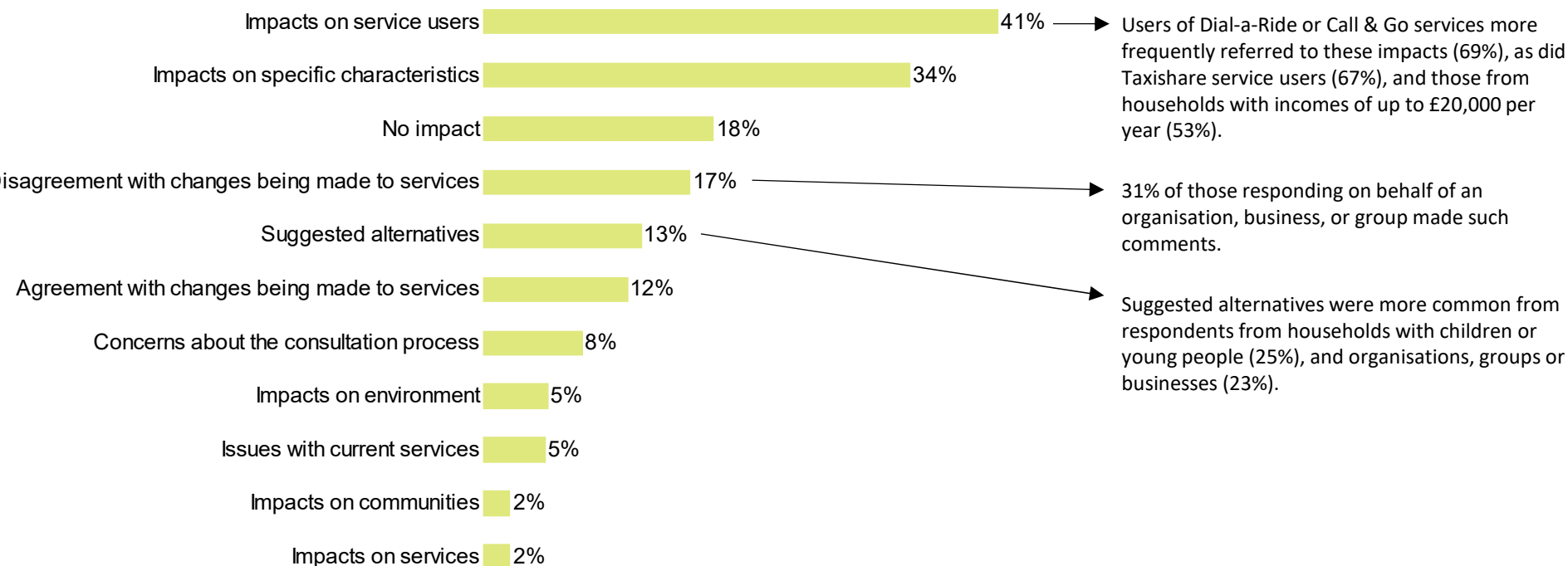
\*\* Please note the low base size for this group

## Feedback on possible changes to concessionary travel – Impacts on service users, and people with specific characteristics, were mentioned most frequently

If you would like to explain the reasons for your views, or tell us about the impact that these proposed changes to concessionary travel could have on you, then please do so here (Multi-code base: 532)

More detail on the comments provided are included on the next page.

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## Feedback on possible changes to concessionary travel – Detail of the comments provided

Comments about **impacts on service users** most commonly mentioned that the changes could increase service users' living costs (9%) and experiences of social isolation (8%), make it harder to go shopping (7%), impact service users' health (7%), and make it harder to access healthcare (6%)

Comments about **specific characteristics** mentioned disability (20%), age (18%), poverty (7%) or rurality (1%)

Those who **disagreed with service changes** most frequently suggested views that funding or service levels should increase (2%), with other comments suggesting that the proposed changes would not deliver savings (1%), views that services have already been reduced significantly (1%), or that taxi services' costs are too high (1%)

**Suggested alternatives** mentioned increasing service user charges (4%), looking for other sources of revenue (1%), increasing Council Tax (1%) or reducing other County Council services (1%) or employee costs (1%), with reductions to administrative costs (<1%) also mentioned

Where respondents **agreed with proposed changes** this was primarily because of views that it would be fair to expect service users to contribute more to costs (9%), with others commenting that reductions to services were preferable to the services closing (1%)

**Concerns about the consultation process** mentioned that options were not comprehensive enough (4%), mentioned concerns that a decision had already been taken (1%), felt that data was insufficient (<1%) or relied on pandemic usage data (<1%)

Where **impacts on the environment** were described in detail these related to increased pollution (<1%)

**Issues with existing services** most regularly mentioned views that service levels were insufficient (3%), or too focused on urban areas (<1%)

Perceived **impacts on communities**, when explained, related to increased traffic (<1%)

**Impacts on services** related to increased demand (1%) or costs (1%) as a result of reduced passenger transport provision

## Feedback on possible changes to concessionary travel – Examples of comments provided

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*"I am a pensioner and have an older person's bus pass but I also have a learning disabled daughter whose quality of life would be severely reduced if Dial-A-Ride services become even more restricted than they currently are. I would willingly pay for any public transport and relinquish my bus pass, if it meant younger people who are not able to access public transport independently could still have Dial-A-Ride made available to them"*

*"It would create social isolation and harm the retail, service and leisure industry"*

*"I am totally reliant on Dial a ride to do my shopping every week and would be happy to pay an increase in fares to keep the service running"*

*"Poorer people are far more likely to have poor physical and mental health and by limiting their access to helpful groups and services, by making transport financially inaccessible, you are making this problem worse"*

*"If the triple lock for state pension comes back next year then pensioners will be better off comparatively than some"*

*"Some disabled people use equipment that makes it impossible to use buses, and therefore rely on taxis and other means of transport which are more costly"*

*"The proposed introduction of a £1 flat fare on taxi shares is reasonable and is not considered to present a significant barrier to passengers"*

*"If you live in a rural area, the bus service may already be skeleton and not every disabled person can get a lift from family, friends, etc"*

*"Taking these services away WILL increase the strain on other services as it will massively impact the mental health of the clients using these services"*

*"Disabled people are generally facing higher living costs, we are in the midst of a cost of living crisis. To remove any concessions would be detrimental to their health and wellbeing"*

*"There is a bus stop right outside my house. A bus runs only Tuesday and Thursday and only a couple of times each way those days. I would like to see more services rather than less!"*

*"I do have an older persons bus pass and...there are many people including myself who could afford to pay this and thereby help to support other council bus transport schemes"*

*"I think it is reasonable for fares to increase for users but, where people have very limited means and are receiving certain benefits they should have discounted / free travel"*

*"Loneliness is a cruel thing to be endured and a saving may increase your costs elsewhere in your Social Services"*

**Proposals to introduce or increase charges for community transport services**

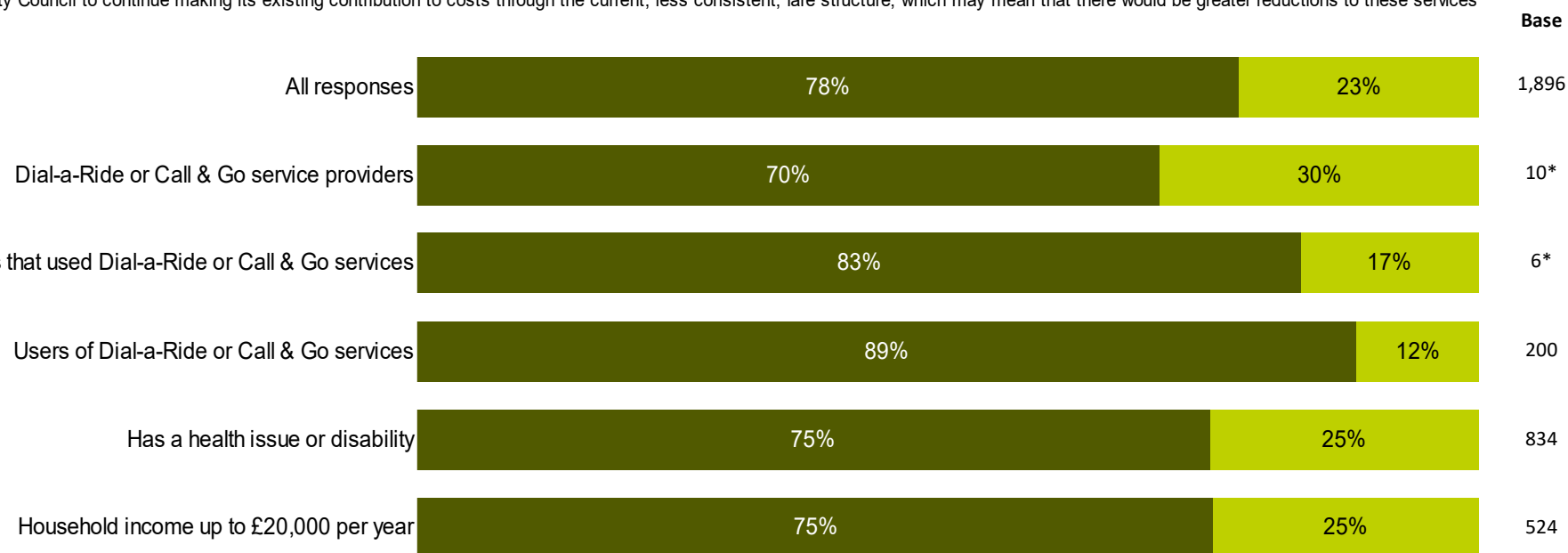
## Introducing a consistent fare structure for Dial-a-Ride and Call & Go services – The majority of respondents (including service users and providers) felt that a greater contribution to costs should be made through a more consistent fare structure, compared with the possible alternative of greater reductions to services

Which of these approaches to charging for Dial-a-Ride and Call & Go services do you think is better?

■ For passengers to make a greater contribution to costs through a more consistent fare structure, which would limit the need for reductions to these services

■ For the County Council to continue making its existing contribution to costs through the current, less consistent, fare structure, which may mean that there would be greater reductions to these services

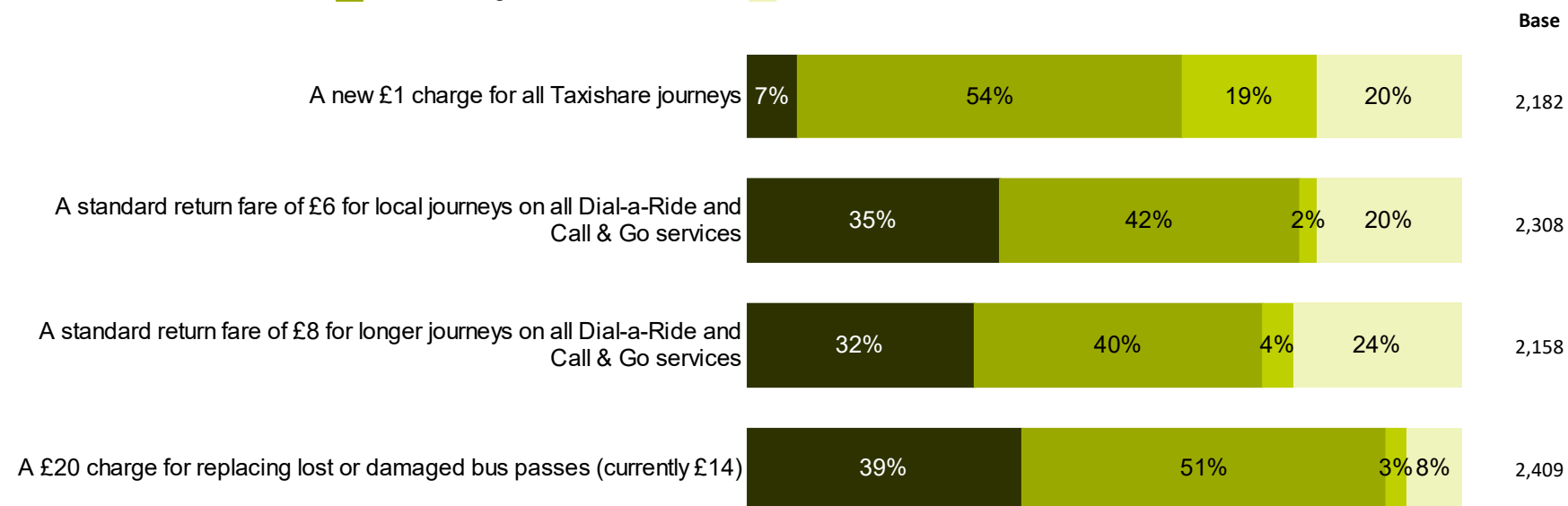
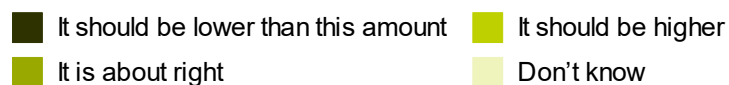
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\* Please note the low base size for this group

## Proposed charges for transport services – Respondents most commonly felt that the proposed charges were about right, although a sizeable minority felt that proposed charges for Dial-a-Ride, Call & Go, and replacement bus passes were too high

Please indicate how you feel about the following proposed charges

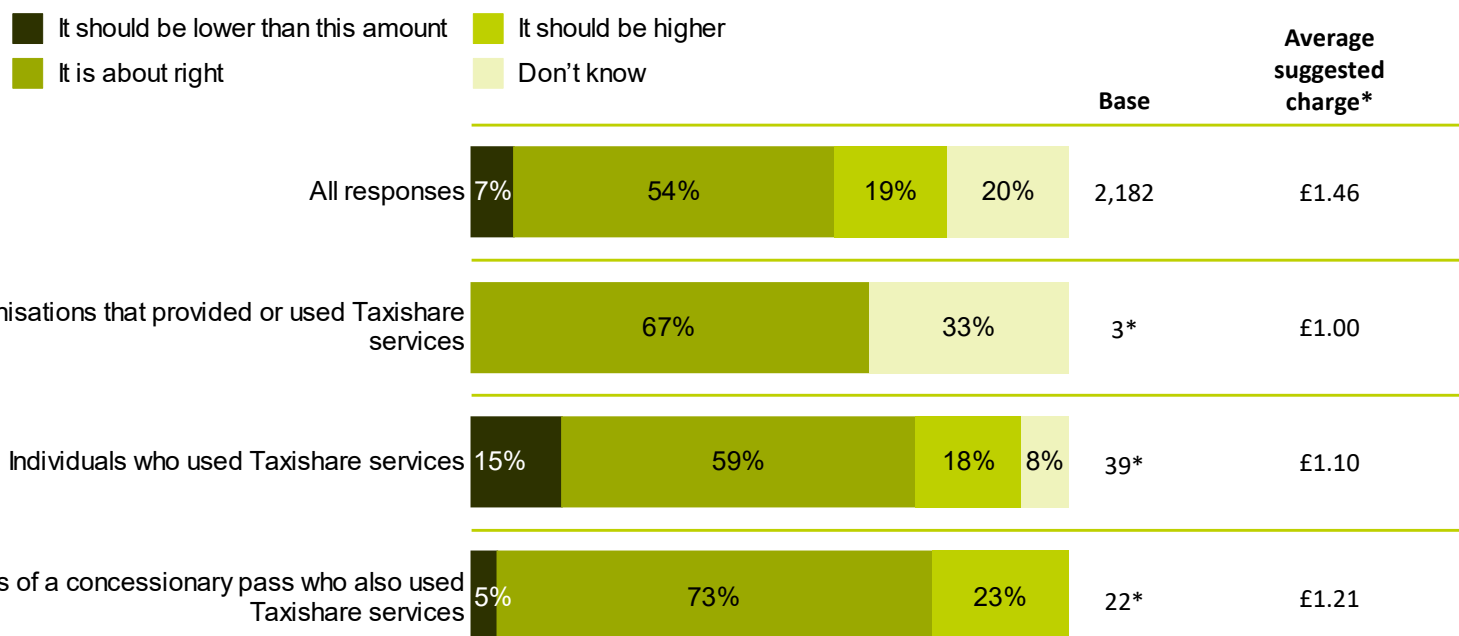


More detail on respondents' views for each of these proposed charges are shown on the following pages



**Proposed £1 charge for Taxishare services** – On average, the individuals who used Taxishare services felt that a charge of £1.10 was appropriate, with an average suggested charge of £1.46 across all responses

**A new £1 charge for all Taxishare journeys**

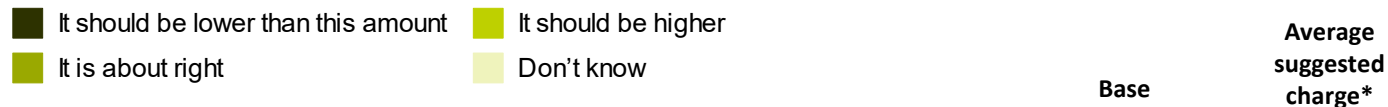


\* Note on the methodology for this analysis: Where respondents felt that the proposed charge was "about right" this was interpreted as their suggested charge. Where respondents felt that the proposed charge should be lower or higher, they were given the opportunity to suggest an alternative. This analysis takes the average of all of these suggested charges.

\* Please note the low base size for this group

**Proposed £6 charge for short journeys on Dial-a-Ride and Call & Go services** – On average, the individuals who used these services felt that a charge of £5.47 was appropriate for short journeys, with an average suggested charge of £5.23 across all responses

**A standard return fare of £6 for local journeys on all Dial-a-Ride and Call & Go services**



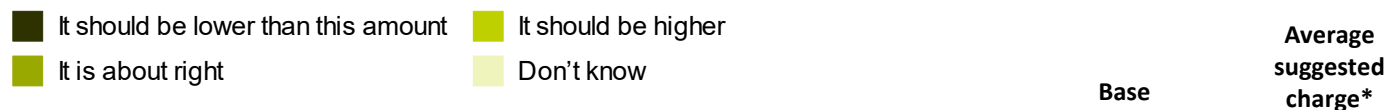
				Base	Average suggested charge*	
All responses	35%	42%	2%	20%	2,308	£5.23
Dial-a-Ride or Call & Go service providers	46%	54%			13*	£5.21
Organisations that used Dial-a-Ride or Call & Go services	56%	44%			9*	£5.60
Individuals who used Dial-a-Ride or Call & Go services	34%	62%	1%	2%	304	£5.47
Holders of a concessionary pass who also used Dial-a-Ride or Call & Go services	33%	63%	2%	3%	264	£5.50

\* Note on the methodology for this analysis: Where respondents felt that the proposed charge was "about right" this was interpreted as their suggested charge. Where respondents felt that the proposed charge should be lower or higher, they were given the opportunity to suggest an alternative. This analysis takes the average of all of these suggested charges.

\* Please note the low base size for this group

**Proposed £8 charge for longer journeys on Dial-a-Ride and Call & Go services** – On average, the individuals who used these services felt that a charge of £6.85 was appropriate for longer journeys, with an average suggested charge of £6.87 across all responses

**A standard return fare of £8 for longer journeys on all Dial-a-Ride and Call & Go services**



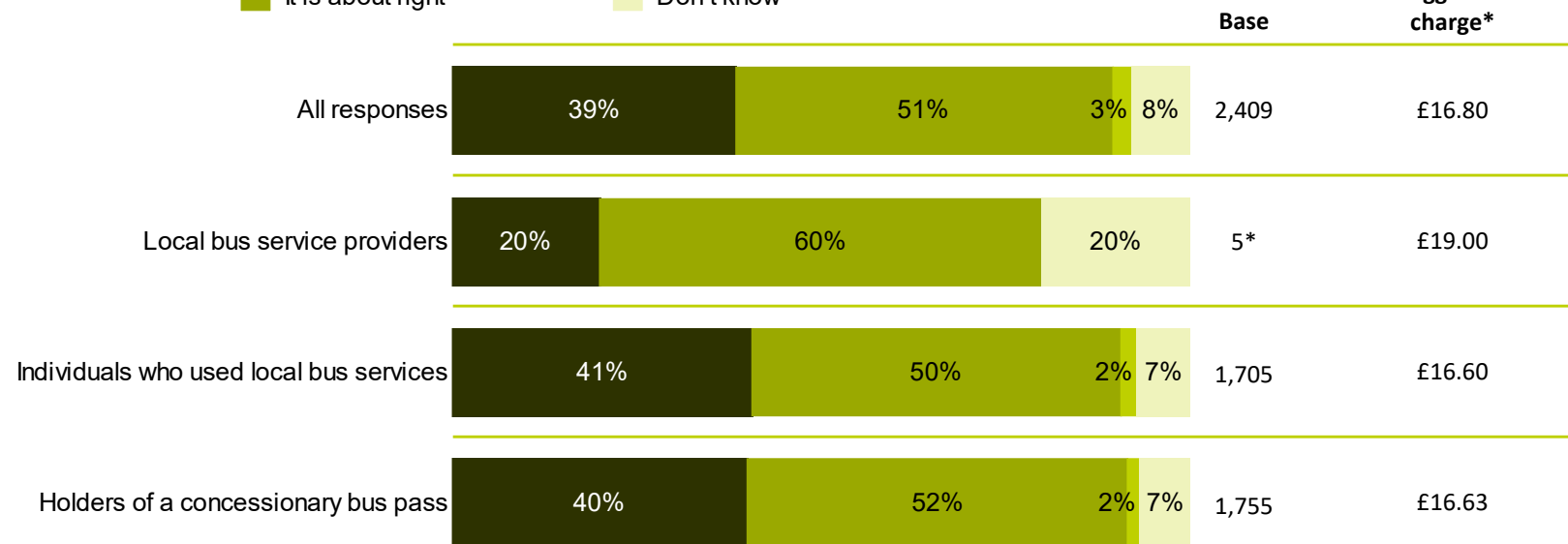
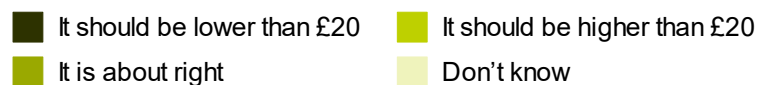
					Base	Average suggested charge*
All responses	32%	40%	4%	24%	2,158	£6.87
Dial-a-Ride or Call & Go service providers	25%	58%	8%	8%	12*	£8.32
Organisations that used Dial-a-Ride or Call & Go services	43%	57%			7*	£7.33
Individuals who used Dial-a-Ride or Call & Go services	38%	51%	3%	8%	173	£6.85
Holders of a concessionary pass who also used Dial-a-Ride or Call & Go services	37%	50%	4%	10%	139	£6.77

\* Note on the methodology for this analysis: Where respondents felt that the proposed charge was "about right" this was interpreted as their suggested charge. Where respondents felt that the proposed charge should be lower or higher, they were given the opportunity to suggest an alternative. This analysis takes the average of all of these suggested charges.

\* Please note the low base size for this group

**Proposed £20 charge for replacing a lost or damaged bus pass** – On average, the holders of concessionary passes felt that a replacement charge of £16.63 was most appropriate, with an average suggested charge of £16.80 across all responses

**How do you feel about this proposed £20 charge?**



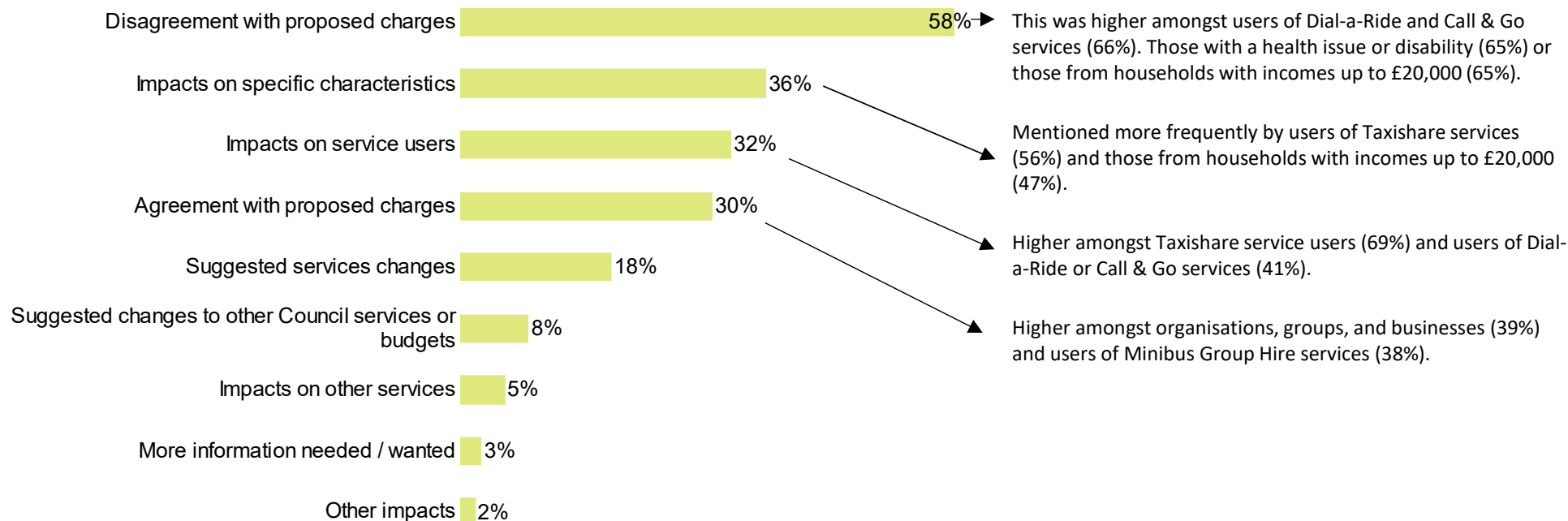
\* Note on the methodology for this analysis: Where respondents felt that the proposed charge was "about right" this was interpreted as their suggested charge. Where respondents felt that the proposed charge should be lower or higher, they were given the opportunity to suggest an alternative. This analysis takes the average of all of these suggested charges.

\* Please note the low base size for this group

## Feedback on proposed charges for transport services – Comments most commonly explained reasons for disagreeing with proposed charges, or the impacts on respondents based on their characteristics or service use

If you would like to explain the reasons for your views, or tell us about the impact that these proposed charges for passenger and community transport services could have on you, then please do so here (Multi-code base: 560)

More detail on the comments provided are included on the next page.



## Feedback on proposed charges for transport services – Detail of the comments provided

Comments mentioning **disagreement with the proposed charges** most frequently stated that the proposed charges were seen as too high (32%), disagreement with charging for replacement bus passes (5%), or that there was a lack of suitable alternative services (4%)

**Impacts on specific characteristics** most commonly related to poverty (21%), age (19%), disability (11%), with 1% mentioning impacts on those in rural areas

Mentions of **impacts on service users** described cost of living impacts (16%) including Council Tax rises (1%), loss of individuals' independence (12%), impacts to health (11%), and views that older people or those with dementia may be disadvantaged if they lose their pass as a result of their cognitive ability (1%)

Where respondents mentioned **agreement with proposed charges**, some explained that charges could reduce the need for service reductions (13%), and others felt that it may encourage people to take better care of their concessionary passes (4%)

Comments that **suggested service changes** mentioned that charges should be introduced to other services (6%), that charges should be means tested (6%), that there should be more encouragement for people to not lose bus passes (3%), that charges for replacement passes should increase for subsequent replacements (1%), that bus passes should be made more resilient to damage (1%), that services should be better promoted to increase chargeable usage (1%), that renewed bus passes should have their expiry date extended (<1%), and that bus passes should be replaced free of charge if they stop working (<1%)

Comments mentioning **impacts on other services** most frequently mentioned that usage of other services, such as libraries or parks, may reduce (3%), that costs for other services may rise without users having access to affordable transport (1%), and that other services may need to provide additional support to compensate (1%)

Where respondents felt they **needed more information** this was in relation to the actual costs of services, such as the cost of a replacement bus pass (1%), or that they wanted to better understand the consultation and decision making process (<1%)

**Other impacts** related to impacts on the environment (1%) and on the local economy (<1%)

## Feedback on proposed charges for transport services – Examples of comments provided

### Disagreement with proposed charges

*“Many senior citizens could not afford such high charges especially with the cost of living going up 10%”*

*“Learning disabled people might have low income but might lose their bus passes due to their disability/lack of organisation. By implementing £20 charge they might not be able to get a replacement bus pass”*

*“I think you should be charging less not more, the very people you are proposing to charge are those who are struggling with increasing costs the most”*

*“These are vital services aimed at people who have little money and often no alternatives”*

*“You need to set charges to encourage people to use these services rather than deter them with high charges”*

*“Only pay £2.60 currently with Dial a ride! A 130% increase in this charge for local commutes is abhorrent, especially your disabled passengers with no alternations”*

### Agreement with proposed charges

*“If government benefits are meant to cover transport costs then users should pay a commercial rate for the service”*

*“[Organisation name redacted] has several years of experience in reviewing fares and charges for services. Our experience and feedback from passengers indicates that some increase in fares is highly preferable to losing services altogether”*

*“I would willing pay more for the service as without it I would not be able to go out in bad weather as I use a mobility scooter”*

*“If people know they will have to pay for a lost pass it will make them more careful with it”*

*“Those who can afford it should pay a fair amount for the service, especially with fuel costs rising”*

*“The costing of charges seems reasonable in the current climate”*

### Impacts of proposed charges

*“Consideration should be given as to how fare increases could be introduced over time to minimise the impact of the proposal”*

*“The majority of people using this service, i.e. elderly or disabled & without their own transport, are likely on low incomes & would struggle to pay higher costs & therefore would stop using the service and become isolated”*

*“Increasing charges for vulnerable people would cause them more hardship and some could not leave their homes”*

*“Getting out and about helps mental health and well-being”*

*“Social isolation will just increase problems in other areas, and cost us more in future”*

*“I would no be able to buy my food or collect my medication”*

*“I would find it difficult to pay £6.00 or £8.00 pounds per journey. For instance, this week alone I visited the dentist, chiropodist and optician”*

## **Suggestions for changes to the Minibus Group Hire Scheme**



## Suggestions for changes to Minibus Group Hire – A third of comments felt that more should be done to increase uptake of the service, with views that changes should not be made or that budgets should increase also common

If you have any suggestions as to how the Minibus Group Hire schemes in Hampshire could be run more efficiently, then please summarise these in the box here (Multi-code base: 256)

Comments mentioning increasing the usage of the service suggested it be better advertised (19%), be available to a wider range of services (6%) and reduce charges (5%) to attract customers.

Where it was suggested that budgets increase this included suggestion of raising fees (12%) and allowing sponsorship (3%).

Views that the service should be reduced or ended suggested reducing coverage in areas of low demand (7%) and commented that the service did not provide value for money (2%).

Cost reduction suggestions included allowing online bookings (4%), increasing the usage of volunteers (3%), and reducing admin costs (2%).

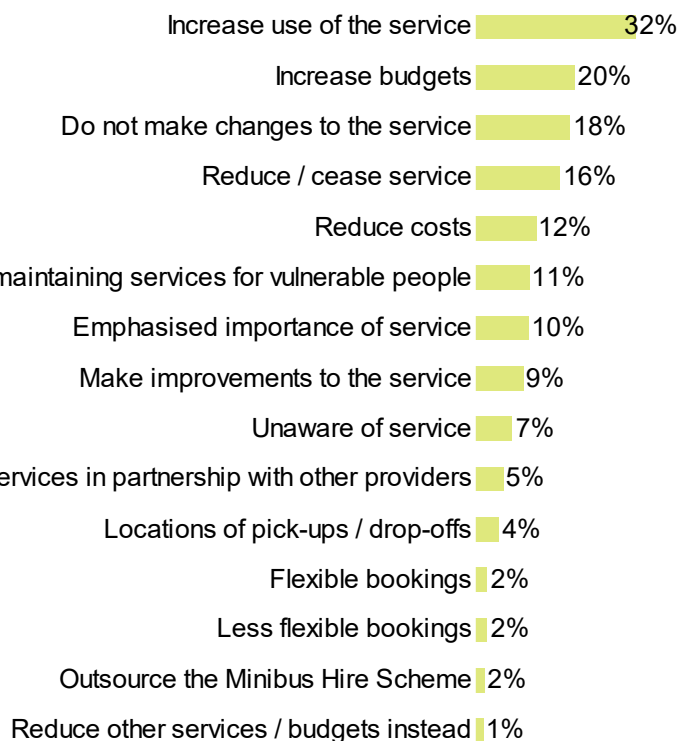
Where respondents felt that services should be prioritised for the vulnerable this related to the elderly (6%), those with disabilities or health issues (3%) those with mental health issues (3%), and those on low incomes (1%), with means testing suggested (3%).

Suggested service improvements included cleaner / electric vehicles (6%) which are more accessible (2%), and more availability of drivers (2%).

Partnership service delivery suggestions related to community transport operators (1%) and bus service providers (<1%).

In comments about pick-up and drop-off locations, some suggested more locations (2%) and others suggested fewer locations (1%).

Some comments suggested that there should be more flexibility in booking options (such as times and dates) to attract more customers (2%), while others suggested less flexibility to reduce service costs (2%).



## Suggestions for changes to Minibus Group Hire – Examples of comments provided

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*“We have looked into Minibus Group Hire (without a driver) but have found the MiDAS training requirement to be prohibitively costly”*

*“Ask local businesses to sponsor and maybe advertise on them in return”*

*“The council could work in partnership with an existing minibus hirer in each location and provide a subsidy or grant to cover the costs for community groups”*

*“If there is a group that uses minibuses often, help them buy their own and then they can hire it out at times they aren't using it”*

*“Reduce availability of minibuses in areas where usage has decreased...perhaps having a small pool of minibuses to cover a greater area, so less likelihood of them standing unused”*

*“Encourage local community groups and charities to work together to arrange trips and outings for their service users...it would reduce their costs as they would be shared”*

*“If they are needed they should be funded so that all have the opportunity to get out”*

*“More volunteer drivers”*

*“Clear hiring charges with regular user discounts”*

*“If a group wish to hire a minibus, then they should pay for it themselves. I have never been in an organisation where this is provided free or cheaply”*

*“Use is still affected by COVID but that will go up again once people get their confidence back”*

*“Any charges should rise in line with inflation”*

*“The service, in some respects, seems to be anti-competitive in that there are numerous coach & minibus operators plus self-drive hire who are providing services without subsidy”*

## Further comments and suggestions

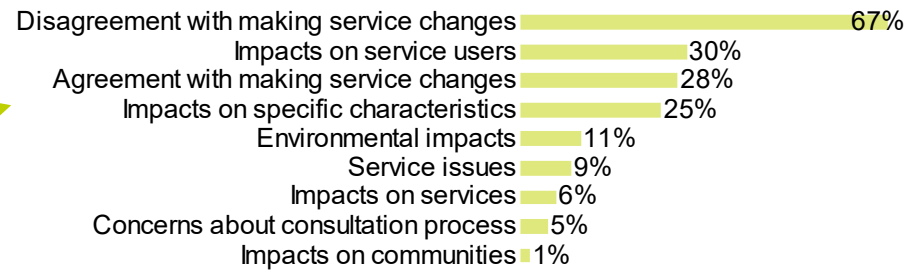
# Further comments and suggestions

If you would like to tell us more about the impacts of the changes outlined in this consultation, have any further comments, or would like to make any alternative suggestions as to how the County Council could achieve a saving of £10.3 million to its Economy, Transport and Environment budget, then please summarise these in the box here (Multi-code base: 778)

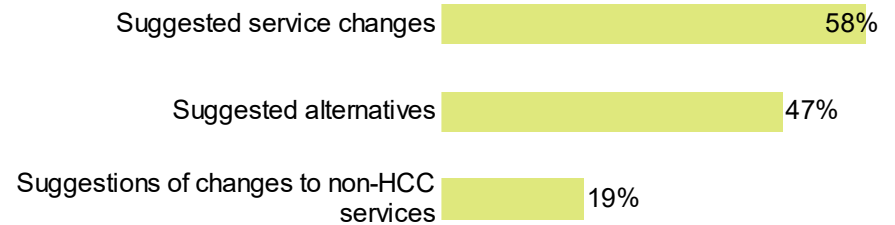
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## Main themes of comments raised (Multi-code base: 716)



## Main themes of suggestions raised (Multi-code base: 486)



# Further comments and suggestions – Details on the 716 comments provided

Where respondents mentioned **disagreement with proposed changes** they most commonly referred to the value that they placed on public bus services (26%), concessionary bus passes (16%), and community transport services (7%)

**Impacts on service users** mentioned increased social isolation (13%), loss of independence (11%), reduced mental wellbeing (10%), impacts on service users' finances (8%), difficulty accessing healthcare appointments (6%), impacts on physical health (6%), difficulty accessing shopping (5%), employment (2%) and education (1%)

Where respondents mentioned **agreement with proposed changes** they most frequently noted the need for the Council to deliver a balanced budget (25%), and expressed agreement with the aim to reduce services (2%)

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Where respondents mentioned **impacts on specific characteristics**, these included age (17%), disability (11%), poverty (6%), and rurality (4%)

**Environmental impacts** related to pollution (3%), carbon emissions (3%), congestion (2%), and noise (1%)

Mentions of current **service issues** included poor service coverage (3%), frequency (3%), reliability (2%) or cost (1%), as well as a perception that passenger numbers had been impacted by the pandemic (2%)

Comments relating to **service impacts** mentioned that passenger demand may increase following the COVID-19 pandemic (3%), that service reductions may increase demand for other transport services (2%), that some services may not be viable without support (1%), and that if reduced, services may not be able to be restored in the future (1%)

Comments about the **consultation process** mentioned views that there was poor awareness of the consultation (2%), that more information was needed to respond (1%), that savings targets may not be deliverable (1%), that decisions were felt to have already been made (1%), and that the consultation period was too short (<1%)

Where respondents expanded on their comments that the proposed changes would **impact communities**, this related to views that new housing or developments would need transport support (1%)

## Further comments and suggestions – Examples of comments provided

### Disagreement with proposed changes

*"The New Forest has very poor bus services which gives greater emphasis on the need for specialist services to avoid rural isolation"*

*"Dial a Ride is a service which saves people in many ways - it combats isolation, it helps with independence"*

*"To lose any of the bus times would cause hardship for many elderly who are visiting friends or those in hospital"*

*"Although savings have to be made, please do not "disregard" people who are not able to travel due to their situation"*

*"You are picking on the people who will suffer more as a lot rely on affordable transport or they won't hardly see anyone all week"*

*"I've worked my whole life, now my wife and I both recently get free bus-passes for old age. We don't want to see them become useless before we've really benefited from them"*

### Agreement with proposed changes

*"Statutory provision must remain sacrosanct, extras are not a right and therefore should be charged for generally"*

*"Charge those that use them so that we can provide a better basic service for all"*

*"Better that the services exist, even if that means personally paying more"*

*"People don't like change, even when such change is for wholly justifiable and necessary reasons. We should not shy away from making changes just because some people will complain. We all need to recognise that Central Government and Local Authorities do not have an endless supply of money and that times are hard"*

*"We have to accept that these proposed changes are inevitable against a background of severe economic hardship the country is going through"*

### Impacts of proposed changes

*"There is no recognition that reducing services reduces demand as the services become less viable"*

*"I am worried as if the services are removed local I could not get to hospital appointments or shop for food"*

*"The changes you are planning will have the effect of increasing loneliness and unhappiness in older people and people with disabilities"*

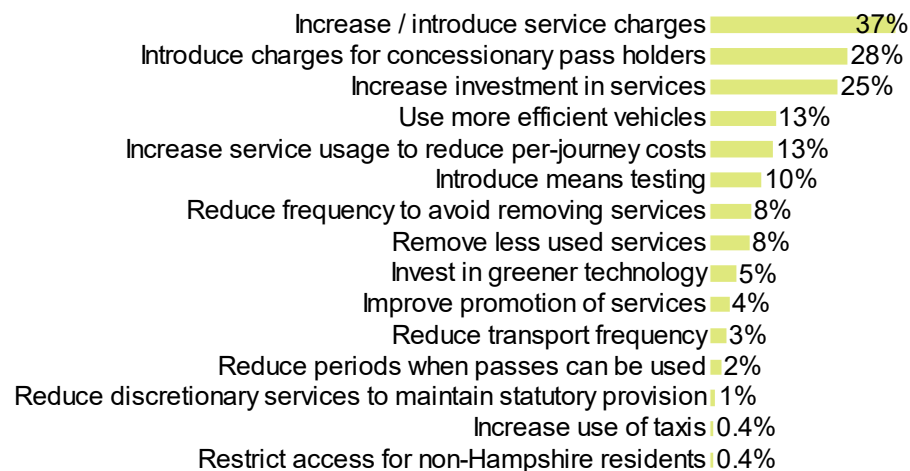
*"OAPs and disabled people on lower incomes who rely on public transport will be severely disadvantaged by increased costs"*

*"I am a full time shift worker paying 40 percent tax, full council tax etc but am unable to drive so buses are a lifeline for me and enable me to travel to and from work"*

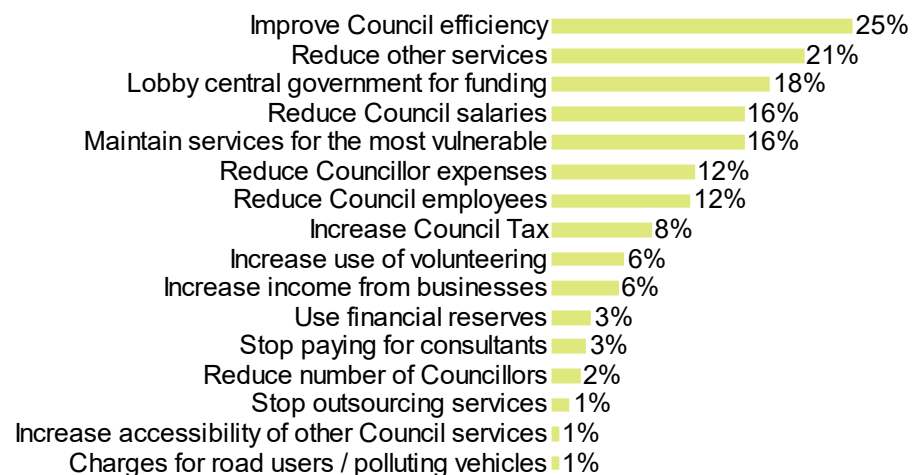
*"I rely entirely on local bus services for shopping, visiting family, hospital services, etc"*

## Further comments and suggestions – Details on the 486 suggestions provided

### Suggestions for service changes (Multi-code base: 279)



### Suggested alternative approaches (Multi-code base: 218)



Of the 92 suggestions for **changes to non-County Council services**, 80 referred to regionally- or nationally-administered services, while 15 mentioned district-level services.

Suggestions for **regional or national services** included improving motorways, investing in national healthcare, reducing expenditure on Westminster departments, increasing taxation for vehicles and businesses, increasing funding or support for local services, improving national policies on environmental sustainability as a mechanism for investment in public transport, and making legislative changes to the English National Concessionary Travel Scheme to make these schemes means tested or to allow them to generate an income.

Suggestions for **district services** included reducing local beautification and verge trimming, improving tourism services in local areas, reducing the frequency of waste collection, increasing parking charges, and pedestrianising town centres.

## Further comments and suggestions – Examples of suggestions provided

### Suggested service changes

*“Reduce times and days that old people can use their free bus pass”*

*“Use smaller, more economically viable buses”*

*“Transport should be means tested so that local people with the lowest income and who most depend on public transport should be subsidised”*

*“Invest in electric vehicles - oil is not going to get cheaper”*

*“Our organisation uses the Minibus Group Hire service to take pensioners on day trips that would otherwise not be available to them (seaside resorts, stately homes, cultural attractions etc). The current hire charges have not changed since 2018 and work out at just under £10 a head per passenger for a full day trip. I have discussed this with our members and the consensus is that they would happily pay more to use the service. £15 a head seems to be an acceptable figure, which represents a 50% uplift in pricing”*

### Suggested alternative approaches

*“Would Hampshire County Council consider lobbying Government to introduce say a £1 charge per journey for elderly bus pass users not on benefits?”*

*“Sell council buildings now that most staff work from home”*

*“Raise Council Tax in the higher bands”*

*“Support the Good Neighbours Network more instead of withdrawing their funding”*

*“Reduce wages and bonus of high paid staff within the Council. This may also reduce the number of staff”*

*“HCC is a wealthy council. What about using some of its reserves to help people who are so disadvantaged in our community?”*

*“I think there is a role for volunteer led services, for example the services which provide car transport to GP surgery and hospital appointments”*

### Suggested changes to non-County Council services

*“Introduce novelty attractions to the High Streets to encourage outside the area to come in and spend money thus bringing money into the local economy”*

*“Start charging cars (and any other polluting vehicle) for miles driven, and invest that money in public transport”*

*“Rubbish collection could all be fortnightly”*

*“Put up parking charges”*

*“Ask Government for more financial support through an increase in taxation”*

*“Charge cyclists and scooter riders a small annual fee for road tax”*

*“Remove free bus passes from higher tax payers”*



## Unstructured responses

## Unstructured responses – Comments and questions raised in the unstructured responses

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91 'unstructured' responses were submitted as emails, letters, or other means which did not make use of the Response Form. Of these:

- 14 mentioned disagreement with reductions to funding transport services, and 11 mentioned disagreement to service changes, compared with 1 that mentioned agreement with the proposed service changes
- 12 mentioned agreement with additional charges for services, compared with 3 that mentioned disagreement with additional charges
- 2 mentioned agreement with a common fare structure being introduced for Dial-a-Ride and Call & Go services
- 1 mentioned agreement with the Council reducing discretionary benefits for concessionary bus pass holders

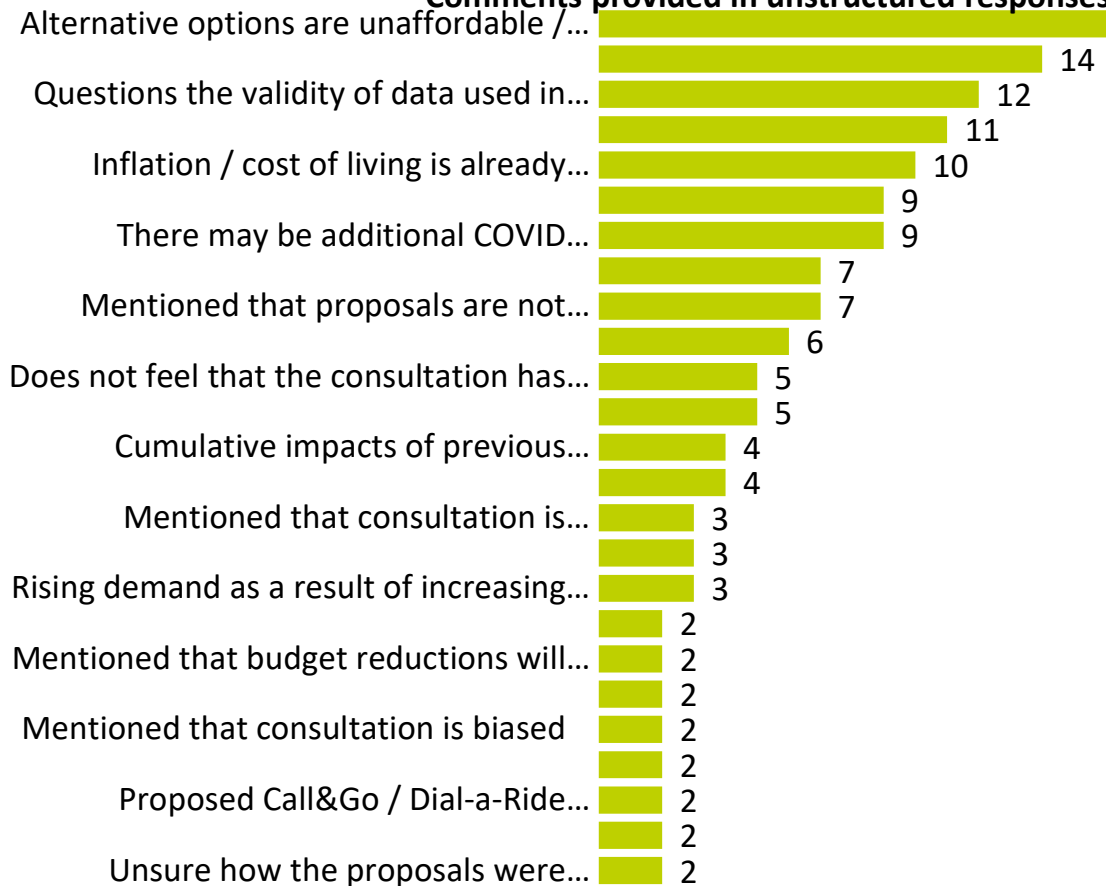
Some questions were raised through the unstructured responses; the County Council responded directly to specific questions on current services and the consultation process:

- Who will make a decision on the consultation proposals?
- Where / when will consultation responses or findings be published?
- How were vulnerable groups engaged in the consultation process?
- How are local developer funds used?
- Which bus routes in Hampshire are supported?
- How would my local service be impacted?

The following pages show more detail on the comments, suggestions, and impacts mentioned

## Unstructured responses – Comments raised in the unstructured responses

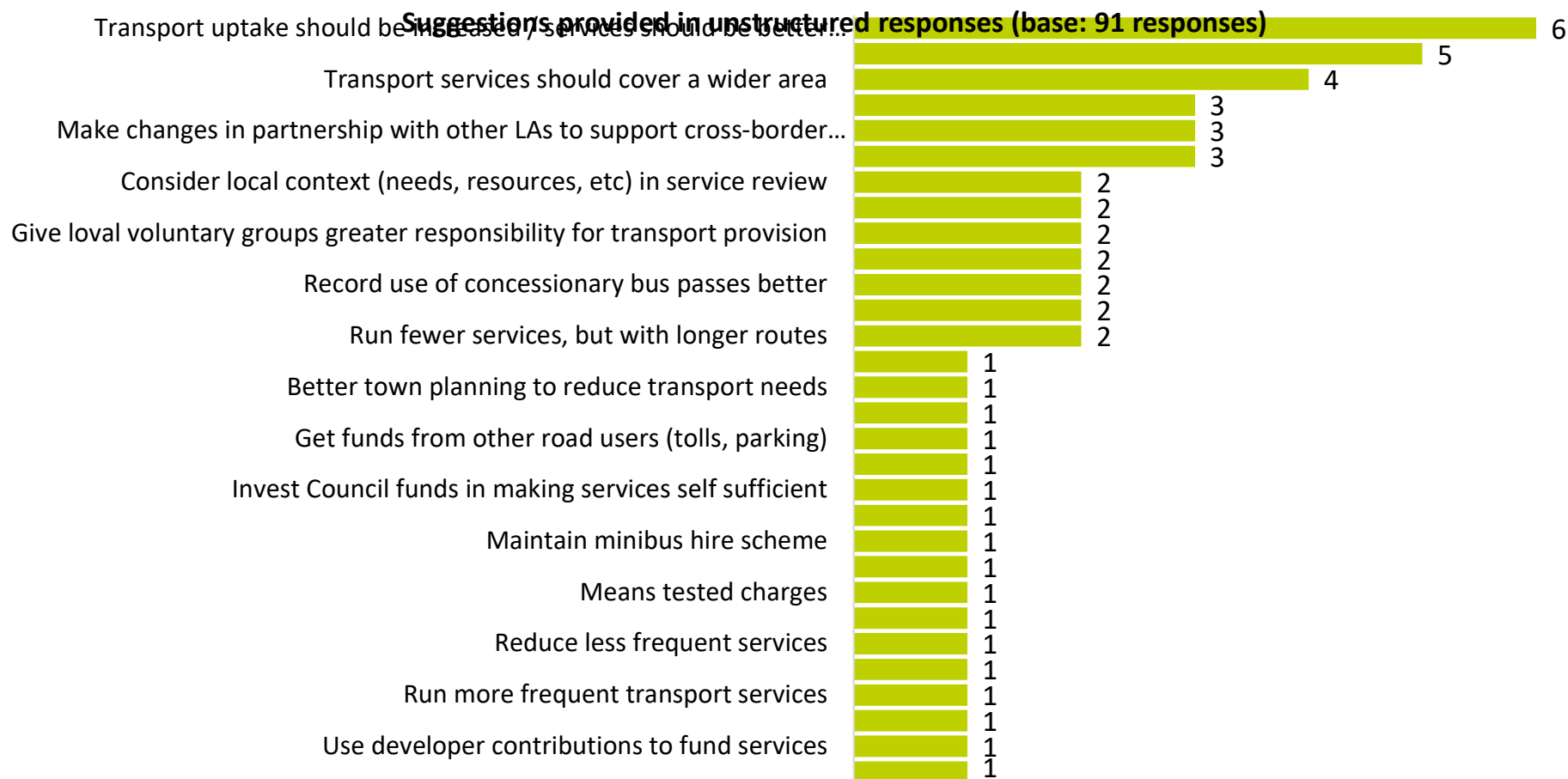
Comments provided in unstructured responses (Multi-code, base: 91 responses). Numbers below refer to



In addition, the following comments were each mentioned once:

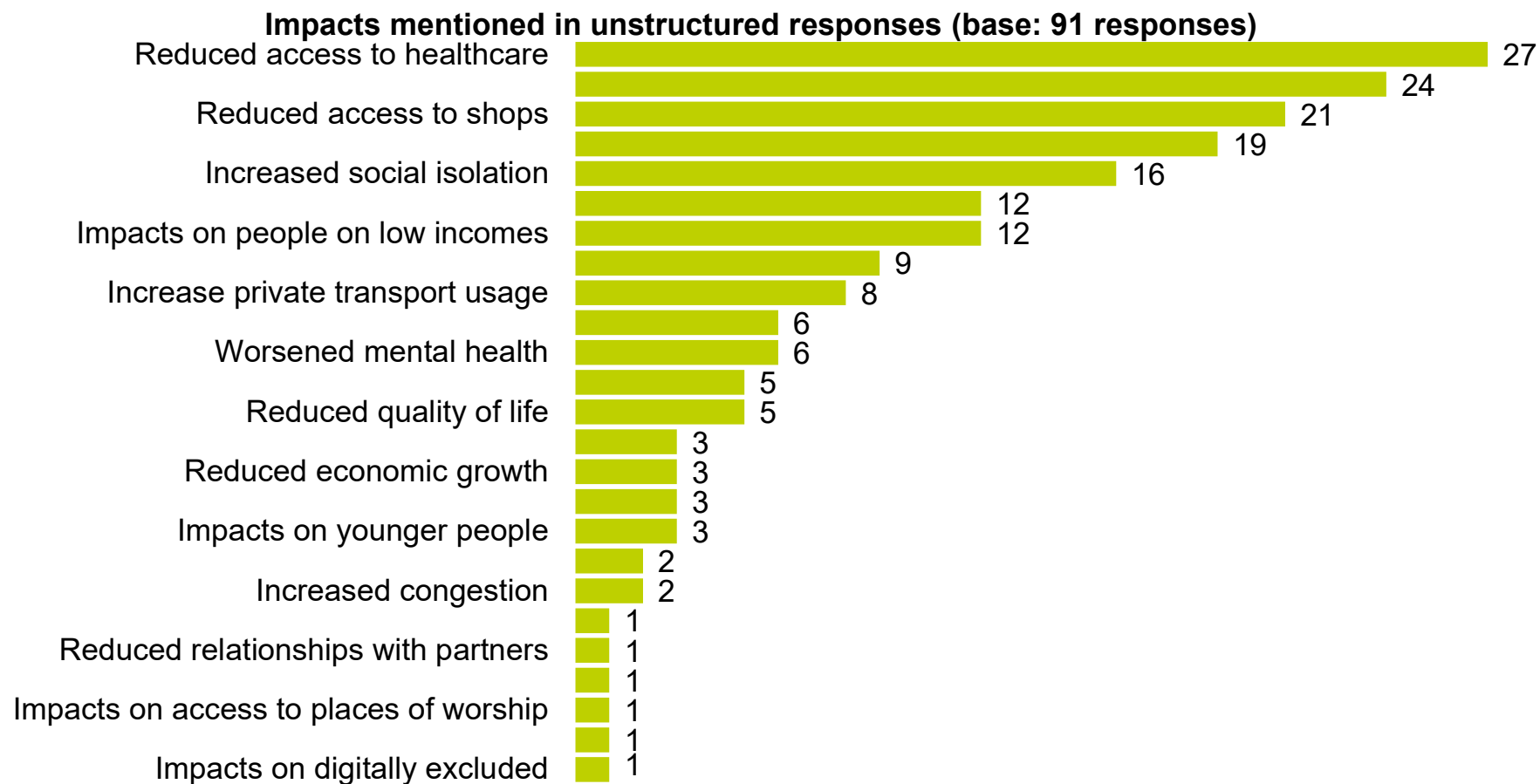
- Belief that a decision has already been made
- Community Transport services supported people during the COVID-19 pandemic
- Concerns with legality of the consultation
- Important to understand views of vulnerable people
- Mentioned that efficiencies should be found in other services (unspecified)
- Mentioned that more detail / information is required
- Mentioned that reliability of services should be prioritised during any service changes
- Mentioned that services are poorly connected
- Mentioned that services start too late / finish too early
- Proposed bus pass replacement charge is reasonable
- Proposed Taxishare charge is too high
- Services are necessary in areas without safe walking routes
- Services are supporting the Ukrainian refugee scheme
- View that proposals are discriminatory
- Voluntary and Community Sector struggling to recruit drivers

## Unstructured responses – Suggestions raised in the unstructured responses



## Unstructured responses – Impacts mentioned in the unstructured responses

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## Unstructured responses – Speakeasy are a community-based advocacy organisation, who provided feedback on the consultation proposals from two of their meetings during the consultation period

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Feedback from a meeting in Basingstoke with 13 attendees indicated that:

- 8 attendees felt that Dial-a-Ride should be prioritised for funding, while 4 felt that local buses should be prioritised
- 9 attendees would be willing to pay more for bus and Dial-a-Ride services, while 4 would not
- 9 of the attendees were Dial-a-Ride users, which they used to attend employment and social activities
  - The majority would rely on taxis or people they know to get around if Dial-a-Ride were unavailable, with only one attendee feeling they could use a bus instead
  - 8 felt that the proposed £6 charge was appropriate for local journeys, 3 felt it was too high and 1 felt it could be higher
  - 5 felt that the proposed £8 charge was appropriate for longer journeys, 5 felt it was too high and 2 felt it could be higher
- 10 of the attendees were local bus users, which they used to attend employment, see family, go shopping, and for social activities
  - When considering changes to bus services, 6 preferred reducing the number of stops, 4 preferred reducing the number of trips per day, and 3 preferred reducing the number of days services operated per week
  - 3 attendees felt that £20 was appropriate for a replacement bus pass, 4 felt that it should stay at £14, and 6 felt that it should be lower than £14

Feedback from a meeting in Aldershot indicated that:

- Attendees travelled from a range of locations including Aldershot, Ash, Farnborough, Farnham, Fleet, and Odiham
- Most attendees used the volunteer Parkside Bus to travel to the meeting, with other buses, taxis, lifts from other people, and walking also used
- None of the attendees used Dial-a-Ride or Fleetlink Community Transport services
- None of the attendees were using travel vouchers
- The majority felt that £14 was too high a charge for a replacement bus pass, only 1 person felt that £20 was acceptable
- Several of the group fed back that applying for a bus pass was a difficult process
- Half the group felt that funding should be prioritised for local buses; the other half felt it should be shared between bus and community transport services
- Impacts of travel not being available included social isolation, an inability to go out to meeting such as the one being attended, and feelings of frustration if they were unable to go out
- One member of the group fed back that they found getting on and off their local bus Fleet link difficult, due to the size of the step to get onto the service

## **Appendix: Methodology and Respondent Profile**

## Methodology

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The consultation was open from 30 May to 24 July 2022. It was an open consultation, so respondents were self-selecting.

An online Response Form was provided through which respondents could respond as an individual, or in an official capacity on behalf of an organisation, business or group, or in their capacity as a democratically Elected Representative.

Respondents were also able to submit responses via email, letter, or telephone. These are referred to as ‘unstructured responses’.

The consultation was communicated through a range of channels, including:

- Emails, letters and messages to stakeholders, including service users, other local authorities in Hampshire, service providers, and so on – requesting response and onward dissemination;

- media releases that were reported in local press;

- a news article on the County Council website;

- two passenger transport forum events with stakeholders;

- posters, printed materials, and in-person promotion of the consultation on bus services;

- social media posts; and

- internal communications at Hampshire County Council.

Unstructured responses and open-ended responses were analysed by theme, using an inductive approach. This means that the themes were developed from the responses themselves, not pre-determined based on expectations, to avoid any bias in the analysis of these responses. One individual worked on each codeframe to ensure a consistency of approach for each.



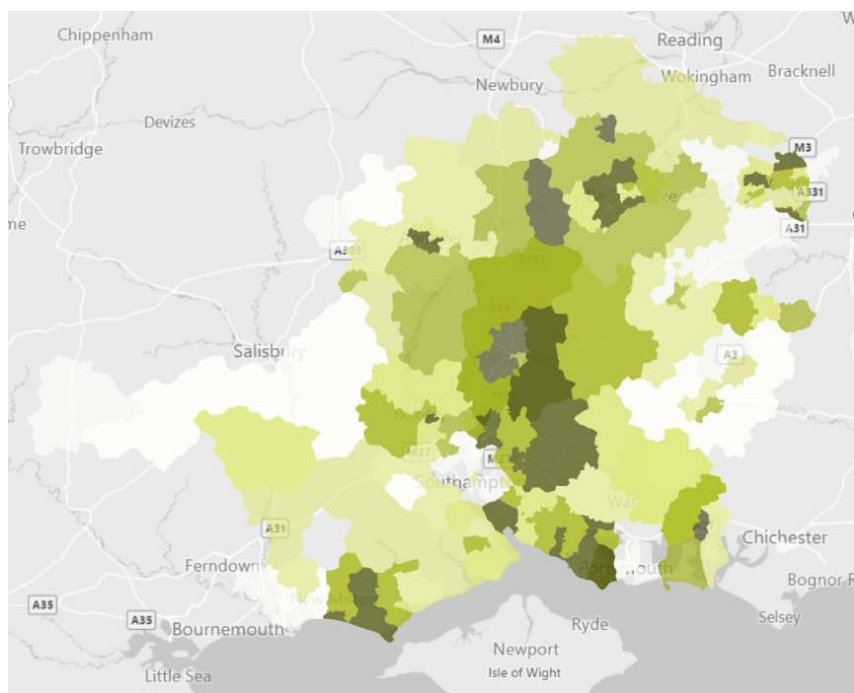
## Who responded? *List of organisations, groups and businesses that responded*

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4th Aldershot Scout Group  
9th Andover Scout Group  
Alton Town Council  
Andover And District Older Peoples Forum  
Andover Stroke Club  
Anton U3A  
Ash Parish Garden Club  
Basingstoke and Deane Disability Group  
Basingstoke and Deane Borough Council  
Baughurst Parish Council  
Blooming Marvellous Supported Adult Gardening Group  
Botley Parish Council  
Bransgore Parish Council  
Buriton Parish Council  
Catherington Village Residents Association  
Chandlers Ford Parish Council  
Citizens Advice New Forest  
Communities First Wessex  
Copythorne Parish Council  
Damerham Parish Council  
Durley Parish Council  
Eastleigh Borough Council  
ESPN  
First Bus  
First Hampshire & Dorset Limited  
Fleet Town Council  
Friends of Romsey Abbey  
Friends of Romsey Signal Box  
Frogmore Junior School  
Green Steps  
Hamble Parish Council  
Hayling Island Residents' Association  
Hook Parish Council  
Hordle Parish Council  
Hordle Volunteer Driver Group  
Houghton Parish Council  
Hound Parish Council  
HYTHE VOLUNTARY CAR GROUP  
King's Somborne Primary School  
Langstone Good Neighbours Network  
Loddon Social Enterprise Ltd  
Lymington and Pennington Town Council  
MAKE  
Natural Basingstoke  
New Forest Mencap  
New Forest National Park Authority  
New Milton Town Council  
Odiham Parish Council  
One Community  
Overton Parish Council  
Owslebury Parish Council  
Petersfield Voluntary Care Group  
Regeneration Team, East Hampshire District Council  
Rockbourne Parish Council  
Romsey Good Neighbours  
Romsey U3A  
Rowlands Castle Parish Council  
Rural Mental Health Matters Limited  
Rushmoor Borough Council  
Rushmoor Voluntary Services  
Somborne Over-50s  
Southern Water Retirement Association  
Speakeasy Advocacy  
St John the Baptist Catholic Primary School  
St Luke's Coffee Morning Group  
St. Marys Surgery, Andover  
Stagecoach South  
Surrey County Council  
Sway Parish Council  
Sway W.I.  
Tadley and District U3A  
Tadley Town Council  
The Disability Union  
U3A travel  
Unity Transport  
Waitrose Retired Partners  
Warsash residents association  
Whitchurch Town Council  
Wickham Community Care  
Winchester Friends of the Earth  
Winchester Go LD  
Winchester Good Neighbours (affiliated to Good Neighbours Network)  
Yelabus Association  
Youth Options

## Who responded? Details of locations and household incomes of the individual respondents who completed the consultation form.

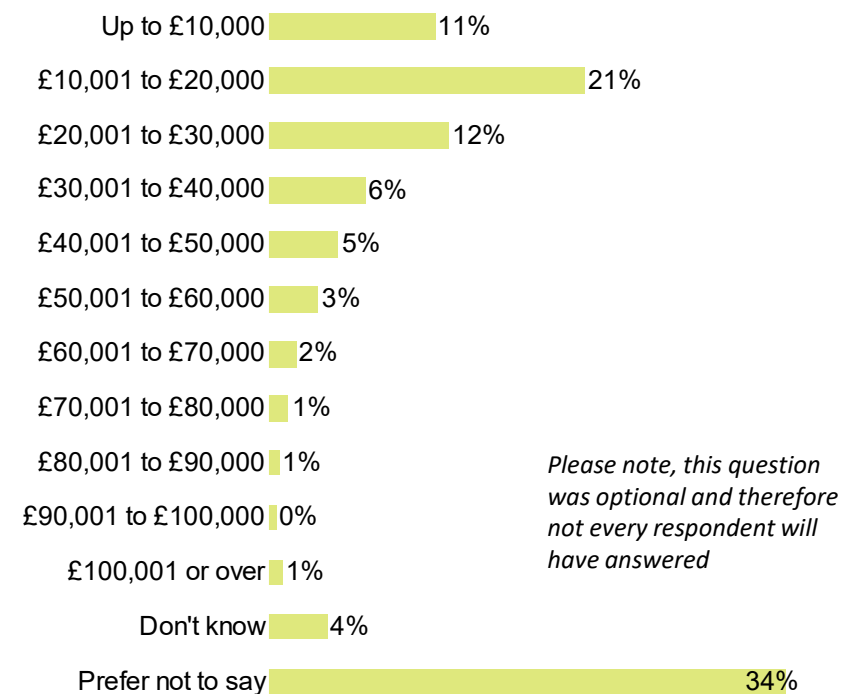
Responses by postcode district



1 response

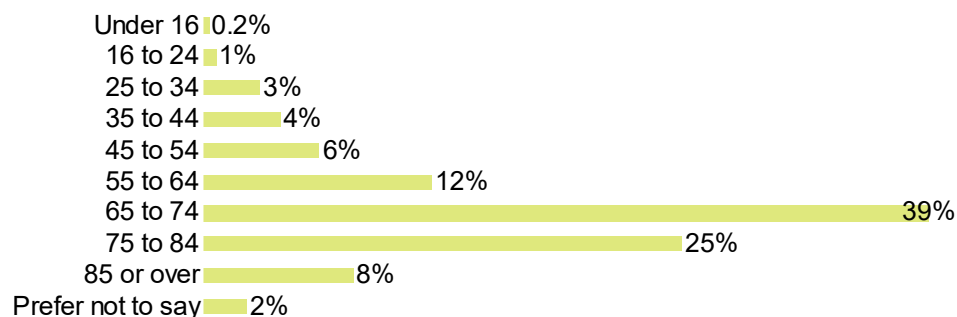
Over 10 responses

What is your total annual household income, from all sources, before tax and other deductions? (Multi-code base: 2281)

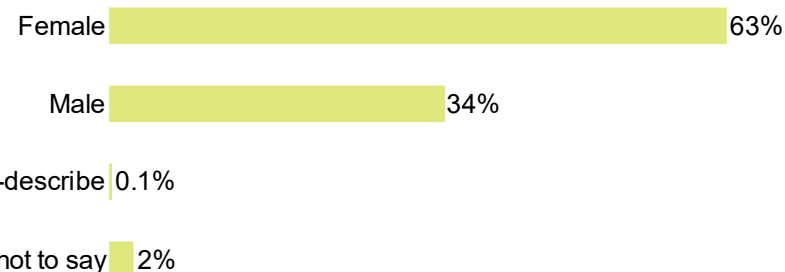


## Who responded? *Details of the 2,472 individual respondents*

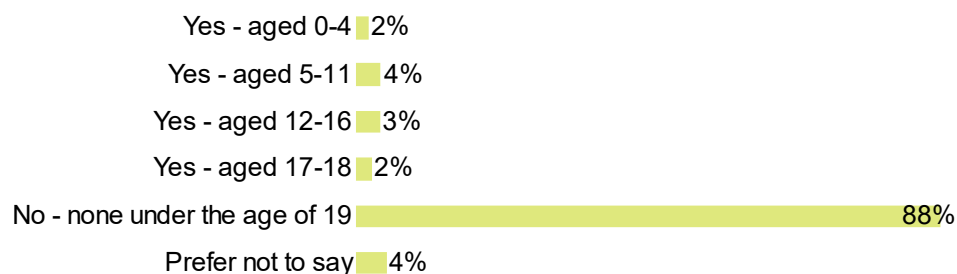
### What is your age? (Base: 2379)



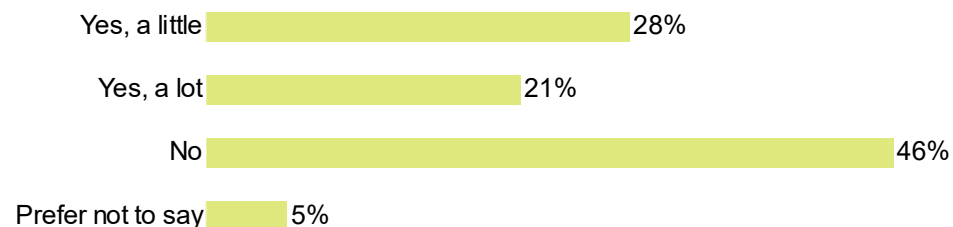
### What is your gender? (Base: 2379)



### Are there any children or young people under the age of 19 living in your household (including yourself)? (Multi-code base: 2307)

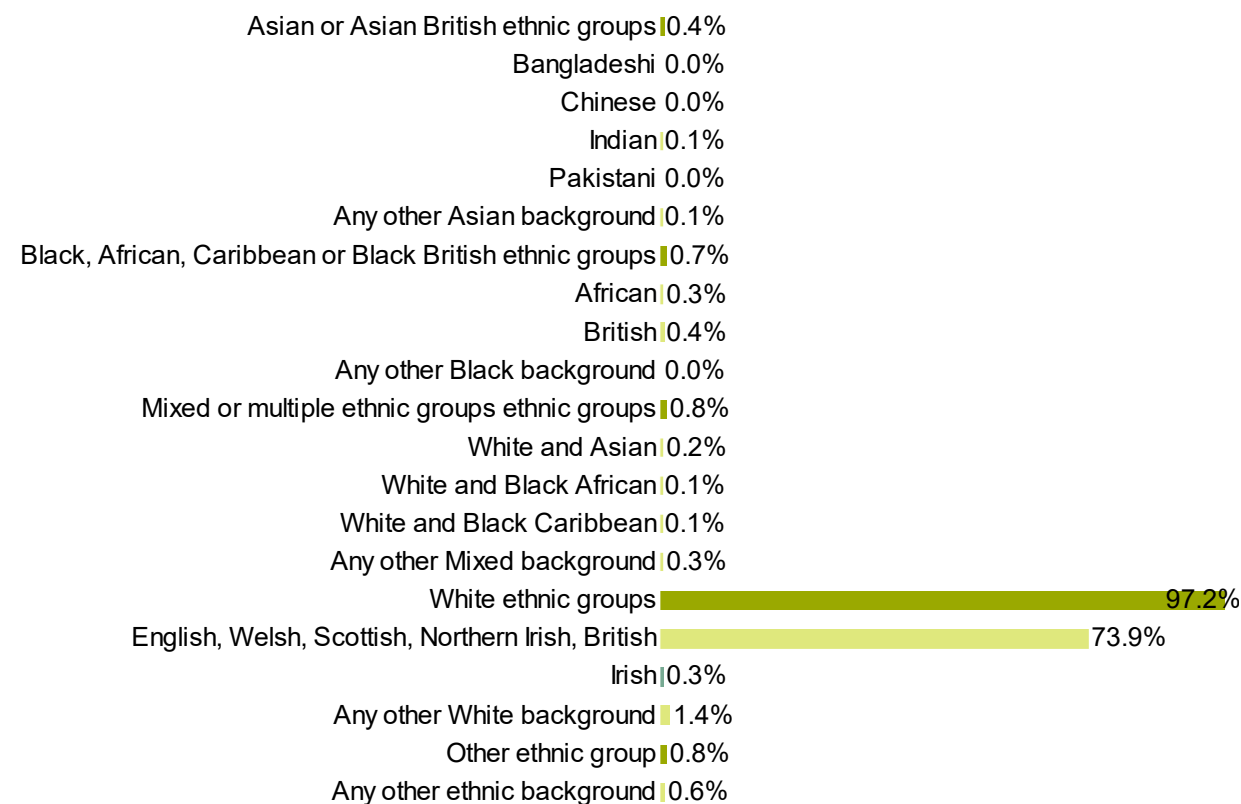


### Are your day-to-day activities limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months? (Base: 2353)



## Who responded? *Details of the 2,472 individual respondents*

### Ethnicity (Base: 2295)



### Service Usage

In the previous year:

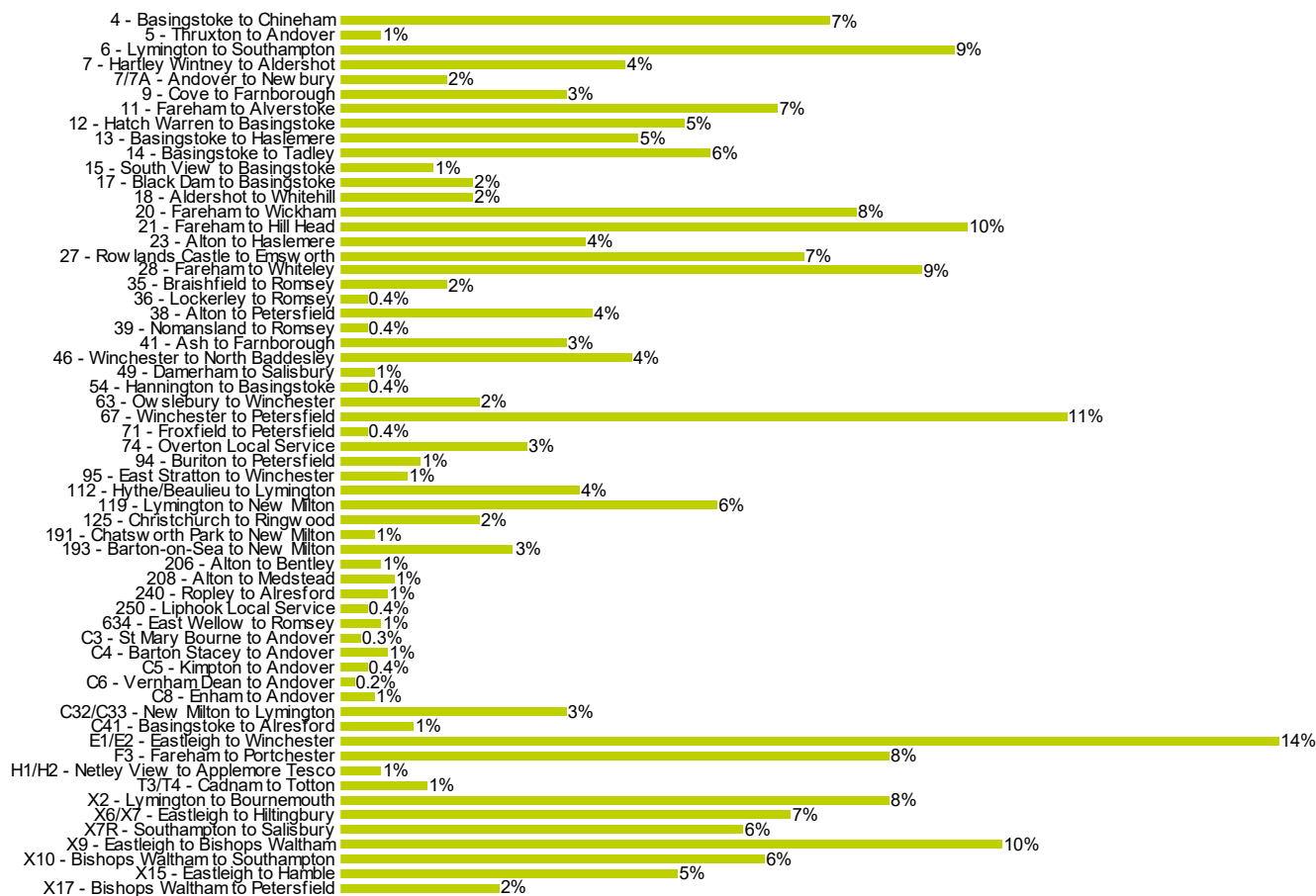
- 2% had used Call & Go services
- 12% had used Dial-a-Ride services
- 74% had used local bus services
- 2% had used Minibus Group Hire
- 2% had used Taxishare services

In addition:

- 65% held an Older Person's Bus Pass
- 11% owned a Disabled Person's Bus Pass (including 3% who owned a Disabled Person with Companion Bus Pass)

## Who responded? Supported bus routes used by individual respondents

Supported bus routes used by respondents (base: 1125 users of supported bus services)



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Service	Route	Annual cost to Hampshire 21/22 County Council	Annual passenger journeys 21/22	Annual passenger journeys 19/20	% reduction in passengers	Subsidy	Outcome	Proposed Saving	
Aldershot, Farnborough and Fleet area services	7	Hartley Wintney to Aldershot	£ 162,160	23,437	50,874	-54%	£6.92	Service is now two-hourly. Change took place over pandemic.	£ 32,082
	9	Cove to Farnborough	£ 16,420	11,764	18,840	-38%	£1.40	Voyager loop to be withdrawn as it is funded with time limited funding. No savings proposed	£ -
	41	Ash to Farnborough (part developer contributions and Surrey County Council)	£ 35,122	7,408	14,424	-49%	£4.74	Service proposed to be withdrawn. This would not contribute towards savings as this is currently a pressure	£ -
Andover Area Services	5	Thrupton to Andover (part funded by school transport)	£ 49,617	9587	15736	-39%	£5.18	No savings will be made against this service, however operating costs have significantly increased so from April, it may be that the funding available cannot buy the same level of provision and therefore timetable reductions will be necessary.	£ -
	7/7A	Andover to Newbury	£ 49,162	20,871	32,466	-36%	£2.36	No change proposed in service or contract value.	£ -
	C3/8	St Mary Bourne/Enham to	£ 75,562	9517	13,290	-28%	£7.94	Service proposed to be withdrawn. Demand responsive transport service to be procured as alternative.	£ 45,502
	C4	Barton Stacey to Andover							
	C5	Kimpton to Andover							
C6	Vernham Dean to Andover								
Basingstoke area services	76	Evening service - two journeys	£ 11,918	n/a	n/a	n/a	n/a	Contribution towards the service proposed to be withdrawn. This would not contribute towards savings as this is currently a pressure	£ -
	4	Basingstoke to Chineham (HCC/dev contributions/B&DBC)	£ 72,028	68,392	108,606	-37%	£1.05	It is proposed that a Chineham to Bishop Challoner School diversion is added in place of the current 0820 from Chineham/1520 from Basingstoke	£ 20,000
	12/15/17	Hatch Warren/South View/Black Dam – Basingstoke (part developer contributions)	£ 68,178	89,901	136,674	-34%	£0.76	No savings are proposed against this service, however operating costs have significantly increased so from April, it may be that the funding available cannot buy the same level of provision and therefore timetable reductions will be necessary.	£ -
	14	Basingstoke to Tadley	£ 78,952	40,557	74,016	-45%	£1.95	No savings are proposed against this service, however operating costs have significantly increased so from April, it may be that the funding available cannot buy the same level of provision and therefore timetable reductions will be necessary.	£ -
	54	Hannington to Basingstoke	£ 4,068	283	299	-5%	£14.37	Service proposed to be incorporated into Basingstoke Dial a Ride.	£ 4,068
	74	Overton Local Service	£ 15,124	3,577	3,708	-4%	£4.23	Timetable proposed to be reduced, likely that this would see later journeys reduced.	£ 1,669
	C41	Basingstoke to Alresford	£ 26,305	1,005	1,800	-44%	£26.17	Current timetable will be permanently adopted. No change proposed in contract value.	£ -
Eastleigh area services	X6/X7	Eastleigh to Hiltingbury (part EBC)	£ 17,037	33,050	78,006	-58%	£0.52	Service has been withdrawn by operator. Proposed service being procured in partnership with Eastleigh Borough Council and Chandlers Ford Parish Council.	£ 6,815
	X9	Eastleigh to Bishops Waltham	£ 132,740	73,829	171,636	-57%	£1.80	This service has halved in frequency due to an increase in operator costs. To date, Hampshire County Council has not reduced funding levels. It is proposed that a new route is procured, one option would include combining the E1/E2 route also.	£ -
	X10	Bishops Waltham to Southampton							
	X15	Eastleigh to Hamble (part Eastleigh Borough Council)	£ 16,609	5,455	11,532	-53%	£3.04	Service has been withdrawn by operator. Proposed service being procured in partnership with Eastleigh Borough Council and potentially some local parishes.	£ 6,644
	E1/E2	Eastleigh to Winchester	£ 33,688	29,248	42,294	-31%	£1.15	It is proposed that a new route is procured, one option would combine this route with the X9/X10.	£ -
East Hampshire area services	13/18/23	13 Basingstoke to Haslemere (supported Alton to Haslemere); 18 Aldershot to Whitehill (mostly commercial); 23 Alton to Haslemere (fully supported): Part funded by Home to School Transport.	£ 86,343	17,455	46,842	-63%	£4.95	No savings are proposed against this service, however operating costs have significantly increased so from April, it may be that the funding available cannot buy the same level of provision and therefore timetable reductions will be necessary.	£ -
	X17	Bishops Waltham to Petersfield	£ 8,515	1,080	1,392	-22%	£7.88	Service has been withdrawn by operator. Reduced service to be provided by Meon Valley community bus.	£ 4,515
	38	Alton to Petersfield	£ 100,859	16,954	27,690	-39%	£5.95	No savings are proposed against this service, however operating costs have significantly increased so from April, it may be that the funding available cannot buy the same level of provision and therefore timetable reductions will be necessary.	£ -
	71	Froxfield to Petersfield	£ 6,080	405	1,194	-66%	£5.09	It is proposed that these services are merged.	£ 6,080
	94	Buriton to Petersfield	£ 64,346	8,837	15,738	-44%	£7.28		
	206	Alton to Bentley	£ 17,114	2,552	4,704	-46%	£6.71	No change proposed in service or contract value.	£ -
	208	Alton to Meadstead							
	240	Ropley to Alresford	£ 14,594	2,693	2,269	19%	£5.42	It is proposed that these services are operated by Cresta Coaches to enable Stagecoach to resolve their driver shortage. It is proposed that a tendering exercise will be carried out packaging these services with some other local services.	-£ 1,526
250	Liphook Local Service	£ 11,809	732	1,860	-61%	£16.13	No change proposed in service or contract value.	£ -	

Fareham and Gosport area services	11	Fareham to Alverstoke (Monday to Friday only)	£ 29,297	23,393	29,220	-20%	£1.25	No savings are proposed against this service, however operating costs have significantly increased so from April, it may be that the funding available cannot buy the same level of provision and therefore timetable reductions will be necessary.	£ -
	20	Fareham to Wickham	£ 68,020	25,881	50,706	-49%	£2.63	It is proposed that either the service will reduce the number of days in which it operates, or some journeys removed to reduce the number of journey opportunities.	£ 9,000
	21	Fareham to Hill Head	£ 46,485	22,039	40,896	-46%	£2.11	It is proposed that this service is re-timed around off-peak journeys and the peak provision removed.	£ 25,000
	28/28A	Fareham to Whiteley	£ 75,173	19,665	19,608	0%	£3.82	No savings are proposed against this service due to development in North Whiteley. Operating costs have significantly increased so from April, it may be that the funding available cannot buy the same level of provision and therefore timetable reductions will be necessary.	£ -
	F3	Fareham to Portchester (Wednesdays only)	£ 5,542	2,438	3,594	-32%	£2.27	This service has been withdrawn by the operator, it is proposed that a taxishare is procured to replace this.	£ -
Havant area services	27	Rowlands Castle to Emsworth	£ 68,212	20,587	34,320	-40%	£3.31	It is proposed that this service is re-timed around off-peak journeys and the peak provision removed.	£ 25,000
New Forest area services	H1/H2 T3/T4	Netley View to Applemore Tesco Cadnam to Totton	£ 52,902	8,392	12,390	-32%	£6.30	No change proposed in service or contract value.	£ -
	X2	Lymington to Bournemouth (part DCC) (Gore Road New Milton to Walkford supported)	£ 17,001	3,144	5,850	-46%	£5.41	No change proposed in service or contract value.	£ -
	6	Lymington to Southampton (only certain journeys supported)	£ 43,013	36,242	52,500	-31%	£1.19	No change proposed in service or contract value.	£ -
	C32/C33	New Milton to Lymington	£ 81,805	7,582	14,418	-47%	£10.79	It is proposed that the service after 14:45 and the Saturday service to be withdrawn. It is also proposed that the service becomes a fixed timetable, rather than bookable.	£ 32,200
	49	Damerham to Salisbury (partial Wiltshire Council)	£ 6,210	1,172	1,479	-21%	£5.30	No change in contract or contract value	£ -
	112	Hythe/Beaulieu to Lymington (part funded by school Transport)	£ 36,386	10,166	17,220	-41%	£3.58	No change proposed in service or contract value.	£ -
	125	Christchurch to Ringwood (part Dorset County Council)	£ 27,292	5,692	8,052	-29%	£4.79	No change proposed in service or contract value.	£ -
	119 191 193	Lymington to New Milton; Chatsworth Park to New Milton; Barton-on-Sea to New Milton (Sat funded by Lymington PC)	£ 54,157	40,057	53,712	-25%	£1.35	No change proposed in service or contract value.	£ -
	Romsey area services	X7R	Southampton to Salisbury (part Wiltshire Council) (Romsey to Salisbury supported)	£ 14,455	33,262	53,496	-38%	£0.43	No change proposed in service or contract value.
35		Braishfield to Romsey (part funded by school transport)	£ 14,436	12,435	17,424	-29%	£1.16	Service to be reduced to one return journey day (plus the 635 at college times).	£ 37,748
36		Lockerley to Romsey	£ 16,382	326	456	-29%	£50.25	It is proposed that this service is withdrawn.	
39		Nomansland to Romsey (part funded by Wiltshire Council)	£ 15,021	1,533	2,382	-36%	£9.80	It is proposed that this service is withdrawn.	£ -
634		East Wellow to Romsey (part funded by school transport)	£ 14,860	8,059	6,732	20%	£1.84	No change proposed in service or contract value.	£ -
Winchester Area Services	63	Owslebury to Winchester	£ 17,328	1,706	5,784	-71%	£10.16	It is proposed that these services are operated by Cresta Coaches to enable Stagecoach to resolve their driver shortage. It is proposed that a tendering exercise will be carried out packaging these services with some other local services.	-£ 1,597
	46	Winchester to North Baddesley (part-commercial)	£ 43,634	4,043	9,072	-55%	£10.79	It is proposed that this service to be funded during the school holidays only, one return per day of operation. Operating costs have significantly increased so from April, it may be that the funding available cannot buy the same level of provision and therefore timetable reductions will be necessary.	£ 20,000
	67	Winchester to Petersfield (part funded by school transport) (some school journeys are commercially operated)	£ 126,026	30,824	59,868	-49%	£4.09	No savings are proposed against this service, however operating costs have significantly increased so from April, it may be that the funding available cannot buy the same level of provision and therefore timetable reductions will be necessary.	£ -
	95	East Stratton to Winchester (only Tuesdays and Thursdays)	£ 10,228	1,021	1,479	-31%	£10.02	No savings are proposed against this service, however operating costs have significantly increased so from April, it may be that the funding available cannot buy the same level of provision and therefore timetable reductions will be necessary.	£ -
Cross Boundary Services	67	Shipton Bellinger - Wiltshire Cross boundary	£ 7,322	N/A	N/A	N/A	N/A	Funding Service proposed to be withdrawn. This would not contribute towards savings as this is currently a pressure	£ -
	54, 91/92/93	Chichester - Petersfield, Midhurst - Petersfield. West Sussex cross boundary	£ 16,934	N/A	N/A	N/A	N/A	Service proposed to be withdrawn. This would not contribute towards savings as this is currently a pressure	£ -
	Route 5 & Kite	Blackwater Valley, Surrey cross boundary (pressure)	£ 6,592	N/A	N/A	N/A	N/A	Service proposed to be withdrawn. This would not contribute towards savings as this is currently a pressure	£ -



Service	Annual Cost to HCC 22/23	Annual Cost to Joint Funders 22/23	Proposed Annual Cost to HCC 23/24	Proposed HCC Spend decrease	Proposed changes to service from 2023	Comments
Basingstoke Dial-a-Ride	£115,533	£156,159	£97,989	6%	6% reduction in service hours.	This reflects what would happen if just Hampshire County Council reduced their funding. The Council's funding partners will be making their own decisions on whether to retain their existing funding levels for these services.
Eastleigh Dial-a-Ride (including Parish Link)	£82,816	£82,816	£69,442	8%	Reduce the number of Dial-a-Ride vehicles operated Monday to Friday from 3 to 2 vehicles. Reduce the number of Dial-a-Ride vehicles operated on Saturdays from 2 to 1 vehicle. Approximately 22% reduction in driver hours (from the current 3 full-time drivers and one part time driver to 2 full-time drivers and one part time driver). Reduction of administrative staff by 1 day a week.	This reflects what would happen if both Hampshire County Council and Eastleigh Borough Council reduce their funding. The Council's funding partners will be making their own decisions on whether to retain their existing funding levels for these services.
New Forest Call & Go	£27,336	£27,336	£23,471	7%	7% reduction in service hours.	This reflects what would happen if just Hampshire County Council reduced their funding. The Council's funding partners will be making their own decisions on whether to retain their existing funding levels for these services.
Rushmoor Dial-a-Ride	£28,823	£28,823	£24,562	7%	Withdraw Monday service. Possible removal of Saturday afternoon service. Remove 1 bus from Friday service. Reduction of booking line hours by 30 minutes per day. Service likely to become semi-scheduled.	This reflects what would happen if Rushmoor Borough Council also reduced their funding. The Council's funding partners will be making their own decisions on whether to retain their existing funding levels for these services.
Winchester Dial-a-Ride	£46,582	£46,582	£40,109	7%	8% reduction in service hours.	This reflects what would happen if just Hampshire County Council reduced their funding. The Council's funding partners will be making their own decisions on whether to retain their existing funding levels for these services.
Fareham Dial-a-Ride	£25,182	£25,182	£21,567	7%	7% reduction in service hours.	This reflects what would happen if just Hampshire County Council reduced their funding. The Council's funding partners will be making their own decisions on whether to retain their existing funding levels for these services.
Gosport Dial-a-Ride	£21,915	£21,915	£18,547	8%	8% reduction in service hours.	This reflects what would happen if just Hampshire County Council reduced their funding. The Council's funding partners will be making their own decisions on whether to retain their existing funding levels for these services.
East Hampshire Call & Go (including Alton Dial-a-Ride)	£21,170	£12,893	£16,701	13%	13% reduction in service hours.	This reflects what would happen if just Hampshire County Council reduced their funding. The Council's funding partners will be making their own decisions on whether to retain their existing funding levels for these services.
Fleet Link	£15,638	£15,638	£15,638	0%	No change proposed in contract value. Service area to expand to cover Church Crookham and Elvetham Heath.	It is proposed that this service absorbs the patronage from the Fleet, Crookham, Crookham Village and Elvetham Heath Taxishare therefore the saving against the Taxishare cost has
Yateley Shopper	£2,224	HCC 100% fund this service	£2,224	0%	No proposed changes as current cost to Hampshire County Council and the level of service provision is minimal.	
Denmead Shopper	£1,243	£1,520	£1,243	0%	No proposed changes as current cost to Hampshire County Council and the level of service provision is minimal.	
Test Valley Call & Go	£11,993	£11,993	£10,571	6%	Merge Tuesday morning Kingsmead/Dunwood Romsey route with Wednesday morning Lockerley and Dean route. Merge Thursday Braishfield route to Monday afternoon Wellow route. Cancel Wednesday Tytherley morning route and move passengers to Wednesday morning Lockerley route.	This reflects what would happen if just Hampshire County Council reduced their funding. The Council's funding partners will be making their own decisions on whether to retain their existing funding levels for these services.
Havant Call & Go	£16,496	£13,496	£16,496	0%	No change proposed in contract value.	It is proposed that this service absorbs the patronage from the Clanfield, Catherington and Lovedean Taxishare therefore the saving against the Taxishare cost has offset the need to make savings against this service.

Minibus Group Hire Services

Service	Annual Cost to HCC 22/23	Annual Cost to Joint Funders 22/23	Annual Cost to HCC 23/24	HCC Spend decrease	Changes to service from 2023	Comments
Eastleigh	£47,258	£4,702	£31,936	29%	Savings could be achieved by replacing four minibuses and increasing hire charges. If these vehicles cannot be replaced, there would need to be a reduction in service level offered. This could take the form of reduced booking hours and reduced driver/vehicle availability.	This reflects what would happen if just Hampshire County Council reduced their funding. The Council's funding partners will be making their own decisions on whether to retain their existing funding levels for these services.
Fareham	£10,220	HCC 100% fund this service	£8,048	21%	Service reductions are likely however these should be minimised through an increase in hire charges and adopting a more 'semi-commercial' operating model which includes widening the eligibility criteria for the service.	This service is solely funded by Hampshire County Council.
Gosport	£11,129	HCC 100% fund this service	£8,323	25%	Service reductions are likely however these should be minimised through an increase in hire charges and adopting a more 'semi-commercial' operating model which includes widening the eligibility criteria for the service.	This service is solely funded by Hampshire County Council.
Havant	£34,265	HCC 100% fund this service	£19,178	44%	Service reductions are likely however these should be minimised through an increase in hire charges and adopting a more 'semi-commercial' operating model which includes widening the eligibility criteria for the service.	This service is solely funded by Hampshire County Council.
New Forest	£13,033	£13,033	£8,422	18%	Service reductions are likely however these should be minimised through an increase in hire charges and adopting a more 'semi-commercial' operating model which includes widening the eligibility criteria for the service.	This reflects what would happen if just Hampshire County Council reduced their funding. The Council's funding partners will be making their own decisions on whether to retain their existing funding levels for these services.
Rushmoor & Hart (including Yateley)	£23,298	HCC 100% fund this service	£17,373	25%	<u>Rushmoor &amp; Hart:</u> Group hire administration hours to be reduced. May need to reduce vehicle fleet if new vehicles cannot be provided by April 2023. Hire charges will be increased. <u>Yateley:</u> 20p increase per mile on the mileage charge. £2/£3 increase on hiring charges.	This service is solely funded by Hampshire County Council.
Test Valley	£25,183	£4,797	£19,403	19%	Increase both the mileage charge for fuel costs and per session vehicle hire charges.	This reflects what would happen if just Hampshire County Council reduced their funding. The Council's funding partners will be making their own decisions on whether to retain their existing funding levels for these services.
Winchester	£18,417	HCC 100% fund this service	£12,163	34%	Service reductions are likely however these should be minimised through an increase in hire charges and adopting a more 'semi-commercial' operating model which includes widening the eligibility criteria for the service.	This service is solely funded by Hampshire County Council.
East Hampshire	£29,372	£15,131	£10,523	42%	Service reductions are likely however these should be minimised through an increase in hire charges and adopting a more 'semi-commercial' operating model which includes widening the eligibility criteria for the service.	This reflects what would happen if just Hampshire County Council reduced their funding. The Council's funding partners will be making their own decisions on whether to retain their existing funding levels for these services.

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Route Description		Contract cost on the consultation 21/22	Passenger trips 19/20 - on the consultation	Passenger trips 21/22 - on the consultation	Subsidy on the consultation	Outcome	Cost saving	New Contract Cost
Basingstoke and Deane	333 Hartley Wespoll - Bramshill to Basingstoke	£2,582.00	102	98	£ 26.35	No changes are proposed	£ -	£ 2,582
East Hants	205 West Tistead to Alton	£1,959.00	177	0	£ 11.07	No changes are proposed	£ -	£ 1,959
	28 Bordon Town	£7,572.00	966	552	£ 13.72	No changes are proposed	£ -	£ 7,572
	36C Clanfield, Catherington & Lovedean	£21,444.00	4592	4004	£ 5.36	It is proposed that passengers who currently use this service move to Havant Call and Go which serves the same area.	£ 21,444	£ -
Hart	210 Long Sutton, South Warnborough, Upton Grey to Basingstoke	£9,516.00	434	228	£ 41.74	It is proposed that this service will operate on Fridays only	£ 4,997	£ 4,519
	200A/B Hart - Crondall, Ewshot to Fleet/Farnham. Long Sutton, South Warn to Alton.	£8,172.00	466	198	£ 41.27	No changes are proposed		£ 8,172
	70 Crondall/Ewshot to Farnham/Fleet	£15,708.00	2515	1235	£ 12.72	It is proposed that Friday journeys to Fleet, the 08.30 journey opportunity, the 13:05 journey opportunity and the 15:45 journey opportunity are withdrawn as the poorest used journeys.	£ 1,944	£ 13,764
	F111/121/131 Fleet, Crookham and Crookham Village	£6,816.00	600	219	£ 31.12	It is proposed that passengers who currently use this service move onto to use Fleet Link which serves the same area and this service is withdrawn.	£ 6,816	£ -
Test Valley	C1 Andover Villages - Ragged Appleshaw and Penton Mewsey to Andover	£7,632.00	669	441		No changes are proposed	£ -	£ 7,632
	46 Chilworth to Lordshill	£3,192.00	816	288	£ 11.08	No changes are proposed	£ -	£ 3,192
	54 Wherwell/Stockbridge - Romsey	£24,696.00	2962	2132	£ 11.58	No changes are proposed	£ -	£ 24,696
	15/17 Over Wallop- Andover- Stockbridge	£2,580.00	N/A	130	£ 19.85	No changes are proposed	£ -	£ 2,580
Eastleigh	43 - Flexford/Valley Park to Chandlers Ford/Eastleigh	£1,368.00	318	0	£ 4.30	No changes are proposed	£ -	£ 1,368
	42 Stoke Common to Eastleigh	£1,308.00	330	50	£ 26.16	No changes are proposed	£ -	£ 1,308
	44 Campbell/Chalvington - area shopper	£6,216.00	1568	670	£ 9.28	No changes are proposed	£ -	£ 6,216
	Hamble, Hound & Bursledon hospital taxishare	£3,829.00	822	727	£ 5.27	No changes are proposed	£ -	£ 3,829
New Forest	31 Fritham to Totton	£5,280.00	260	161	£ 32.80	No changes are proposed	£ -	£ 5,280
	113 Beaulieu - East End - Hythe	£1,716.00	229	70	£ 24.51	No changes are proposed	£ -	£ 1,716
	61/62 Hyde to Fordingbridge	£9,024.00	1194	496	£ 18.19	No changes are proposed	£ -	£ 9,024
	35 Lyndhurst/Burley/Ringwood	£6,264.00	382	272	£ 23.03	It is proposed that the early morning journey is withdrawn due to low use.	£ 2,100	£ 4,164
Fareham	X57 - Linden Lea - Fareham/Porchester	£3,096.00	463	98	£ 31.59	No changes are proposed	£ -	£ 3,096
	57 Warsash - Locks Heath	£1,464.00	413	98	£ 14.94	No changes are proposed	£ -	£ 1,464
	26 Burridge and Curdridge - Hedge End	£3,504.00	188	127	£ 27.59	No changes are proposed	£ -	£ 3,504
	27 Burridge - Swanwick/Park Gate	£1,080.00	0	72	£ 15.00	No changes are proposed	£ -	£ 1,080
Havant	32 Hayling Island to Havant/Mengham	£15,216.00	2931	1704	£ 8.93	It is proposed that the least used outward and inward journeys - 08:50 Hayling Island to Havant; 14:35 Havant to Hayling Island are withdrawn.	£ 1,170	£ 14,046
Winchester	16a Winchester to Littleton, Crawley, Kings Somborne & Stockbridge	£1,530.00	94	0	£ 16.28	No changes are proposed	£ -	£ 1,530
	96 Meon Valley Taxishare - Swanmore, Shirrell Heath, Shedfield and Wickham into Fareham	£15,708.00	904	363	£ 43.27	It is proposed that one return journey opportunity is withdrawn with the second return time likely to be amended.	£ 2,705	£ 13,003
	38 Wickham- Southwick- Cosham - QA hospital	£7,632.00	988	410	£ 18.61	No changes are proposed	£ -	£ 7,632
	95 East Stratton to Winchester	£9,324.00	N/A	325	£ 28.69	It is proposed that this service is withdrawn.	£ 9,324	£ -

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## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Lead Member for Transport and Environment Strategy
<b>Date:</b>	7 November 2022
<b>Title:</b>	ETE Capital Programme Quarter 2 2022/23
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Maria Golley

**Tel:** 0370 779 0492

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### Purpose of this Report

1. The purpose of this report is to provide a high-level summary of progress and delivery within the capital programme in 2022/23.

### Recommendations

2. That the Executive Lead Member for Transport and Environment Strategy approves the £0.850million reduction in the value of the A3090 Winchester Road/Halterworth Lane, Romsey Junction improvements scheme from £1.3million to £0.45million as a result of redesign following local consultation.
3. That the Executive Lead Member for Transport and Environment Strategy notes the significant work being undertaken to progress the capital programme so far in 2022/23.

### Executive Summary

4. The Economy, Transport and Environment's (ETE) capital programme contains a range of projects, including but not limited to highways maintenance, transport improvements, flood alleviation, waste management, bridge strengthening, town centre improvements and highways safety.
5. ETE's capital programme is a mix of starts-based and spend-based approvals, which means that the published programme figures are not wholly related to expenditure in any given year. It is not possible, therefore, to correlate the published programme to actual expenditure in any meaningful way.
6. ETE's capital programme contributes to the County Council's climate change targets of carbon neutrality and resilience to the impacts of a 2°C temperature rise by 2050. Climate change impact assessment tools are integral to the governance process, with all capital projects and decisions now evaluated for climate change adaptation and carbon mitigation.
7. Alternative low carbon products such as locally produced cold-lay asphalt and recycled plastic kerbing are now widely used for maintenance and capital

improvement schemes, as well as greater recycling of used carriageway materials. Greater sourcing of durable materials and the adoption of innovative techniques such as sustainable drainage, will also deliver wider environmental benefits.

8. In addition, increased investment in walking and cycling infrastructure and public transport reflects the capital programme's shift in emphasis to sustainable transport measures which also builds resilience across Hampshire's transport network.
9. Ongoing challenges facing the highways construction industry arising from increases in fuel, material and labour costs continue to impact the delivery of ETE's capital programme. To manage these challenges and maintain a robust capital programme, the County Council prioritises collaborative working with contractors and the supply chain. A two-stage procurement process has been adopted for some schemes to ensure early contractor involvement in the development stage to mitigate cost and timescale risks.
10. This paper provides a short narrative summary of progress and delivery within the capital programme. The two additional appendices to this report provide more detailed information and are referenced where relevant.
11. This paper also contains recommendations for the consideration of the Executive Lead Member for Transport and Environment Strategy.

## **Expenditure and Finance**

12. This section provides an update on the capital programme expenditure and finance since the beginning of 2022/23.
13. Gross spend across the capital programme from 1 April to 31 August 2022 is £36.7million, which is on par with the same period in the previous year. Appendix 1 shows where expenditure is being made across ETE's programme.
14. Planned expenditure for 2022/23 of £161.778million was forecast in January 2022 (Appendix 2 of the report to Executive Member for Environment and Transport). A comprehensive review of planned expenditure will be undertaken through the autumn and reported in the next quarterly update. Although it is expected that spend will increase in Q3 and Q4 2022/23, as more major schemes enter or continue to deliver on site, it is likely that the overall forecast will reduce from January 2022 forecast levels.
15. In August, the County Council submitted a £17.9 million bid to the latest round of the Levelling Up Fund (LUF) to enhance access to local services, employment opportunities and education in Havant and Gosport. In Havant, the bid includes the renewal of the footbridge adjacent to Havant rail station to provide access for pedestrians and cyclists, plus improved walking and cycling routes linking Leigh Park to Havant. In Gosport, walking and cycling improvements are proposed along South Street and Mumby Road. This follows last year's unsuccessful outcome and incorporated positive feedback from the DfT to inform and enhance this year's bid. A number of districts also submitted LUF bids with transport elements: Test Valley (Andover Town Centre Masterplan), Basingstoke and Deane (Manydown to Town Centre cycle route) and Havant and Gosport both submitted bids which complemented the County Council submission. The outcome is expected later this year.

16. The County Council was recently invited to bid for the Active Travel Capability Fund which is revenue funding to support scheme and strategy development as well as deliver behaviour change initiatives. Following an assessment of local authority capability and ambition, Active Travel England have assessed the County Council as a Level 2 authority which means they recognise that we have “strong local leadership and support, with strong plans and emerging work”. We will be submitting the Capability Fund bid at the end of October and following that will be submitting a bid to the Active Travel Fund in December for capital funding for the next 3 years.
17. Ongoing challenges facing the highways construction industry, arising from increases in fuel, material and labour costs, continue to impact the delivery of ETE’s capital programme. Overall, the construction material price index rose 5% in March this year and is now almost 25% higher than 2021. This is driving higher tender prices ranging between 6% - 15% in 2022. These pressures are reflected within the sub-programme updates that follow in this report.
18. It should be noted that further challenges arising from market capacity are also being experienced, as government funding deadlines fall at the same time. Contractors report that they are operating at full capacity with limited opportunities within the labour market to secure additional resource of suitable quality. In spite of this, good long-standing contractor relationships, means County Council tenders are being prioritised where possible. Furthermore, the release of tenders and starting dates is being carefully managed to give contractors the best chance to bid and deliver our schemes. However, as these dates are often very difficult to move due to funding constraints, even with these efforts, it is anticipated that some scheme tenders will receive low or no bids and tenders will be higher priced with subsequent financial implications.

### **Delivery and Programme Changes**

19. This section details significant points concerning the delivery of the elements within each Economy, Transport and Environment sub-programme since the last report and recommends amendments and additions to the capital programme for approval.
20. The following Project Appraisals have been approved by ETE Executive Members since the ETE Capital Programme Quarter 1 2022/23:
  - Redbridge Causeway to Eling Pedestrian and Cycle improvements (£0.8million);
  - Bedhampton Road, Havant bus priority scheme (£1.2million);
  - A326 South Project Fawley Waterside (£11.4million); and
  - Hampshire Recycling Infrastructure Development (£30million).

Adjustments to the schemes’ capital programme entries have been made accordingly.

### Structural Maintenance Programme

21. The Structural Planned Maintenance sub-programme is progressing well at the end of quarter 2 and at the time of writing, 90% of schemes have been ordered and 54% have been delivered this year. After a delayed start to the surface

dressing programme, delivery is now back on track with all carriageway surface treatment sites complete and good progress being made on footway surface treatments. Carriageway resurfacing, footway resurfacing and drainage schemes are all currently on programme.

22. Market volatility remains the number one issue facing delivery this financial year and costs are returning notably higher than originally estimated. With drainage works which are not included in the schedule of pre priced rates but are based on specific calculations provided by the contractor, increased prices can be difficult to identify and with large sums of money going through key suppliers of bitumen bound products, there are likely to be further increased costs as we continue through the year. Work continues collaboratively and teams within the County Council and Milestone are working hard to mitigate the risks and impact on the programmes and predict the financial cost, while working closely with supply chain partners.
23. There has been significant success with the collaborative approach taken to roll out the use of recycled materials from Micheldever. The year started with intentions to use recycled material wherever possible but usage limitations meant the overall percentage of sites was not as extensive as had been originally hoped. However, working closely with Milestone, OCL and the key supply chain delivery team at Aggregate Industries, we have managed to utilise the material in many more sites than anticipated, through undertaking working trials and on-site testing to ensure the products performed as required.
24. Turning to the Structures sub-programme, the Holmsley replacement bridge scheme was completed as planned at the end of June before the start of the 2022 tourist season. A35 traffic had already been transferred onto the new bridge before Easter and work was concentrated on the C10 under the bridge where additional surfacing was laid to make use of the closures and avoid future visits. In addition, work had included improvements at the junctions and to the drainage system, and on completion of the full scheme, the 40mph speed restriction, placed to protect the old bridge, was lifted.
25. In July, the DfT confirmed sign off for release of their funding contribution for the Redbridge Causeway Work Package 3 scheme. As the scheme falls over two financial years £5million has been released for 2022/23 and a further £8.4million will be released in 2023/24. In order not to miss longstanding railway possessions Hampshire's contribution to the scheme had been used to forward fund the initial works. Except for one cancellation due to rail industrial action, all other possessions have been utilised and initial concrete repair works on the bridge span over the railway, have been successfully completed by Milestone. Access scaffolds are now in place allowing work to move to both land based and areas over the water. There continue to be pressures on the budget due to increases in fuel, material, and labour costs.
26. Other schemes in preparation by the Structures team are a replacement bridge deck for Garnier Road bridge in Winchester and a replacement bridge in Eastleigh, both are expected to be undertaken in 2023/24. The team continues to work closely with Network Rail on their strengthening scheme for the Campbell Road bridge in Eastleigh and provide support for a number of highway led schemes. Recruitment of staff resources remains a major challenge as



bridge engineers remain in short supply and we are in competition with the private sector.

### Integrated Transport Programme

27. Major schemes (over £2 million) totalling over £90million are showing good performance as they continue in, or progress to, the construction stage in 2022/23, including Brighton Hill Roundabout (£20.75million), M27 Junction 9 (£23.128million), A326 Waterside corridor (£11.4million), Lynchford Road (£10.880million), Botley Bypass (£23million) and Woodhouse Lane South, Botley (£6.044million).
28. Good progress on construction continues into the second quarter of 2022/23 with the following notable achievements:
  - Botley Uplands Development Infrastructure (UDI) which includes substantial highway works with a new subway in Woodhouse Lane South is well under way and scheduled for completion in late November 2022;
  - the contract for the Farnborough Growth Package (North Camp) has been awarded for the implementation of capacity improvements, improved walking, cycling and public transport facilities and an improved public realm. Construction commenced in September 2022 and should be completed by the end of next year;
  - works at Brighton Hill roundabout for capacity, walking and cycling improvements continue at pace;
  - Phase 2 improvements on the A326 Waterside corridor commenced in October 2022;
  - capacity improvements at M27 Junction 9 are substantially completed;
  - the stage 1 contract for Botley Bypass has been awarded to Milestone; and
  - Stubbington Village improvements complimentary to the bypass scheme commenced in October 2022.
29. The first tranche of schemes within the Transforming Cities programme across Southampton and Portsmouth city regions are scheduled to commence on site in the next period, which will include Portchester and Bedhampton bus improvements, Gosport Interchange, Delme improvements and Redbridge Causeway to Eling cycle.
30. Funding conditions associated to the Department for Transport grant for the Transforming Cities Programme requires completion of all works by 31<sup>st</sup> March 2023. There is provision for 'Change Control' which enables requests for time extensions or scope changes to be considered / approved. With respect to the schemes where Hampshire County Council is the delivery authority, all schemes will be in contract, on site or completed by the deadline. However, some schemes will continue into 2023/24. Change control across the Southampton and South West TCF programme has been secured and a revised completion date of 31 March 2024 approved. Change control seeking a programme extension for elements of the Portsmouth portfolio was considered in October 2022 and the outcome is awaited. Further details of the challenges facing the overall TCF programme, are summarised in a report elsewhere on this agenda.
31. The sub-programme for schemes below £2 million continues to be very active in 2022/23 with a range of schemes in development or delivery across the county. Improvements at Aldershot Station forecourt will commence in January

2023. Public realm, walking and cycling improvements at Arrival Square, Whitehill & Bordon will commence in early 2023 as part of the regeneration activities.

32. Of note, a scheme which created a new public square in the heart of Romsey to make it a safer, more attractive and inviting place for local residents, businesses and visitors (delivered in partnership with Test Valley Borough Council and Romsey Town Council) has been awarded a Solent Quality Place Award 2022.
33. It should be noted that significant challenges and risks are expected to continue in the next few months. The highway construction industry continues to experience volatility due to the effects of the Covid pandemic, the impacts of Brexit and the on-going war in Ukraine. Oil and gas prices are rapidly increasing, as are costs for critical materials including steel, iron and timber, with bituminous products also impacted. Project teams have been working closely with contractors and the supply chain seeking to anticipate and, where possible, manage price and delivery pressures.
34. Following key consultation and monitoring work on the A3090 Winchester Road/Halterworth Lane, Romsey Junction improvements scheme, the scheme proposals have been revised. The original scope was associated with local development to provide increased capacity and traffic signals at the junction of Winchester Road with Halterworth Lane. However, the cost of the scheme was high mainly due to the location of utility services in a widened carriageway section. In addition, regular monitoring of the junction (before and after Covid lockdowns) has not shown a need for the capacity aspect of the scheme.
35. During monitoring, small localised improvements to provide better pedestrian access to bus stops were implemented which have proved popular with local residents. Further discussions with local Members and the Parish Council have shown support for a re-scoped scheme focusing on further improvements for pedestrians, cyclists and access to bus stops. The revised scheme has had a preliminary cost estimate of £0.450million.
36. It is therefore recommended that the Executive Lead Member for Transport and Environment Strategy approves the £0.850million reduction in the value of the A3090 Winchester Road/Halterworth Lane, Romsey Junction improvements from £1.3million to £0.45million.
37. Turning now to the 2022/23 Casualty Reduction works sub-programme, which consists of a range of safety improvement schemes due to be implemented across the county. There are 107 schemes currently programmed, an increase of 17 compared to Q1, as detailed in Appendix 2. Due to the reactive nature of this sub-programme, it is likely that further schemes will be added over the remainder of the year. So far, approximately £448,000 has been spent with 35 schemes completed, 16 on order with our contractor, 28 in design and 1 deleted (majority let via HHSC, Milestone).

#### Waste Programme

38. The planning application for the new Materials Recovery facility at Chickenhall Lane in Eastleigh was granted, subject to conditions, by the Regulatory Committee on the 19<sup>th</sup> October.

39. The works to replace the flare at Hook Lane landfill were completed during Q2 and the replacement leachate tank at the site will be completed by the end of 2022/23. Due to the increased costs of materials, it has been decided to delay the works to replace the other tanks until the second quarter of 2023/24.

#### Flood Risk and Coastal Defence Programme

40. Works on the Sycamore Road element of the Rectory Road and Sycamore Road Flood Alleviation Scheme were substantially completed in July. Difficulties with connecting into an existing pipe has required additional traffic management and it is planned to complete this work. This scheme will reduce the impact of surface water runoff by creating better connections with the existing road drainage in Sycamore Road and raising the level of a footpath in King George playing fields to provide access in flood conditions. At Rectory Road, the main part of the works has been completed and is providing improved protection to properties.
41. Works on Phase 2 of the Farringdon Flood Alleviation scheme were substantially completed in mid-September. Owing to unexpected ground conditions, and difficulties with material and resource availability, plans have been reviewed and some of the drainage work has been moved into Spring 2023 where it is proposed to join up with some potential planned maintenance work which is already in the programme. Legal agreements with landowners will be completed during the intervening period to enable off-highway elements to go ahead. Regular communications are taking place with Parish Councils, residents, businesses, and other key stakeholders to ensure good awareness of the scheme progress and plans for the remaining work.
42. Phase 3 of the Buckskin Flood Alleviation Scheme had to be concluded at the end of May 2022 due to the presence of underground utilities and the difficulty of progressing work further in the vicinity. Investigations and modelling work is being undertaken to determine whether there are any residual risks and options to reduce these if appropriate.
43. The Outer Winchester Flood Alleviation Scheme covers Littleton, Headbourne Worthy and Kings Worthy locations. Phase 1 works at Kings Worthy were completed in July 2021 and Phase 2 is estimated to commence in Spring 2023 with implementation of drainage improvements at Littleton and Headbourne Worthy locations. Licenses are currently being drafted to enable works to be undertaken on 3<sup>rd</sup> party land and negotiations are proceeding with the Environment Agency and a riparian owner regarding work to the main river.
44. The Eversley/Webb's Corner drainage scheme is currently in the defects period. A final phase of work to improve highway drainage in The Street is subject to funding availability.

#### Community Transport Programme

45. A further two electric mopeds have been purchased at a cost of £6,626 on the Wheels to Work scheme which brings total scheme spend since April 2022 to £13,249 for four electric mopeds. A further spend of £19,250 is predicted towards a replacement vehicle on the Fareham Group.

46. There is still the intention to replace existing minibuses with electric vehicles but research to date is showing that there is little availability in the current market. It is therefore not likely we will invest in electric minibuses this financial year and following the implementation of the SP23 savings, will continue purchasing second hand diesel vehicles where an existing minibus needs replacement.

### **Consultation and Equalities**

47. This is a financial report amending or proposing budgets for programmes and individual schemes, and therefore does not require a consultation.
48. Service changes or proposals for individual schemes will undertake their own specific consideration of equalities issues. This report has no direct effect on service users, so has a neutral impact on groups with protected characteristics.

### **Climate Change Impact Assessments**

49. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience of its projects and decisions. These tools provide a clear, robust and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.
50. The tools employed by the County Council to assess impacts on climate change adaptation and mitigation were utilised and found not to be applicable on grounds that the decision relates to a strategic programme rather than specific interventions. The tools will be applied to specific schemes and more detailed proposals in the future to assess any impacts and ensure they are reported.

**REQUIRED CORPORATE AND LEGAL INFORMATION:**

**Links to the Strategic Plan**

<b>Hampshire maintains strong and sustainable economic growth and prosperity:</b>	yes
<b>People in Hampshire live safe, healthy and independent lives:</b>	yes
<b>People in Hampshire enjoy a rich and diverse environment:</b>	yes
<b>People in Hampshire enjoy being part of strong, inclusive communities:</b>	yes

**Other Significant Links**

<b>Links to previous Member decisions:</b>	
<u>Title</u>	<u>Date</u>
<a href="#">ETE Proposed Capital Programme 2022/23, 2023/24 and 2024/25-2022-01-27-ELMETE Decision Day (hants.gov.uk)</a>	27/01/2022
<b>Direct links to specific legislation or Government Directives</b>	
<u>Title</u>	<u>Date</u>

<b>Section 100 D - Local Government Act 1972 - background documents</b>	
<p>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.)</p>	
<u>Document</u>	<u>Location</u>
None	

## **EQUALITIES IMPACT ASSESSMENT:**

### **1. Equality Duty**

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 by or under the Act with regard to the protected characteristics as set out in section 4 of the Act (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation);
- Advance equality of opportunity between persons who share a relevant protected characteristic within section 149(7) of the Act (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic within section 149(7) of the Act (see above) and persons who do not share it.

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

- The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- 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.

### **2. Equalities Impact Assessment:**

This is a financial report amending or proposing budgets for programmes and individual schemes. Changes or proposals for individual schemes will undertake their own specific consideration of equalities issues. The decisions in this report are financial, and mainly relate to in-house management of accounts, and therefore have a neutral impact on groups with protected characteristics.

**Additional Appendix 1: Table of expenditure across ETE capital programme in 2022/23**

<b>Gross Expenditure</b>	<b>To 31 August 2022 Periods 1-5 £</b>
Structural Maintenance	23,431,587
Integrated Transport Programme	12,757,720
Flood & Coastal Defence Management	491,338
Solent Enterprise Zone	1,509
Community Transport	13,249
Street Lighting	11,766
<b>TOTAL</b>	<b>36,707,170</b>

**Additional Appendix 2: Current 2022/23 Casualty Reduction Programme  
(Further schemes to be confirmed throughout 2022/23)**

A3057 Winchester Rd j/w Old Winton Rd, Andover	Nightingale Avenue, Eastleigh
A3057 New St - Vigo Lane to Spring Lane, Andover	A272/B3046 Crossroads, Cheriton
A33 Basingstoke Rd, Turgis Green	B3420 Andover Road North, Winchester
A35 Totton Bypass WBound jw Bartram Rd (S), Totton	Gravel Hill, Swanmore - Speed Limit Improvements
C423 Stakes Hill Rd/C423 Purbrook Way/Crookhorn Ln Rbt, Havant	C40 Downhouse Rd j/w C66 Drift Rd, Clanfield
B3035 Botley Rd (Curdridge to Bishops Waltham) - Surfacing	A287 Farnham Road Climbing Lane, Ewshot
A32 Mumby Rd & B3333 South St (Falklands Gardens-Bus Stn), Gosport	B3035 Botley Rd, south of Bishops Waltham
A325 Farnborough Rd/Prospect Ave ATS, Farnborough	C352 Chestnut Ave j/w Arnold Rd Eastleigh
B2149 Petersfield Rd/B2149 Park Rd North/Elmleigh Rd Rbt, Havant	A27 Bridge Rd/Brook Ln Rbt, Fareham
A3 Portsmouth Rd/B2149 Dell Piece West/C116 Catherington LN ATS, Horndean	Grange Rd j/w Nimrod Dr, Gosport
B2150 Hulbert Rd/Purbrook Way Rbt (Asda rbt), Havant	B2149 Petersfield Rd/Middle Park Way, Havant
B2177 Bedhampton Hill/Old Bedhampton Hill, Havant	B2149 Park Rd South/Solent Rd ATC, Havant
C44 and C58 Popley Way, Basingstoke	A32 Forton Rd j/w Lidl Car park, Gosport
A325 Farnborough Rd (Clubhouse Rd Slips to Queens Rbt), Aldershot	A3(M)/B2150 Hulbert Rd Rbt, Havant
A3025 Portsmouth Rd/C74 Grange Rd, Netley	A33 Basingstoke Rd/B3349 Odiham Rd Rbt, Riseley
Cyclists - High Risk Junctions	A339/C70 The Avenue Lasham - VAS
A36 Commercial Road (Beaumont Road to 30mph Speed Limit), Totton	A323 High St/B3008 Windsor Way Ordnance Rbt, Aldershot
C374 Highlands Road, Fareham	C37 Templars Way/School Ln Rbt Knightwood, Chandler's Ford
Oakridge Road/Sherbourne Road, Basingstoke	A3051 Botley Rd j/w Station Rd, Park Gate
A326 Staple wood Lane to Twiggs Lane, Marchwood - VAS upgrade	A27 Botley Rd (30mph Section), North Baddesley
New Ln j/w Crossland Dr Havant	A335 Leigh Road j/w Villeneuve St George Way, Eastleigh
A32 School Rd/Bridge St/B2177 Southwick Rd, Wickham W1071+ VAS upgrade	B2177 Portsmouth Rd (50mph) Fishers Pond to Lower Upham
Hill House Bend, Liphook - EH853	B3347 Ringwood Rd j/w Avon Causeway, Sopley
B3004 Headley Road (Standford/Passfield towards Liphook), Bordon	A35 High St (A337 Romsey Rd ATC to A35 Gosport Ln), Lyndhurst
C361 Longfield Ave/Bishopsfield Rd, Fareham	Sarum Hill (Flaxfield Rd to Winchester Rd), Basingstoke
C94 High St, Odiham	B3016 Odiham Rd, Winchfield



C13 Mylen Rd (Railway Bridge to Charlton Rd), Andover	C9 - Belmore Ln (Longwood Xrds to Salt Ln), North Upham
Long Ln j/w Staplewood Ln, Marchwood	A32 Mumby Rd, jw Clarence Rd, Gosport
A3057 Bend outside Abbess Lodge, Leckford	Crookhorn Ln (Trojan Way to Perseus Pl), Havant
A27 Southampton Road, Titchfield	C18 Stoner Hill (Bridge Over A3 to Tad Cottage Rd), Steep
B3035 The Hangers, Corhampton - Signs and Surfacing	C146 Portsdown Hill Rd j/w Skew Rd, Fareham
Gravel Hill, Swanmore - VAS	C358 Bournemouth Rd/C37 Templars Way Asda Rbt, Chandlers Ford
A3090 Badger Farm Road, Winchester	A32 j/w Petersfield Rd / Froxfield Ln (Hedge Corner), Monkwood
B3035 Botley Road j/w Chapel Ln, Curdridge	A31 Hen and Chicken, Froyle
A339 Newbury Rd (Star Inn Bend only), Kingsclere - B1011	A326/A336 Goodies Rbt, Netley Marsh
Purbrook Way (Barncroft Way to Hermitage Stream Bridge), Havant	B2149 Petersfield Road junc' The Drive, Havant
A339/A340 Rbt, Basingstoke	A334 j/w B2177 Winchester Rd Shedfield
C74 Grange Rd/C74 Woolston Rd, Netley - E747	C412 Military Rd (Cocked Hat PH to Alder Lane Cycle Path) Gosport
A30 / B3084 Leonards Grave Xrds, Broughton	Old Milton Rd New Milton
A35 (40mph Section to Cat and Fiddle PH), Hinton - NF1061	Moving Traffic Orders (various tbc)
A30/A339 Hackwood Rd rbt, Basingstoke	B2177 Portsdown Hill Rd/B2177 Bedhampton Hill Rd Rbt Havant
W1072 – B3049 Stockbridge Road / Stoney Ln Rbt, Winchester	A30 Hollom Down to The Warren Broughton Down
C194 Townhill Way, West End	C97 Southampton Rd j/w Mousehole Ln Hythe
A32 Forton Rd j/w Spring Garden Ln, Gosport	A326 Long Ln j/w Waltons Ave Holbury
C58 Faraday Rd j/w Gresley Rd Rbt, Basingstoke	B3054 Beaulieu Rd/Bull Hill/Norley Wood Road, Boldre
A272 Petersfield Rd/B2199 Pulens Ln/Inmans Ln, Sheet	Sarum Road/Woodmans Lane, Sparsholt
A27 Cornaway Rbt - F758	A339 / B3051 Kingsclere
C97 Main Rd (All Saints Church to Claypits Ln), Dibden	B3349 gateways - RAF Odiham
B3272 Reading Rd / Sandhurst Rd, Yateley	A342 Andover Rd j/w C3 Tidworth Rd Shoddesden
A31/A32 Chawton Rbt, Alton	A335 Leigh Rd j/w Villeneuve St George's Way Eastleigh
A33 Basingstoke Road (Winchester to Popham)	B3342 Tollbar Way j/w Bubb Ln Hedge End
A30 London Rd/Elvetham Ln/Hulfords Ln, Hartley Wintney	C220 Sandy Ln/Woolmer Hill Rd/Knockhundred Ln, Bramshott Chase
A337 Priestlands Place, Lymington	A27 The Avenue/Station Rd Rbt Fareham
B3385 Newgate Ln/Speedfields Park, Fareham	

**Additional Appendix 3: The following is a list of delegated decisions that have been made since the last update:**

- **WCC: M27 J9 Southern Footway Connection Phase 1** – new addition to 2022/23 capital programme £0.465 million
- **NFDC: A326 Fawley Waterside LLM** – new addition to 2022/23 capital programme £1.254 million (externally funded)
- **Countywide: ATF3 Removal of barriers to walking and cycling** – new addition to 2022/23 capital programme £0.253 million
- **Countywide: ATF3 Provision of dropped kerbs** – new addition to 2022/23 capital programme £0.253 million

## HAMPSHIRE COUNTY COUNCIL

### Executive Decision Record

<b>Decision Maker:</b>	Executive Lead Member for Transport and Environment Strategy
<b>Date of Decision:</b>	7 November 2022
<b>Decision Title:</b>	Appointments to Outside Bodies, Statutory Joint Committees, Panels and Partnership Boards
<b>Report From:</b>	Chief Executive

Contact name: Katy Sherwood

Tel: 0370 779 5538

Email: [katy.sherwood@hants.gov.uk](mailto:katy.sherwood@hants.gov.uk)

#### 1. The Decision:

That the Executive Lead Member for Transport and Environment Strategy be requested to make an appointment of a new deputy to a local interest Outside Body as detailed below. The term of office until County Council elections in May 2025 unless otherwise stated:

<u>Name of Body</u>	<u>Description</u>	<u>Previous</u>	<u>Appointment(s) until May 2025</u>
Langstone Harbour Board  (1 full member and 1 deputy)	The Board is in charge of safety and navigation and has responsibilities for the conservation of the natural environment. The Harbour Board endeavours to ensure that Langstone Harbour remains a safe, vibrant, ecologically sound space both today and into the future.	Full Member - Cllr Lance Quantrill (appointed July 2021)  Deputy (to be appointed)	<a href="#">Cllr Lance Quantrill</a>

#### 2. Reason for the decision:

2.1. To maintain County Council representation on 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 Lead Member for Transport and  
Environment Strategy**

**Date: 7 November  
2022**

## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Lead Member for Transport and Environment Strategy
<b>Date:</b>	7 November 2022
<b>Title:</b>	Waterside Transport Strategy and Action Plan
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Graham Wright

**Tel:** 07714 153291

**Email:** [graham.wright@hants.gov.uk](mailto:graham.wright@hants.gov.uk)

### Purpose of this Report

1. The purpose of this report is to seek approval for the transport strategy and action plan for the Waterside area of the New Forest which is attached as Appendix A. It has been developed by Hampshire County Council in partnership with key stakeholders and following a public consultation and builds on the interim policy statement agreed in 2017.
2. The strategy and action plan are a transport response to the Waterside Vision statement prepared jointly by Hampshire County Council, New Forest District Council and New Forest National Park Authority and published in 2020 which sets out ambitious plans for the regeneration and economic development of the Waterside area.

### Recommendations

3. That the Executive Lead Member for Transport and Environment Strategy approves the proposed Waterside Transport Strategy and Action Plan.
4. That the Executive Lead Member for Transport and Environment Strategy commends the Waterside Transport Strategy and Action Plan to New Forest District Council and New Forest National Park Authority for endorsement within their relevant policy frameworks.

### Executive Summary

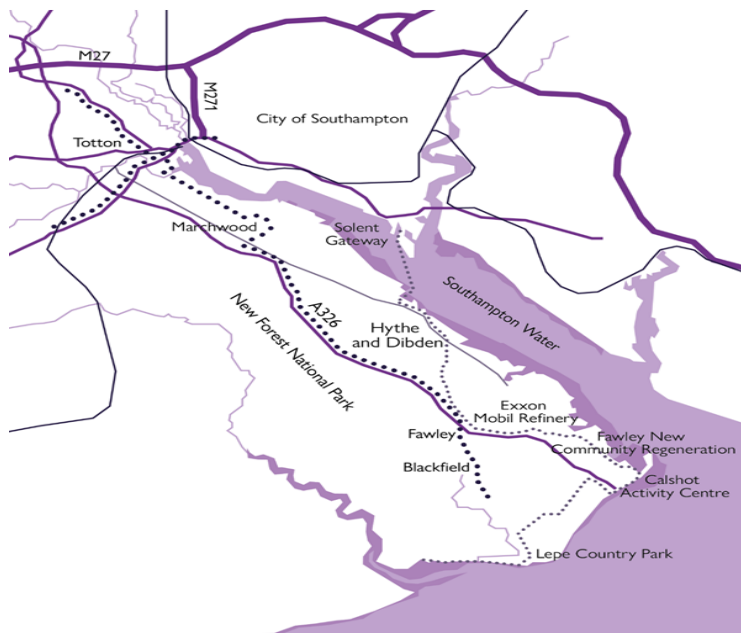
5. This paper seeks to set out a transport strategy and action plan for the Waterside area of the New Forest and create a framework for the formulation of transport schemes that support the economic, social and environmental needs of the Waterside area and the people who live, visit and work there.

### Contextual information

6. The Waterside Transport Strategy area covers a part of the New Forest district between Totton in the north and Calshot to the south, including the settlements

of Marchwood, Hythe and Holbury /Fawley. It also includes a part of the New Forest National Park as shown in Figure 1.

Figure 1: Map of Fawley Waterside area.



7. The Transport Strategy and Plan is in part a response to the existing movement needs of the area but also the agreed Waterside Vision, published in 2020 by Hampshire County Council, New Forest District Council and New Forest National Park Authority which identified opportunities for significant redevelopment and economic growth. These include:
  - Fawley Refinery (ExxonMobil) – the UK’s largest refinery, representing 20% of UK capacity;
  - Fawley Waterside – the former Power Station and one of the largest brownfield development sites in the South of England, with plans to deliver a new sustainable community and centre of marine and maritime innovation;
  - Marchwood Military Port (Solent Gateway) – the UK’s only combined military and commercial port, with plans to deliver significant commercial space utilising existing on-site rail infrastructure and deep-water dock capacity;
  - Port of Southampton expansion (ABP) –proposals to develop a deep-water port providing extra capacity for the UK’s leading export port; and
  - new homes – offering development capacity for 5000 new homes.
8. Since the publication of the Vision, planning permission has been granted for the Fawley Waterside redevelopment and for changes to the Solent Gateway site to enable further expansion of commercial operations at the military port. The Solent Freeport proposal has been submitted to Government and includes four sites on the Waterside (Solent Gateway, ABP Land Reserve, Fawley Exxon Refinery and Fawley Waterside). The Solent Freeport Outline Business Case has been granted Government approval, and Solent Freeport has recently considered expressing an interest in an investment zone to secure the same tax

benefits on its existing tax sites, while retaining the Freeport environmental protections.

9. The key transport challenges the strategy and plan set out to address are:
  - the peninsular-like geography which creates a long linear transport corridor which is heavily reliant on the A326 road for access;
  - ensuring the transport infrastructure can accommodate the impacts of growth as it occurs;
  - the accessibility of services and life opportunities for Waterside residents and for those wishing to visit the waterside. Some local communities and neighbourhoods are in the 20% most deprived in the UK; and
  - developing a plan and measures that respect the high-quality natural environment of the Waterside.
10. The County Council is the local highway authority and has a role to play in ensuring the growth is well planned and that local movement needs are improved. This is challenging in light of significant uncertainty over exactly how the Waterside will develop over time.

### **The Waterside Transport Strategy**

11. The Strategy builds upon the Waterside Transport Study Phase 1 that was adopted by the County Council in 2017 as an interim policy statement. It has been informed by a strong evidence base which has helped to highlight the key transport challenges and opportunities, recent transport studies and assessments and a public and stakeholder consultation. The Evidence Base and the Report of Public Consultation have been published as supporting documents to this report at the following webpage; [Waterside Strategy | Transport and roads | Hampshire County Council \(hants.gov.uk\)](https://www.hants.gov.uk/waterside-transport-strategy) and the Waterside Transport Strategy itself is appended to this report.
12. The Strategy has been designed to cover the period up to at least 2036 to align with the New Forest District Council (NFDC) Local Plan period. It has been developed with regard to the Hampshire Vision to 2050, the emerging Hampshire County Council Local Transport Plan 4 and the national policy context which includes the Department for Transport's, Transport Decarbonisation Plan, 'Gear Change' document which set out ambitious targets and plans for increasing levels of walking and cycling and 'Bus Back Better' which seeks to improve bus services in the UK. Regard has also been given to the Transport for the South East Regional Transport Strategy and subsequent draft Strategic Investment Plan.
13. The Waterside Transport Strategy includes a vision, seven priority themes which have been used to help prioritise interventions, a framework strategy which responds to different growth scenarios, and associated action plans for each. Key initiatives include road enhancements to the A326, new walking and cycling facilities, bus priority and other infrastructure measures. The plan also considers a specific scenario where the Network Rail scheme for reopening passenger rail services between Totton and Hythe, is successful in securing funding.

14. The strategy and plan scenarios are called base, base plus and base plus rail. Each assumes a slightly different and scalable development future and then lists the measures considered necessary for each. The base should be seen as a short to medium term look and includes approved development. The base plus is a medium-term view and considers a scenario where there is development of the strategic land reserve and more housing. The key difference between these two scenarios is the inclusion of the A326 road improvement and related measures in the base plus. The base plus rail is simply the addition of passenger rail services and complementary measures.
15. As the strategy has been developed a number of transport projects have been advanced at the same time. The most notable of these are the delivery of measures funded under the Transforming Cities Fund, the Redbridge Causeway major maintenance scheme, junction improvements for the southern section of the A326, and feasibility and design work for the A326 Road Improvement as well as Networks Rail's proposals for reopening passenger rail services on the Waterside.

### **Public Consultation Response**

16. A public consultation on the draft Waterside Transport Strategy and potential scheme elements was undertaken during summer 2021. A series of Member briefings was held. In addition, online live Q&A sessions for the public were held. The consultation was advertised online, via social media, online press, and posters in local areas. Information packs were provided, and public opinions were sought via an online response form on:
  - the Draft Waterside Transport Strategy;
  - A326 Improvements (between Totton and Applemore);
  - Waterside Passenger Rail;
  - Totton Level Crossing Improvements; and
  - Waterside Local Cycle and Walking Infrastructure Plan (LCWIP).
17. Almost 1000 responses were received from the public and stakeholders which can be considered a robust number. These included responses from parish and town councils, New Forest District Council, New Forest National Park Authority and other key stakeholders. A full and detailed analysis of the response forms and comments has been undertaken and is published as a supporting document at [Waterside Strategy | Transport and roads | Hampshire County Council \(hants.gov.uk\)](https://www.hants.gov.uk/waterside-strategy-transport-and-roads).
18. There was broad support for the proposals set out in the draft strategy. Key findings to note were:
  - Respondents would like to see the special qualities of the New Forest National Park being protected as the Strategy is developed. This is reflected throughout the survey, with a high level of respondents expressing views that road and other infrastructure improvements should enhance the natural environment. The A326 road scheme is being developed with a view to designing it so as to create a biodiversity uplift but also to include complementary schemes that lock in the traffic reduction benefits on some



country lanes through their designation as “green lanes” or similar type measures.

- The principle of re-introducing passenger rail services was well supported. However, a more recent public engagement undertaken by Network Rail has just taken place and when the analysis is available it will provide a more detailed and thorough overview of public opinion on this proposal.
  - Improving traffic flow on the A326 was well supported but not at any cost. There was a clear view that enhancement to the road should also reduce the severance caused by the road for those wanting to cross it by non-car modes, with support falling if these issues were not addressed. This response is now influencing the detailed design of the A326 road improvements under development.
  - Downtime at the Totton Level Crossing was considered by some respondents as a concern.
  - Respondents supported the walking and cycling routes and zones set out in the LCWIP plans with respondents stating they would walk or cycle more often if they were delivered.
19. New Forest District Council (NFDC) provided a response to the consultation that “support(s) the work being done to identify improvements to the transport network in Totton and the Waterside” and commits to “continue to work with Hampshire County Council to deliver a Waterside Strategy”.
20. The New Forest National Park Authority (NFNPA) also provided a response that highlighted the importance of the environmental designation in the area and the need to carefully design any transport improvements.
21. All the consultation findings have been incorporated into the final strategy and will continue to influence how schemes in the action plan are developed and brought forward.

## **Equalities**

22. The Waterside Transport Strategy and Action Plan considers outline policies and proposals and at this stage has no direct impacts on people with protected characteristics. As such the strategy and action plan is considered to have a neutral impact on people with protected characteristics. As proposals are further developed, they will be subject to their own Equalities Impact Assessments.
23. It is worth noting that Hampshire County Council’s adopted position statement of the reopening of passenger rail services is conditional on Network Rail considering how concessionary pass holders will be charged for using rail services.

## **Climate Change Impact Assessments**

24. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies

and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.

25. As a statement of general strategy direction for the Waterside area of the New Forest, with limited planning status, it is not considered appropriate or necessary to complete the climate change tool and carbon assessment at this time. A carbon assessment may be required as the proposals of the strategy and action plan are endorsed by the local planning authorities, and schemes and studies are developed schemes prior to delivery.
26. A general carbon neutrality consideration is included in the strategy approach to the local road network and sustainability. It reflects the fact that recent audit work undertaken by the Carbon Trust for the County Council has identified that transport contributes 37% to carbon emissions from all sectors. Transport is also the sector which appears hardest to reduce when compared to other sectors like energy. It therefore places a high level of ambition on developers and the Local Planning Authority not only to look at a traditional approach to transport mitigation but also how that mitigation can support adopted carbon neutrality targets from the transport consequences of development. It also suggests developers look beyond their immediate boundary to offset their carbon impact by retrofitting transport measures in Waterside communities that reduce existing carbon impacts from transport.

**REQUIRED CORPORATE AND LEGAL INFORMATION:**

**Links to the Strategic Plan**

<b>Hampshire maintains strong and sustainable economic growth and prosperity:</b>	yes
<b>People in Hampshire live safe, healthy and independent lives:</b>	yes
<b>People in Hampshire enjoy a rich and diverse environment:</b>	yes
<b>People in Hampshire enjoy being part of strong, inclusive communities:</b>	yes

**Other Significant Links**

<b>Links to previous Member decisions:</b>	
<u>Local Transport Plan 4</u>	10 March 2022
<a href="https://www.hants.gov.uk/waterside-vision-2020-09-29-cabinet">Waterside Vision-2020-09-29-Cabinet (hants.gov.uk)</a>	29 Sept 2020

<b>Section 100 D - Local Government Act 1972 - background documents</b>	
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### **2. Equalities Impact Assessment:**

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# Waterside Transport Strategy and Action Plan

Main Strategy Document – DRAFT - November 2022

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DRAFT



# Waterside Transport Strategy

## Introduction

Hampshire County Council is looking at how to improve how people travel into, out of and around the Waterside area taking into account local and national requirements set against environmental and economic priorities.

As the Waterside area continues to evolve, a transport strategy is needed which responds to current and future transport needs and challenges, directs investment in the area's transport infrastructure, manages growth effectively at a local level, whilst providing resilient connections to the wider regional and national strategic transport networks.

The strategy has been developed by Hampshire County Council in consultation with key stakeholders including the New Forest District Council and New Forest National Park Authority. It has been informed by:

- A strong evidence base, which has helped to highlight the area's key transport challenges and opportunities;
- Recent transport related studies and assessments;
- Public and stakeholder engagement and working group exercises.

This transport strategy builds upon the 2017 Waterside Transport Study Phase 1, and the decision by the County Council's Executive Member for Environment and Transport in November 2017 to adopt the following [Waterside Interim Transport Policy of November 2017](#) :

- the A326 to M27 Junction 2 is part of the Major Road Network (MRN) and is the preferred route to the Strategic Road Network (SRN) from Waterside and will need to be improved to accommodate future growth;
- port expansion at ABP's Strategic Land Reserve (SLR) should be accessed directly from A326, by the shortest, least impactful route;
- in the short to medium term, bus, walking and cycling improvements will be developed focusing on making bus services quicker and more reliable; connecting Waterside settlements (and the National Park) by improving the quality of the pedestrian environment for day to day trips; and a direct cycle corridor; and
- until further evidence is forthcoming, the current County Council Position on re-opening passenger rail services on the Waterside remains unchanged.

This Waterside Transport Strategy covers the period up to 2036, which aligns with the New Forest District Council (NFDC) Local Plan period.

The Strategy takes account of the updated policy position in the recently approved Integrated Environmental Infrastructure Vision for the Waterside (Appendix A), which outlines key transport objectives within the broader context of an overarching plan for the area to support growth in a way that enhances the sensitive environment.

The Strategy complements the emerging Hampshire Local Transport Plan 4 (LTP4) [[Local Transport Plan page](#)] and policies which seek to develop a carbon neutral and resilient transport system designed around people, which supports health wellbeing and quality of life for all, connects thriving places and respects Hampshire's unique environment.

The Strategy also reflects the evolving position on the Climate Change agenda and the Solent area's recently designated Freeport status. The Strategy will consider current and future network issues and challenges, recent changes that reflect the revised planned and anticipated development position and will identify appropriate mitigation in the form of interventions that will shape the approach to planning and delivering transport infrastructure going forward. The Strategy recognises the Waterside's relationship with surrounding areas particularly Southampton city and New Forest National Park, plus takes account of potential future major development and infrastructure plans which would affect the area, particularly along the A326.

The Strategy is evidence based and defines current and future transport issues to set out an agreed list of priorities and transport improvements. An action plan and overarching programme form part of the Strategy. Public engagement was undertaken on the emerging Strategy Themes in Summer 2021, and revisions have been made to reflect appropriate feedback. Approval will be sought on a Final Waterside Strategy in Autumn/Winter 2022, in order to update the County Council's Policy position.

## Section 1: What is the Waterside Transport Strategy?

The Waterside Transport Strategy is a joint policy document that sets out short-, medium- and long-term priorities for travel and transport improvements. It is a holistic, inclusive policy document, encompassing a wide range of measures to support people by setting out the Strategy's Vision and Themes which are measured against Outcomes contained in the emerging LTP4.

It will shape the approach by Hampshire County Council, working with partners, to planning and delivering transport along the Waterside Corridor. The Strategy will be accompanied by an **Action Plan** that will be regularly updated.

The Strategy will seek to address the current and forecast transport needs and challenges of the Waterside area in the following context:

- Local perspective – access to the National Park, local centres and services within the Waterside settlements
- Sub-regional perspective – connectivity to Southampton city services and facilities for residents
- Wider National Perspective - role as part of a Freeport / international gateway / gateway to the north / location for strategic sites / National Park

The relationship between the local challenges, proposed development, local and national policies and travel characteristics of the Waterside area is illustrated in Figure 1.



Figure 1: Relationship between Transport Challenges, Policy, and Waterside Key Characteristics

### Key Characteristics

The Waterside area is a mix of urban, semi-rural and industrial areas between two internationally protected nature conservation areas; Southampton Water and the New Forest National Park. It is almost peninsular in nature due to its linear geography. The local towns and villages provide a range of facilities and due to its proximity, Southampton also provides commerce, employment, retail, education and leisure services to the residents of the area.

Southampton Water, which as a deep-water inlet, is a key feature of the area and is one of the busiest waterways in the world and is home to a significant maritime industry. Nationally significant infrastructure on the Waterside includes Marchwood Military Port, the Fawley Refinery and former Fawley Power Station site. The Fawley Oil Refinery is a major employer in the Waterside area and together these industrial assets play a critical role in the UK economy (Table 1).

The Waterside is well placed with good connectivity and wider UK networks to London and the north via the strategic transport links (Figure 2).

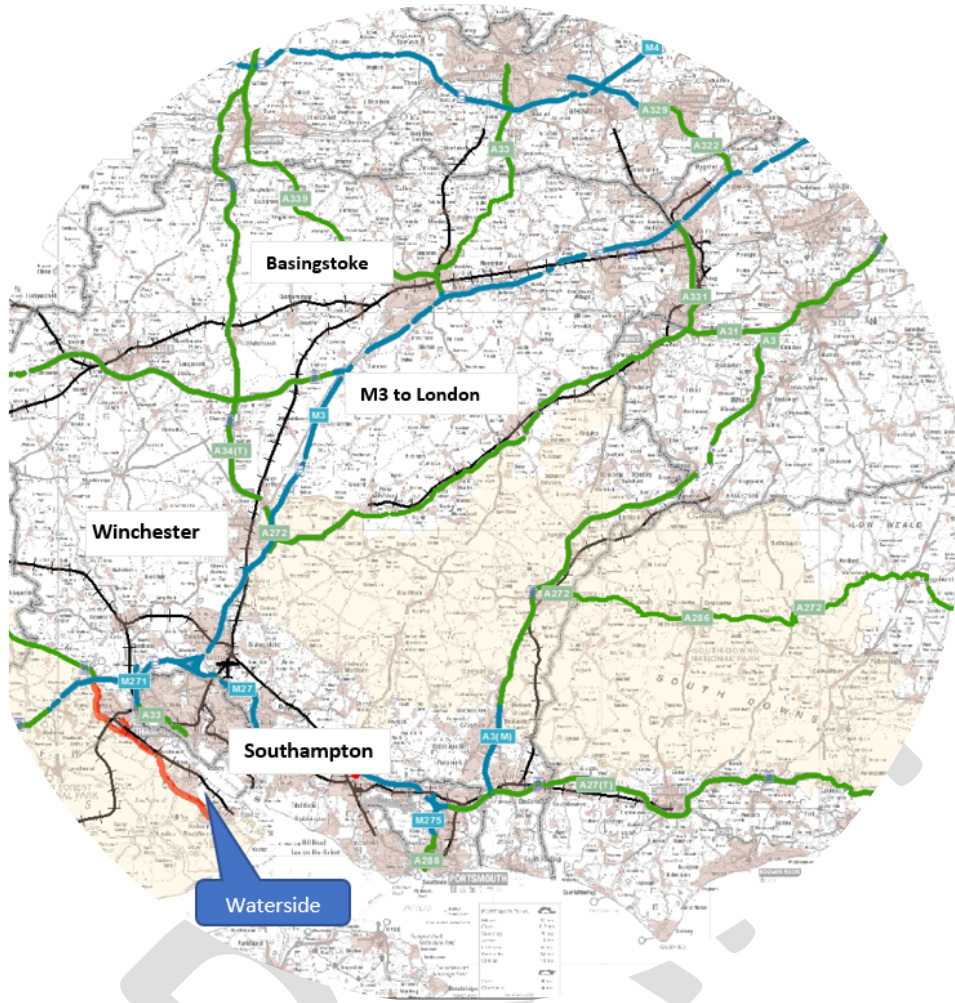


Figure 2: Waterside Transport Connectivity

A profile of some of the area's key characteristics:

<p><b>Population</b></p>	<ul style="list-style-type: none"> <li>Population in the Totton and Waterside area is just over 69,800 (57% working age, 18% under 15 years and 23% elderly aged 65+)</li> <li>The population density in this area is notably higher than other parts of the New Forest district at 9.1 ppha and reflects a mostly urban landscape</li> </ul>
<p><b>Economy</b></p>	<ul style="list-style-type: none"> <li>The Waterside sub-area contributes about £1.5bn annually to the Hampshire economy</li> <li>Levels of economic prosperity in Totton &amp; the Waterside are over a fifth below the national average.</li> <li>Production (manufacturing) accounts for almost a quarter of the overall economic activity in Totton &amp; Waterside.</li> <li>The broad distribution, the public sector and construction are slightly overrepresented (larger) in the area than in New Forest</li> <li>High concentration of marine and maritime businesses, but with a trend of decline of the sector (around 2.1% per annum in employment terms between 2010 and 2020)</li> </ul>

<b>Deprivation</b>	<ul style="list-style-type: none"> <li>• Two sub-areas of Butts Ash and Dibden Purlieu and Holbury and North Blackfield fall within the 20% most deprived in England based upon the Office for National Statistics (ONS) Index of Multiple Deprivation (IMD)</li> <li>• Over one third (39%) of the Waterside area has at least one aspect of IMD, mainly barriers to housing and services</li> </ul>
<b>Employment and Skills</b>	<ul style="list-style-type: none"> <li>• Resident workforce of approximately 38,200 (ONS 2011)</li> <li>• Average rate of 1.5% claimants of residents aged 16-64 years (2019) which is above New Forest average rate of claimants but below UK average figures</li> </ul>

Table 1: Waterside Profile and Key Characteristics

### Transport and Travel in the Waterside

The main road access to the Waterside peninsula is by the A326 which is part of the Major Road Network (MRN). It provides access to some key employment sites and links the towns and villages of the Waterside to each other and to Southampton. To the north the A326 links to the M27, part of the Strategic Road Network at Junction 2 and at Totton the A336 and A35. To the south it links to Fawley and Calshot via the B3053.

The only passenger railway station in the Waterside area is at Totton, which is served by hourly services to Southampton. The railway line between Totton and Fawley has not been used as a passenger line since 1966 but is now only used by a small number of freight services going to Marchwood Military Port.

There is a network of bus services linking the Waterside communities with some frequent services along the A326 corridor to Southampton. There is also a ferry service between Hythe and Southampton.

The area has a network of on and off-road cycle routes linking towns and villages and there are several crossing facilities, mostly pedestrian crossings, located along the A326 connecting to the New Forest, but most crossings located along the route are uncontrolled crossings. Whereas generally there is a cohesive walking network within the individual towns and villages with footways running adjacent to most roads, the network of walking routes between the settlements is less developed.

Travel in the Waterside area is car orientated with high levels of car ownership and travel to work trips by car or van (Table 2). There is a large number on commuter trips (both in and out) between the Waterside and Southampton with a low resident worker self-containment ratio (41%) and only 15,660 residents living and working within the Waterside area.

<b>Car Ownership</b>	<ul style="list-style-type: none"> <li>• 43% of households have one car/van</li> <li>• 87% of households have one or more car/van</li> <li>• Higher proportion of car ownership than Hampshire as a whole (85%) – 2011 census</li> </ul>
<b>Commuter Trips</b>	<ul style="list-style-type: none"> <li>• At 69% the car or van is the main mode of transport to work</li> <li>• Around half (19,400) working residents out-commute with a further 3,130 with no fixed workplace</li> <li>• Over 1/3<sup>rd</sup> of out-commute trips are to Southampton</li> </ul>

	<ul style="list-style-type: none"> <li>• Other key work destinations are New Forest (core and coast), Eastleigh, Test Valley and Winchester</li> <li>• Low resident worker self-containment ratio (41%) with only 15,660 living and working within the Waterside area</li> <li>• Approximately 12,187 workers in-commute to the Waterside area</li> <li>• Just over 1/3<sup>rd</sup> of in-commute employees are from Southampton</li> </ul>
Mode of Travel to Work	<ul style="list-style-type: none"> <li>• 74% travel to work by car or van (driver/passenger)</li> <li>• 10% use active travel (4% cycle, 6% walk)</li> <li>• 5% by public transport (2% by train, 3% by bus)</li> </ul>

Table 2: Waterside Car Ownership and Commuting Patterns

## Policy and Wider Context

National, regional and local policy have all contributed to the development of the Waterside Transport Strategy with Figure 3 providing a summary of policy documents that are relevant to this Strategy and the Waterside area.

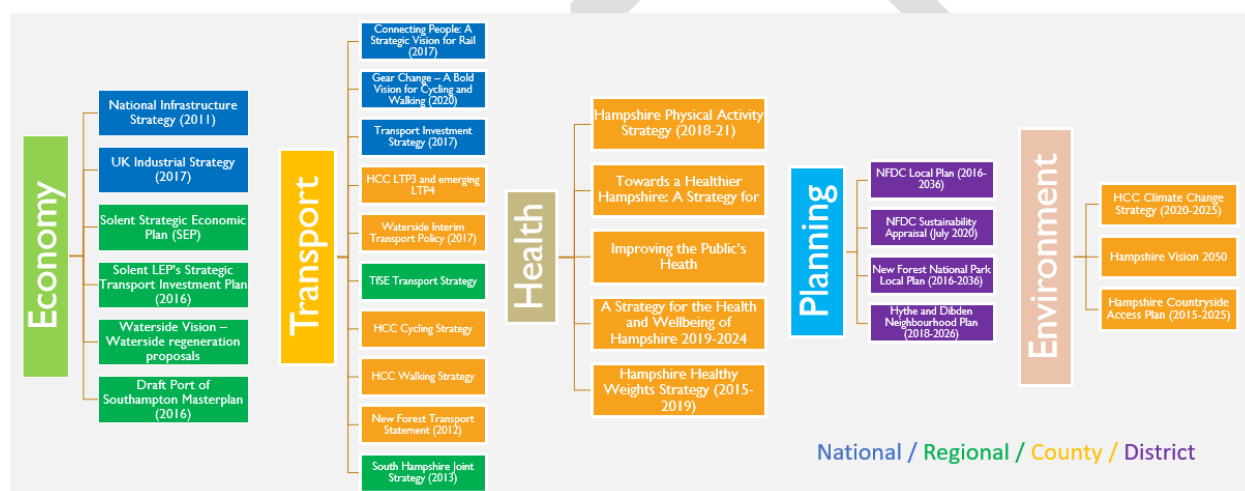


Figure 3: Related Policy Documents

## Local Policy

### Development and Regeneration

The majority of the Totton and the Waterside area lies within the administrative boundary of the New Forest District Council, with the remaining part lying in the New Forest National Park Authority area. There are ambitious plans to support the growth of the economy and provide much needed homes.

### Local Plan

The development aspirations for the New Forest District area have been confirmed in the Local Plan adopted in July 2020. The Plan includes strategic housing sites within Totton and the Waterside, including the regeneration of the Fawley Waterside for a new mixed-use community. Significant economic growth is planned within the area with investment in the Fawley Refinery and the use of Marchwood Port for commercial, economic and local employment, including the potential expansion of the Port of Southampton.

## Integrated Environmental Infrastructure Vision for the Waterside

The three local authorities have developed an Integrated Environmental Infrastructure Vision, which sets out a shared vision of the opportunity across the whole of Totton and the Waterside, a collective assessment of the cumulative impact of the development aspirations, and an understanding of the total infrastructure needed to support and enable the growth plans for the area.

The Vision statement (Appendix A) is a blueprint for how to deliver growth in an environmentally sensitive area with the key objective 'to achieve economic growth in an innovative way that enhances this internationally important and sensitive nature conservation area creating a flagship area where people, the economy and the environment thrives'. The Growth Opportunity is:

- Fawley Refinery (ExxonMobil) – the UK's largest refinery, representing 20% of UK capacity, with a major ongoing investment programme encompassing increased output of ultra-low sulphur diesel;
- Fawley Waterside – the former Power Station and one of the largest brownfield development sites in the South of England, with plans to deliver a new sustainable community and centre of marine and maritime innovation;
- Marchwood Military Port (Solent Gateway) – the UK's only combined military and commercial port, with plans to deliver significant commercial space utilising existing on-site rail infrastructure and deep-water dock capacity;
- Port of Southampton expansion (ABP) – has proposals to develop a deep-water port providing extra capacity for the UK's leading export port;
- New homes – offering development capacity for 5000 new homes

To make this happen transport related support will be needed, including:

- Investment in the A326 to reduce congestion, improve journey time reliability and connectivity to the wider UK economy;
- Investment that enhances choice and the accessibility of public transport, cycling and walking routes;
- Investment in Environmental Infrastructure to support connectivity for people, places and nature

Transport is identified as having an important role to play in delivering growth and the Waterside Transport Strategy will therefore also be a supporting policy, providing more information on transport and travel requirements and opportunities in the short, medium and long term.

## Emerging Hampshire Local Transport Plan (LTP4)

The emerging LTP4 ([Local Transport Plan page](#)) proposes transformational changes for transport and travel in Hampshire in a shift away from planning for vehicles, towards planning for people and places. It also includes policies to meet national priorities to decarbonise the transport system, reduce reliance on private car travel and support sustainable economic development and regeneration; and promote active lifestyles.

## Climate Change Strategy (2020-2025)

Hampshire declared a Climate Emergency in June 2019, setting two challenging targets to be carbon neutral by 2050 and to build resilience to a two-degree rise in temperature. The Climate Change Strategy ([Hampshire-Climate-Change-Strategy-2020-2025.pdf \(hants.gov.uk\)](#)), which sets a pathway for the reduction in CO<sub>2</sub> emissions which is needed for the County to be carbon neutral by 2050.

## National Policy

Recent events, including the Covid-19 pandemic, Brexit and the climate emergency have resulted in the UK government setting out a series of national policies and strategies which have major implications at all levels.

With the unprecedented impact of the Covid-19 pandemic, the UK government has committed to rebuild Britain and fuel economic recovery by investing in and accelerating infrastructure, promoting a clean, green recovery and reforming the planning system. The restrictions to control the pandemic has given momentum to working at home and supporting active travel to make it easier and safer as more people have been cycling and walking, not only for short trips but also for exercise, health and mental wellbeing.

Leaving the European Union has resulted in a change in trading arrangements impacting on the import and exports of goods and the Waterside area is likely to be at the forefront of Solent Freeport benefits.

## Transport Challenges

In conjunction and in support of the development of the emerging New Forest District Local Plan, the Waterside Transport Study undertaken in 2017 looked at existing and future transport in the Waterside area. The study considered travel by all modes throughout the peninsula, identifying existing transport issues and the potential major land use developments.

Based on this study work, five key transport issues have been identified as outlined in Table 3 below – the data that underpins the development of the Strategy is contained in the [Evidence Base](#).

Key Issue	Details
Traffic congestion and delays	<ul style="list-style-type: none"><li>• Car is the main mode of travel to work</li><li>• Southampton is a key origin and destination for the Waterside</li><li>• Link to M27 J2 is a key strategic connection, particularly in terms of movements by HGVs</li><li>• Journey time variability</li><li>• Single carriageway sections of A326 (south and west of Totton and Marchwood) are predicted to exceed capacity in the future</li><li>• Unequal lane usage at a number of roundabouts on the A326</li><li>• Number of roundabouts to the west of Totton and Hythe are approaching capacity</li><li>• Existing and future capacity issues at Rushington roundabout and at the Jacobs Gutter Lane signal junction</li><li>• Existing and/or anticipated future capacity side road access to the A326 at staggered crossroads at Staplewood and Twiggs Lane</li></ul>
Bus trips take longer and are less reliable than car travel	<ul style="list-style-type: none"><li>• Bus is an important mode of travel between Waterside and Southampton</li><li>• Bus stops are relatively well located throughout the Waterside</li><li>• Eight main bus services in the area including bus services Bluestar 8 and 9 which provide a total of 3 buses in either direction between the Waterside and Southampton in the peak hours.</li></ul>



	<ul style="list-style-type: none"> <li>• Buses experience congestion in the northern part of Waterside along the A326, along the A35 and in the vicinity of Rustington roundabout</li> <li>• No bus priority in the most congested areas</li> <li>• Buses are also subject to delays in the towns and villages of the Waterside, including Marchwood and Hythe</li> </ul>
Ferry travel is less attractive than travelling by car for commuter trips	<ul style="list-style-type: none"> <li>• Carries passengers and bicycles (not motor vehicles)</li> <li>• Ferry journey time is competitive but distance to Hythe for many residents negates the journey time advantage</li> <li>• Few ferry commuter trips</li> <li>• Ferry cost is an issue</li> </ul>
Rail is under-utilised	<ul style="list-style-type: none"> <li>• Only one passenger station in the area at Totton</li> <li>• Totton is a mainline station on the South Western Main Line, services are operated by South West Trains on the London Waterloo to Poole route.</li> <li>• Railway line between Totton and Fawley was closed as a passenger line in 1966</li> <li>• Waterside railway line is only used by a small number of freight services going to Marchwood Military Port on an ad hoc basis.</li> <li>• Commercial freight services to the refinery ceased in 2016.</li> <li>• Rail freight needs to be a key element of any major port development at Marchwood or Dibden Bay</li> </ul>
Walking and cycling provision is not coherent or attractive	<ul style="list-style-type: none"> <li>• Walking and cycling are important modes of travel to work around the Waterside and between the Waterside, Totton and Southampton.</li> <li>• There are gaps and constraints in the existing walking and cycling network.</li> <li>• Speed and volume of vehicles do not provide a comfortable cycling or walking environment.</li> <li>• Busy roads with limited safe crossing facilities,</li> <li>• Generally a cohesive walking network within the individual towns and villages of Waterside, with footways running adjacent to the majority of roads located in each of the settlements.</li> <li>• The network of walking routes between the towns and villages is not as cohesive, although there are a number of Shared Use Paths (SUPs) that link some of the settlements</li> <li>• Whilst advisory cycle lanes are provided in places, cycling specific infrastructure is not continuous along some routes.</li> </ul>

*Table 3: Transport Challenges*

The public engagement undertaken in 2021 confirmed that there are several concerns about travel in the Waterside, with greatest concerns related to traffic congestion and delays (especially on the A326), the continued operation of the Hythe Ferry Service (following the impacts of the pandemic on the service); busy roads were not safe or attractive for walking and cycling; and that there was no passenger rail services linking to the Waterside towns and villages. Concerns were acknowledged about bus travel and journey times primarily by those using the bus services.

## Section 2: Vision, Themes and Outcomes

The public engagement showed strong public support and revisions have been made to the Strategy, incorporating appropriate changes based on the engagement feedback. Our transport Vision for the Waterside area is underpinned by seven Themes to support residents, businesses and visitors. The Vision, Themes and Outcomes (Table 4) are at the heart of the transport strategy and will be the basis upon which we take decisions and evaluate the success of transport interventions, schemes and policies going forward to 2036.

There was strong public support for all of the Themes which with a robust evidence base reflect the uniqueness of the area, socio-economic trends, travel behaviour and local challenges and opportunities. We believe the Waterside has the potential to become a national exemplar for delivering growth in an environmentally sensitive area which is reflected in this multi-modal Transport Strategy which will be set against the outcomes identified in line the emerging Local Transport Plan (LTP4).

The outcomes define what we are seeking to achieve and provide the focus for how we progress to considering the right solutions for the Waterside. They help to establish the scale of the challenge, and hence the types of transport interventions and approaches that will be necessary. The outcomes are important to support the core Themes relating to transport and travel and reflect wider policy objectives including sustainable development, economic growth, carbon reduction, health and wellbeing.

## TRANSPORT VISION

The Waterside will have a low carbon, resilient and fully integrated transport network designed around people and communities, enabling economic growth in an innovative way whilst protecting and enhancing health, quality of life and the surrounding internationally important environment.

It will provide for a prosperous community within which people can live, work and have easy access to local facilities, whilst enjoying easy, direct and affordable access to:

- The New Forest’s unique environment;
- Southampton Water’s unique deep-water harbour, leisure activities and habitats; and
- The city of Southampton’s wide-ranging employment, leisure, health and education facilities.

THEMES	Theme A - Improve access to local settlements/ centres to support businesses, services and communities	Theme B - Provide a sustainable means of access to education, health, leisure, services and retail facilities in Southampton and surrounding areas	Theme C - Provide a reliant and efficient transport network to enable the growth of the economy	Theme D - Supporting and enabling a carbon neutral and resilient transport system designed around people, which connects thriving places, supports	Theme E - Protect and enhance the special qualities of the New Forest National Park	Theme F - Supporting healthier lifestyle choices and wellbeing	Theme G - Integrating new developments with well-planned travel choices
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## INTERVENTIONS, SCHEMES AND POLICIES

TRANSPORT OUTCOMES	<p><i>A carbon neutral, resilient Hampshire</i></p> <p>Reduce transport-related carbon emissions to net zero (neutrality) by 2050</p> <p>A transport network that is resilient to climate change, extreme weather, incidents and major disruptive events</p>	<p><i>Respect and protect Hampshire’s environment</i></p> <p>Improved air quality and less noise disturbance from transport</p> <p>A transport network that protects and enhances our natural and historic environments, resulting in an overall net environmental gain</p>	<p><i>Thriving and prosperous places</i></p> <p>Supporting a connected economy, creating successful places and ensuring Hampshire continues to prosper whilst reducing its emissions</p> <p>Support sustainable housing and employment growth and regeneration that positively supports our LTP vision</p>	<p><i>Healthy, Happy, Inclusive Lives</i></p> <p>A network that promotes active travel and active lifestyles to improve our health and wellbeing</p> <p>A transport system that provides more equitable access to services, opportunities and life chances delivering improved quality of life for all in Hampshire</p>
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Table 4: Transport Strategy Vision, Themes, Interventions and Outcomes

### Section 3: Transport Strategy Themes

This section sets out the proposed approaches to transport which we think would help to meet the desired outcomes set out in the emerging LTP.

Evidence and feedback from the public engagement suggests that a balanced approach to transport interventions in the Waterside area is required. This would mean seeing targeted investment in rail and highway improvements, alongside investment in a more efficient and convenient public transport system, as well as investment in active travel infrastructure to make local journeys easier and more sustainable.

The transport approaches outlined in this Section are organised according to seven strategy themes, which demonstrate how the different proposals work together. Specific projects will be identified through a Strategic Action Plan (see Section 5).

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## Theme A - Supporting and enabling a carbon neutral and resilient transport system designed around people, which connects thriving places, supports healthy, happy, inclusive lives and respects the unique environment

### Why is Theme A important in the Waterside?





- Significant plans for economic development and much needed homes in the Local Plan period
- Ambitious plans by partners and stakeholders to deliver new development in a way that enhances the special environment of the area
- High car ownership and usage which not only contributes to delay and congestion on the road network but also presents challenges in terms of carbon reduction
- Road transport is the largest emitter of Green House Gases (GHG)
- Air Quality Management Area (AQMA) associated with road traffic on A33 Redbridge Road
- Air and noise pollution can have short- and long-term health effects
- Impact on the environmentally sensitive area of the New Forest National Park

### Examples of how Theme A could be achieved

- Work regionally to address local and national air quality issues and strategies to ensure good standards of air quality are maintained (no AQMAs resulting from transport emissions)
- Work with partners, stakeholders and national bodies to enhance local bus and rail infrastructure and services
- Accelerate modal shift by providing improved coherent pedestrian and cycle networks to encourage and enable active transport for short journeys
- Enhancements to rail from the Waterside to increase the number of containers from the ports being transported by rail rather than HGVs
- Promote non travel solutions such as Working from Home, use of superfast broadband and 5G
- Support the development of walking zones in towns and villages
- Create and enhance walking and cycling routes to the New Forest

Positive Impact   High Positive Impact   Very High Positive Impact

### What are the potential benefits and outcomes?

Potential Benefits	Contribution to Transport Outcomes		
<ul style="list-style-type: none"> <li>• Reduction in transport related carbon</li> <li>• Provision for public transport and other modes could reduce the number of journeys by car</li> <li>• Improve air quality and the environment by reducing congestion</li> <li>• Enhancements to freight and passenger rail</li> <li>• Increased travel choice</li> <li>• Improvements to health and wellbeing</li> </ul>	Reduce transport-related carbon emissions to net zero (neutrality) by 2050	A transport network that is resilient to climate change, extreme weather, incidents and major disruptive events	
	A transport network that protects and enhances our natural and historic environments, resulting in an overall net environmental gain	Improved air quality and less noise disturbance from transport	
	Supporting a connected economy, creating successful places and ensuring Hampshire continues to prosper whilst reducing emissions	Support sustainable housing and employment growth and regeneration that positively supports our LTP vision	
	A network that promotes active travel and active lifestyles to improve our health and wellbeing	A transport system that provides more equitable access to services, opportunities and life chances delivering improved quality of life for all in Hampshire	

## Theme B - Improve access to local settlements/centres to support businesses, services and communities





### Why is Theme B important in the Waterside?

- Local settlements have a range of employment, facilities, services and retail. Totton, Marchwood and Hythe are more self-contained than the surrounding villages.
- Totton has a railway station and changes for bus services, but other settlements have more limited travel options with less frequent bus services and active travel connectivity.
- A326 plays a key role in linking the Waterside communities along the corridor, but it is also a barrier to sustainable movement, including to the New Forest
- Limited cycle and walking networks within and linking settlements do not support or encourage the use of local towns/villages or mode shift to sustainable travel.

### Examples of how Theme B could be achieved

- Creating 20-minute walking and cycling neighbourhoods around local centres
- Support the development and investment in town centres and large villages
- Improving public transport access and operation on local roads within the Waterside's towns and villages.
- Enhancing connectivity for residents between local towns and communities by providing improved public transport offer (rail, bus and ferry) with local mobility hubs and new station interchanges
- Provide cohesive walking and cycling networks within and between towns and villages
- Improving walking and cycling links across the A326 to address key barriers and make it easier and safer to use active travel
- Promote transfer of road freight from inappropriate routes in residential areas

### What are the expected benefits and outcomes?

Potential Benefits	Contribution to Transport Outcomes		
<ul style="list-style-type: none"> <li>• Support local town and village centres</li> </ul>	Reduce transport-related carbon emissions to net zero (neutrality) by 2050	A transport network that is resilient to climate change, extreme weather, incidents and major disruptive events	
<ul style="list-style-type: none"> <li>• Better and safer infrastructure for walking and cycling</li> </ul>	A transport network that protects and enhances our natural and historic environments, resulting in an overall net environmental gain	Improved air quality and less noise disturbance from transport	
<ul style="list-style-type: none"> <li>• Enhancing connectivity between local towns, villages and communities</li> </ul>	Supporting a connected economy, creating successful places and ensuring Hampshire continues to prosper whilst reducing emissions	Support sustainable housing and employment growth and regeneration that positively supports our LTP vision	
<ul style="list-style-type: none"> <li>• Reduce the need to travel</li> <li>• Greater incentives for people to walk and cycle within and between settlements</li> <li>• Mode shift from car to public transport and active travel</li> <li>• Improve connectivity and social inclusion for those without access to a car</li> </ul>	A network that promotes active travel and active lifestyles to improve our health and wellbeing	A transport system that provides more equitable access to services, opportunities and life chances delivering improved quality of life for all in Hampshire	

## Theme C - Provide a sustainable means of access to education, health, leisure, services and retail facilities in Southampton and surrounding areas





### Why is Theme C important in the Waterside?

- Due to the proximity of Totton and the Waterside, there are close links to Southampton, but car is the main mode of travel to the city
- Frequent bus services are impacted by congestion and poor journey time reliability
- There are good cycle and pedestrian links into Southampton but not along the A326
- Mobility and access to employment, education and training are critical to everyone but more difficult without a car
- Better transport links could improve access to education/training and improve opportunities
- Totton is linked to Southampton by rail and Hythe to Southampton by a direct ferry service

### Examples of Theme C could be achieved

- Enhanced local bus measures (localised bus priority and bus stop enhancements on existing bus corridors, from Fawley to Southampton) and around local settlements
- Delivery priority strategic primary and secondary cycle routes from the Waterside LCWIP
- Reintroduction of Passenger Rail Services on the Waterside Rail Line with station access improvements at Totton and new railway stations
- Waterside rail and Solent Local Rail Connectivity proposals combination
- Work with partners to develop a more holistic approach for communities and places, that ultimately reduces the need to travel including walking zones, mobility hubs and public transport interchanges
- Totton town centre regeneration and station access improvements
- Promote non travel solutions such as WfH, use of superfast broadband and 5G. (My Journey)

### What are the expected benefits and outcomes?

Potential Benefits	Contribution to Transport Outcomes		
<ul style="list-style-type: none"> <li>• More reliable and faster public transport</li> </ul>	Reduce transport-related carbon emissions to net zero (neutrality) by 2050	A transport network that is resilient to climate change, extreme weather, incidents and major disruptive events	
<ul style="list-style-type: none"> <li>• More frequent, reliable and punctual services bus services</li> </ul>	A transport network that protects and enhances our natural and historic environments, resulting in an overall net environmental gain	Improved air quality and less noise disturbance from transport	
<ul style="list-style-type: none"> <li>• A more realistic alternatives to the car – less reliance on car use (and reduced vehicle emissions).</li> </ul>	Supporting a connected economy, creating successful places and ensuring Hampshire continues to prosper whilst reducing emissions	Support sustainable housing and employment growth and regeneration that positively supports our LTP vision	
<ul style="list-style-type: none"> <li>• Continuous, direct, safe routes for walking and cycling linking to the Strategic Cycle Network</li> <li>• Better opportunities for more active lifestyles.</li> </ul>	A network that promotes active travel and active lifestyles to improve our health and wellbeing	A transport system that provides more equitable access to services, opportunities and life chances delivering improved quality of life for all in Hampshire	

## Theme D – Provide a reliant and efficient transport network to enable the growth of the economy





### Why is Theme D important in the Waterside?

- Supports the Local Plan for growth of the economy and much needed homes, including investment in Fawley Refinery and the regeneration of Fawley Power Station site
- Supports proposals for Marchwood Port, potential expansion of the Port of Southampton and emerging Free Port proposals
- The A326 is the main road access to the Waterside peninsula and linking to the wider strategic and motorway network but it experiences traffic congestion.
- A326 also provides the most suitable road/route for lorry traffic.
- Waterside railway line is only used by a small number of freight services going to Marchwood Military Port. There is no passenger rail service beyond Totton.

### Examples of how Theme D could be achieved

- A326 junction/capacity improvements and A35 maintenance to provide access to the Strategic Road Network
- Marchwood Port/Solent Gateway and ABP Strategic Reserve joint direct access onto the A326
- Transfer road freight from inappropriate residential and environmentally sensitive areas
- Plan for development sites of sufficient size and form to attract and support commercially viable public transport services
- Maximise transference of road freight to rail freight
- Reintroduction of Passenger Rail Services on the Waterside Rail Line to connect to the wider rail network (Southampton-Fareham-Portsmouth)
- Promote non travel solutions such as Working from Home, use of superfast broadband and 5G
- Provide and enhance local bus, active travel, ferry and rail interchanges and mobility hubs

### What are the expected benefits and outcomes?

Potential Benefits	Contribution to Transport Outcomes		
<ul style="list-style-type: none"> <li>• Reduce delay at key congestion 'hotspots' for general traffic and buses</li> <li>• More consistent, smoother traffic flow on key routes</li> <li>• Provision of reliable and fast alternatives to car travel</li> <li>• Direct access to ports</li> <li>• More rail freight</li> <li>• Removal of lorries and traffic from local roads</li> <li>• Improved access and productivity due to journey time savings</li> <li>• Increased travel choice for workers/commuters</li> </ul>	Reduce transport-related carbon emissions to net zero (neutrality) by 2050	A transport network that is resilient to climate change, extreme weather, incidents and major disruptive events	
	A transport network that protects and enhances our natural and historic environments, resulting in an overall net environmental gain	Improved air quality and less noise disturbance from transport	
	Supporting a connected economy, creating successful places and ensuring Hampshire continues to prosper whilst reducing emissions	Support sustainable housing and employment growth and regeneration that positively supports our LTP vision	
	A network that promotes active travel and active lifestyles to improve our health and wellbeing	A transport system that provides more equitable access to services, opportunities and life chances delivering improved quality of life for all in Hampshire	



## Theme E – Protect and enhance the special qualities of the New Forest National Park





### Why is Theme E important to the Waterside?

- New Forest National Park has the highest proportion of area covered by nature designations
- Intense pressure from development in surrounding areas as Totton and the Waterside will continue to play an important and growing role in the regional and national economy
- Increased trip generation from development outside the National Park boundary could impact on the local environment and communities
- To protect this environmentally sensitive area, mitigation measures will be needed to support accessibility for pedestrians, cyclists and equestrians, improve public transport, reduce traffic congestion and improve road safety

### Examples of how Theme E could be achieved

- All local authorities working in partnership to use transport contributions to help mitigate the likely effects of increased levels of trip generation on the National Park by addressing accessibility, road safety, air quality and traffic congestion.
- Developing sustainable transport networks by creating cycleways, bridleways and improving footpaths linking to the national park to make it easier for people to use sustainable travel without needing to drive.
- A326 Improvements to provide capacity to reduce congestion and the use of inappropriate local roads in the New Forest National Park
- Provision of attractive public transport
- Promote a Clean Air Strategy for the New Forest and support Clean Air Zones
- Reintroduction of Passenger Rail Services on the Waterside Rail Line to connect to the wider rail network (Southampton-Fareham-Portsmouth)

### What are the expected benefits and outcomes?

Potential Benefits	Contribution to Transport Outcomes		
<ul style="list-style-type: none"> <li>• Sustainable transport networks making it easier to travel to the NFPN without using the car</li> </ul>	Reduce transport-related carbon emissions to net zero (neutrality) by 2050	A transport network that is resilient to climate change, extreme weather, incidents and major disruptive events	
<ul style="list-style-type: none"> <li>• Provision for public transport and other modes could reduce the number of journeys by car</li> </ul>	A transport network that protects and enhances our natural and historic environments, resulting in an overall net environmental gain	Improved air quality and less noise disturbance from transport	
<ul style="list-style-type: none"> <li>• Reduce congestion on local roads in the Waterside and New Forest National Park</li> </ul>	Supporting a connected economy, creating successful places and ensuring Hampshire continues to prosper whilst reducing emissions	Support sustainable housing and employment growth and regeneration that positively supports our LTP vision	
<ul style="list-style-type: none"> <li>• Improved accessibility and enjoyment of the natural green space</li> <li>• Better opportunities for more active lifestyles.</li> </ul>	A network that promotes active travel and active lifestyles to improve our health and wellbeing	A transport system that provides more equitable access to services, opportunities and life chances delivering improved quality of life for all in Hampshire	

## Theme F – Integrating new developments with well-planned travel choices





### Why is Theme F important to the Waterside?

- Several sites for residential and employment growth on the Waterside which includes housing within Totton and Marchwood
- Expansion of port activity at Marchwood Port and ABP Port of Southampton Strategic Land Reserve which would also be directly reliant on the A326 for highway access.
- Redevelopment of the brownfield former Fawley Power Station site into a mixed-use site gives an opportunity to create a sustainable new waterside community.
- The current over reliance on car travel in the Waterside area could result the road network and local area being put under greater pressure if transport and travel is not a main consideration early in the planning process.

### Examples of how Theme F could be achieved

- Providing safe and coherent cycle and walking networks linking to/from and within developments
- Promote non travel solutions such as Working from Home, use of superfast broadband and 5G
- Ensuring that new developments are supported by Travel Plans
- Plan for sites of sufficient size and form to attract and support commercially viable public transport services (bus, rail, water taxi)
- A326 capacity improvements including pedestrian and cycle infrastructure and crossing points to the New Forest National Park
- Town/village centre and/or rail station improvements to include mobility hubs/public transport interchanges which are accessible by all modes
- Reintroduction of Passenger Rail Services on the Waterside Rail Line
- HGVs associated with new development routing away from local roads and/or onto rail freight

### What are the expected benefits and outcomes?

Potential Benefits	Contribution to Transport Outcomes		
<ul style="list-style-type: none"> <li>• A range of realistic travel options for new occupiers</li> </ul>	Reduce transport-related carbon emissions to net zero (neutrality) by 2050	A transport network that is resilient to climate change, extreme weather, incidents and major disruptive events	
<ul style="list-style-type: none"> <li>• Provision for public transport and active travel could reduce the number of journeys by car</li> </ul>	A transport network that protects and enhances our natural and historic environments, resulting in an overall net environmental gain	Improved air quality and less noise disturbance from transport	
<ul style="list-style-type: none"> <li>• The right local infrastructure will reduce the need for residents to travel for facilities and services</li> </ul>	Supporting a connected economy, creating successful places and ensuring Hampshire continues to prosper whilst reducing emissions	Support sustainable housing and employment growth and regeneration that positively supports our LTP vision	
<ul style="list-style-type: none"> <li>• Travel demand from new developments could support wider public transport enhancements</li> <li>• Reusing brownfield sites to create a sustainable community</li> </ul>	A network that promotes active travel and active lifestyles to improve our health and wellbeing	A transport system that provides more equitable access to services, opportunities and life chances delivering improved quality of life for all in Hampshire	

## Theme G - Supporting healthier lifestyle choices and wellbeing





### Why is Theme G important to the Waterside?

- Majority of residents live within walking or cycling distance of open spaces, giving enormous potential to get active and leave the car at home
- Dominance of motorised traffic make many feel that it is unsafe to travel by bike or on foot
- Mental health and wellbeing and how this can be supported by nature and outdoor activity
- Sustainable travel is a healthy alternative to the car for local short journeys to work, local services and schools

### Examples of how Theme G could be achieved

- Working with partners so that health and wellbeing priorities are reflected in all local policies.
- Adopting a more balanced approach to the planning of highway corridors to cater for all modes, including high-quality walking and cycling so that they are realistic alternatives for journeys.
- Improving walking and cycling links and improvements across the A326 to address key barriers and make it easier and safer to use active travel and access the countryside.
- Developing sustainable transport networks by creating cycleways and improving footpaths to make it easier for people use travel without needing to drive.
- Promoting health and wellbeing through the creation of 20-minute walking and cycling neighbourhoods around local centres
- Promote a Clean Air Strategy for the New Forest and support Clean Air Zones
- Totton Station Access for all, southern platform accessibility scheme and footbridge

### What are the expected benefits and outcomes?

Potential Benefits	Contribution to Transport Outcomes		
<ul style="list-style-type: none"> <li>• Better opportunities for more active lifestyles.</li> <li>• Continuous, direct, safe routes for walking and cycling</li> </ul>	Reduce transport-related carbon emissions to net zero (neutrality) by 2050	A transport network that is resilient to climate change, extreme weather, incidents and major disruptive events	
<ul style="list-style-type: none"> <li>• Greater priority / use of road space for cyclists and pedestrians.</li> </ul>	A transport network that protects and enhances our natural and historic environments, resulting in an overall net environmental gain	Improved air quality and less noise disturbance from transport	
<ul style="list-style-type: none"> <li>• Improve air quality and the environment by reducing congestion</li> <li>• Improved accessibility and enjoyment of the natural green space</li> </ul>	Supporting a connected economy, creating successful places and ensuring Hampshire continues to prosper whilst reducing emissions	Support sustainable housing and employment growth and regeneration that positively supports our LTP vision	
<ul style="list-style-type: none"> <li>• Improved safety for pedestrians and cyclists.</li> </ul>	A network that promotes active travel and active lifestyles to improve our health and wellbeing	A transport system that provides more equitable access to services, opportunities and life chances delivering improved quality of life for all in Hampshire	

## Section 4: Public Engagement

A public engagement on the draft Waterside Transport Strategy framework was undertaken between 28 June to 29 August 2021 and views were also sought on a number of schemes for transport improvements which are currently being developed. A series of Member briefings and online live Q&A sessions for the public were also held. The engagement was advertised online, via social media, online press and posters in local areas. Information packs were provided, and public opinions were sought via an online response form on:

- the Draft Waterside Transport Strategy
- A326 Improvements (between Totton and Applemore)
- Waterside Passenger Rail
- Totton Level Crossing Improvements
- Waterside Local Cycle and Walking Infrastructure Plan (LCWIP)

A total of 941 online surveys were received with a further 13 stakeholder and eight public written comments. These included responses from parish and town councils, New Forest District Council, New Forest National Park Authority and other key stakeholders. The response form was split into sections, with respondents able to choose the topics that they wished to comment on.

A full and detailed analysis of the response forms and comments has been undertaken and attached in Appendix B.

### Key Findings Overview

- There was broad support for the proposed changes set out in the draft strategy: addressing congestion, improving Active Travel infrastructure, enhancing local bus services, addressing the downtime at Totton Level Crossing, and re-introducing passenger rail services in the Waterside area.
- Respondents would like to see the special qualities of the New Forest National Park being protected as the Strategy is developed. This is reflected throughout the survey, with concerns over congestion being addressed through Active Travel and rail schemes as well as increased vehicle capacity on the A326.
- Re-introducing passenger rail services was a particular priority and was most likely to be rated the most useful service to help respondents meet their future daily travel needs.
- Changes to the A326 were supported to improve traffic flows and enhance crossing points for non-car modes. Respondents wanted changes to deliver a net environmental gain, with support falling if this was not delivered.
- Downtime at the Totton Level Crossing caused delays to respondents, who felt that further downtime would have a negative impact on journeys. There was support for solutions which closed the Level Crossing and provided a new road bridge or alternative route.
- Respondents supported the walking and cycling routes and zones set out in the LCWIP plans, and there was evidence that, if implemented, they would lead to more people walking and cycling more often.

## Section 5: Action Plan and Strategy Stages

Linked to the transport strategy Themes a number of potential Strategic Action Steps have been identified to improve transport and travel to/from and around the Waterside area to address key challenges. These are based on the current and future issues, robust evidence and feedback from the public and key stakeholders.

The Strategic Action Steps include a mix of schemes, studies and policies. Shorter term priorities cover planned capital and revenue expenditure based upon available funding (infrastructure works and studies). Key medium to longer-term aspirations is presented indicatively - over time, as a result of study work and through updates to the Action Plan, these will be planned with greater certainty. Each potential project or scheme identified would be subject to further feasibility studies, engagement, and the development of a sound business case demonstrating value for money. In many cases, this study work will be the focus of shorter-term activity in order to ensure that projects to be prioritised for medium to longer-term investment and delivery are based upon a robust evidence base.

Taking a multi-modal approach this strategy will look at all transport modes, taking advantage of Central Government and developer funding opportunities as they arise. We have, therefore, started to look at the actions we need to take to deliver key interventions. Table 5 is not an exhaustive list and as a living document the Waterside Transport Strategy along with the Action Plan will evolve.

### Transport Strategy Action Plan

Intervention	Strategic Action Step	Status	Type	Lead	Estimated Cost	Timescale
Enhanced local bus measures (localised bus priority and bus stop enhancements on existing bus corridors, from Fawley to Southampton) (TCF)	Design and deliver TCF bus corridor improvements	Funded	Delivery	HCC	£5.7 million	Short term
Provide a high-quality strategic cycle route from Holbury to Redbridge (TCF)	Design and deliver TCF bus corridor improvements	funded	Delivery	HCC	£4.1 million	Short term
Promote Clean Air Strategy for the New Forest	Work with NFDC in the development of a Clean Air Strategy	to be developed	Strategy	NFDC		Short - medium term
Support Clean Air Zone (Southampton CC – on boundary with New Forest)	Work with SCC to forward work on the CAZ in Southampton	Funded	NO2 Plan	SCC		Short-medium term
A326 highway improvements for Fawley Waterside (Southern junction)	Deliver developer/LEP funded highway schemes	Funded	Delivery	HCC/ Developer	£8 million	Short term
Fawley Waterside East-West Connectivity for pedestrians, cyclists and equestrians	Design and deliver highway infrastructure	Funded	Study	HCC/ Developer	£900k	Short term
Repair and upgrades to the Structures on the Eastbound Carriageway of Redbridge Causeway Bridge	Delivery	Funded	Delivery	HCC	£15 million	Short term
Pedestrian and Cycle Enhancements on A35 between Rushington Roundabout and Redbridge Causeway	Design and deliver schemes	Funded	Study/ Delivery	HCC	£2 million	Short term
Promote Transfer of Road freight from inappropriate routes away from residential areas	Freight routing requirements as part of port development (S106 planning)	Planning Process	Planning process	HCC/ Developer		Short term

Intervention	Strategic Action Step	Status	Type	Lead	Estimated Cost	Timescale
Promote and maximise transference of Road Freight to rail freight	Develop Freight Management Plan and work with Development Planning on Routing Agreements/HGV capacity conditions	Planning Process	Planning process	HCC/ Developer		Short term
Deliver priority primary and secondary routes identified in the Waterside LCWIP	Adopt prioritised plan (primary and secondary)	seeking funding	Policy	HCC	£25-30 million	Short-medium term
A326 (Option 1) - junction improvements includes pedestrian and cycle infrastructure and crossing points across A326	Develop Outline Business Case	seeking funding	Scheme Development	HCC	£57m	Medium term
Totton regeneration scheme	Study	to be developed	Planning Policy	HCC/ NFDC	£100k	Medium term
Junction Road Level Crossing New Active Mode Bridge	Feasibility Design	seeking funding	Scheme Development	HCC	£3-5m	Medium - longer term
Promote non travel solutions such as WfH, use of superfast broadband and 5G. (My Journey)	Secure Travel Plans and support electronic infrastructure for new developments.	Planning Process	Planning Policy	HCC/ NFDC		Short term
Support the development of 20 minute walking zones in key settlements, starting with the priorities of Totton and Hythe (LCWIP), to local services, facilities and green spaces	Undertake feasibility study re key destinations etc/walking routes incl public realm	seeking funding	Study	HCC	£3 million	Short - medium term
Delivery (other) primary and secondary routes identified in the Waterside LCWIP	Adopt prioritised plan (primary and secondary)	seeking funding	Policy	HCC	£20 million	Medium-long term
A326 (Option 2) - junction improvements, localised road widening with new dual carriageway to the west of Totton and on-line widening to the south of Totton.	Develop Outline Business Case	Seeking funding	Outline Business Case	HCC	£76 million	Medium
Marchwood Port/Solent Gateway and ABP Strategic Reserve joint access onto the A326	Provide joint access to Marchwood Port/Solent Gateway and the ABP Strategic Reserve	Planning Process	Planning Policy	Developers	£20 million	Medium
Totton Station Access for all, southern platform accessibility scheme	Feasibility Design	Funded	Scheme Development	HCC/ rail operator	£300k	Short term
Totton Mobility Hub/Public Transport Interchange	Feasibility study	to be developed	Study	HCC/ NFDC	£50k	Medium-long term
Green Lanes and modal filters	Investigate the opportunity to remove traffic from local roads to create Green Lanes at a number of sites	to be developed	Study	HCC	£100k	Medium-long term
Create and enhance walking and cycling routes to the New Forest National Park	Co-ordinated approach to link Waterside walking and cycling routes with the emerging New Forest LCWIP	seeking funding	Policy	HCC/NFNP A/ NFDC	£1 million	Medium-long term
Plan for sites of sufficient size and form to attract and support commercially viable public transport services and	Work in collaboration with LPAs, bus/ferry/rail operators in the development of local plans	seeking funding	Planning Process	HCC/ NFDC/ NFNPA	TBD	Short-long term

Intervention	Strategic Action Step	Status	Type	Lead	Estimated Cost	Timescale
building towards turn up and go frequency and infrastructure	and master planning for strategic development sites					
Reintroduction of Passenger Rail Services on the Waterside Rail Line (Between Hythe Town and Totton, continuing to Southampton Central) (standalone service)	Input and engage with NR and DfT as scheme continues to develop plus continued input to project team - conditions of support	Seeking funding	Business Case	NR/DfT	£75m	Medium term
Waterside rail and Solent Local Rail Connectivity proposals combination- Through Waterside -Southampton- Fareham-Portsmouth rail service, potentially up to 3tph [longer term]	Refresh the previous work based on the revised Waterside rail scheme and develop a SOBC for the proposals identified in the Solent Connectivity Study	High level strategy/planning	Study	NR/HCC/ SCC	£50k	Short-medium term
Hythe rail station access/interchange plans and Mobility Hubs (Ferry)	Station Access Plan and Interchange Plan to include ferry	Seeking funding	Business Case	NR/DfT/HCC/ NFDC	£500k	Medium term
Marchwood rail station access and interchange plans	Station Access Plan, Interchange Plan and Walking/Cycling zone	Seeking funding	Business Case	NR/DfT/HCC/ NFDC	£400k	Medium term
Integrated public transport linking rail, ferry and bus with new and existing development	Bus service linking Fawley Waterside and southern Waterside communities to Hythe rail station	Planning Process	Planning process	HCC/Devel oper		Medium term

Table 5: Action Plan

## Transport Strategy Stages

The ambitious plans to support the growth of the Waterside economy and provide much needed homes in the area will be realised over a several years. Processes for securing government funding for strategic transport infrastructure can also take time and therefore, we have identified three strategy stages; Base, Base Plus and Base Plus +Rail which set out scenarios associated with different time periods and funding allocations.

## Base Waterside Transport Strategy

We are currently progressing a number of schemes which already have funding secured, either through development or successful funding bids to central government. These interventions, which cover all modes and include highway maintenance/improvements, new pedestrian and cycle infrastructure and enhanced local bus measures provide the base strategy for the Waterside area which improve and make local journeys easier. Whilst the construction of several schemes is already underway, others have recently undergone public engagement and are due for implementation in the short term. For other interventions there is ongoing study work to provide robust business cases for future funding.

In the Base Strategy (Figure 4) these interventions will improve local connectivity and widen travel choices (Table 6) by enhancing local bus travel and providing key cycle and pedestrian infrastructure. Highway and active travel infrastructure improvements secured for the Fawley Waterside and maintenance of the Redbridge Causeway Bridge are underway and will provide greater resilience to the network, mitigating development impact and enhancing travel for all.

## Base Strategy

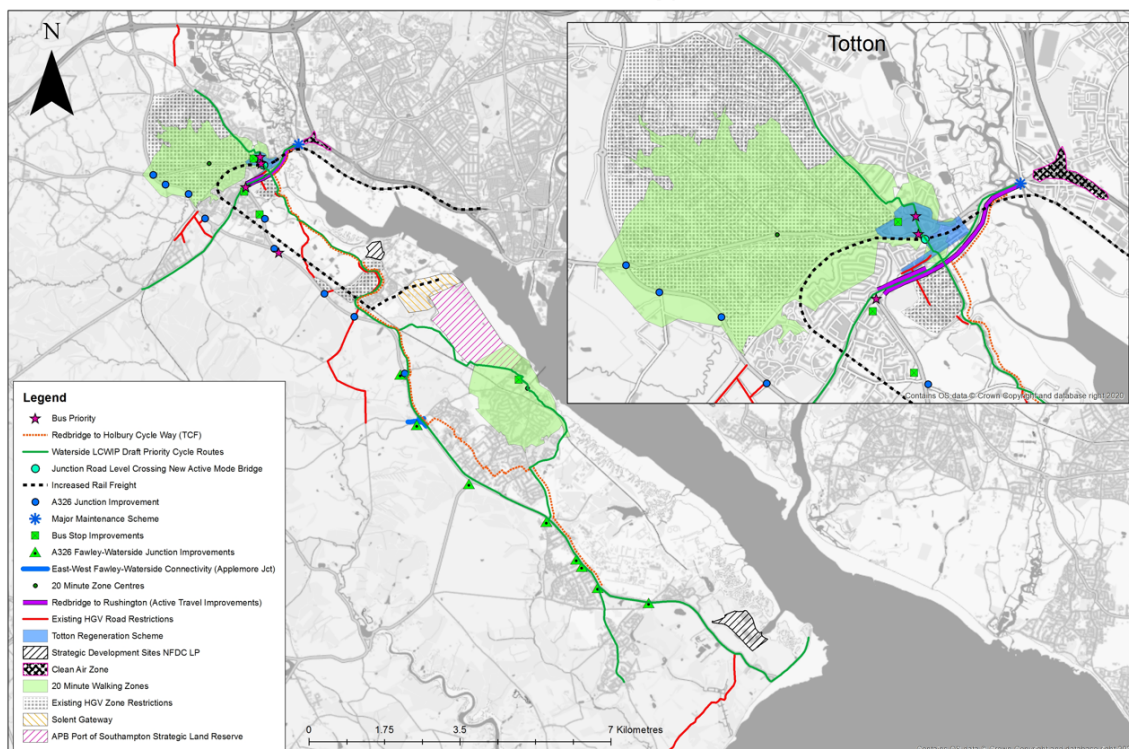


Figure 4: Base Strategy



## Base Strategic Action Steps Relationship to Strategy Themes

Action Step	Theme A Carbon Reduction /Resilient Transport	Theme B Local Access	Theme C Sustainable into/out of Waterside	Theme D Growth of Economy	Theme E National Park	Theme F New Development	Theme G Health/ Wellbeing
Enhanced local bus measures (localised bus priority and bus stop enhancements on existing bus corridors, from Fawley to Southampton) (TCF)	✓✓✓✓	✓✓✓	✓✓✓✓	✓✓✓	✓✓✓	✓✓✓	✓✓✓
Provide a high-quality strategic cycle route from Holbury to Redbridge (TCF)	✓✓✓✓	✓✓✓	✓✓✓✓	✓✓✓	✓✓	✓✓✓	✓✓✓✓
Promote Clean Air Strategy for the New Forest	✓✓✓✓	✓✓✓	✓✓✓	✓✓	✓✓✓✓	✓✓	✓✓✓✓
Support Clean Air Zone (Southampton CC – on boundary with New Forest)	✓✓✓✓	✓✓✓	✓✓✓	✓✓	✓✓✓✓	✓	✓✓✓✓
A326 highway improvements for Fawley Waterside (Southern junction)	✓✓	✓✓✓✓	✓✓	✓✓✓✓	✓✓	✓✓✓	✓✓
Fawley Waterside East-West Connectivity for pedestrians, cyclists and equestrians	✓✓✓	✓✓✓	✓✓	✓	✓✓✓	✓✓✓✓	✓✓✓✓
Repair and upgrades to the Structures on the Eastbound Carriageway of Redbridge Causeway Bridge	✓	✓✓✓	✓	✓✓✓✓	✓	✓	✓
Pedestrian and Cycle Enhancements on A35 between Rushington Roundabout and Redbridge Causeway	✓✓✓✓	✓✓	✓✓✓✓	✓	✓✓✓	✓✓✓	✓✓✓✓
Promote/transfer road freight from inappropriate routes away from residential areas	✓✓	✓✓✓✓	✓✓✓	✓✓✓✓	✓✓✓✓	✓✓✓✓	✓✓
Promote Maximise transference of Road Freight to rail freight	✓✓✓✓	✓✓✓	✓✓✓✓	✓✓✓✓	✓✓✓✓	✓✓✓✓	✓✓
Deliver priority primary and secondary routes identified in the Waterside LCWIP	✓✓✓✓	✓✓✓✓	✓✓✓✓	✓✓✓	✓✓✓✓	✓✓✓✓	✓✓✓✓
A326 (Option 1) - junction improvements includes pedestrian and cycle infrastructure and crossing points across A326	✓✓✓	✓✓✓	✓✓✓	✓✓✓✓	✓✓✓	✓✓✓✓	✓✓
Totton regeneration scheme	✓✓✓	✓✓✓✓	✓✓✓	✓✓✓✓	✓✓✓	✓✓✓	✓✓✓

Action Step	Theme A Carbon Reduction /Resilient Transport	Theme B Local Access	Theme C Sustainable into/out of Waterside	Theme D Growth of Economy	Theme E National Park	Theme F New Development	Theme G Health/ Wellbeing
Junction Road Level Crossing New Active Mode Bridge	✓✓✓✓	✓✓✓	✓✓✓	✓✓	✓✓✓	✓✓	✓✓✓✓
Promote non travel solutions such as WfH, use of superfast broadband and 5G. (My Journey)	✓✓✓✓	✓✓	✓✓✓✓	✓✓✓✓	✓✓✓✓	✓✓✓✓	✓✓
Support the development of 20 minute walking zones in key settlements, starting with the priorities of Totton and Hythe (LCWIP), to local services, facilities and green spaces	✓✓✓✓	✓✓✓✓	✓✓	✓✓	✓✓	✓✓✓	✓✓✓✓
Totton Station Access for all, southern platform accessibility scheme	✓✓✓	✓✓✓✓	✓✓✓✓	✓✓	✓✓	✓✓✓	✓✓✓✓
<b>Total</b>	<b>57</b>	<b>55</b>	<b>53</b>	<b>49</b>	<b>51</b>	<b>51</b>	<b>53</b>

Table 6: Base Strategy- Relationship to Strategy Themes

## Base Plus Waterside Transport Strategy

Building on the base transport strategy, additional work will be needed to implement the multi-modal strategy and to deliver housing and employment, including the potential ABP Strategic Land Reserve. As development comes forward major transport infrastructure may be needed, including further improvements to the A326, such as sections of dualling and road widening plus a new joint access from the A326 to Marchwood Port/Solent Gateway and ABP Strategic Land Reserve (Figure 5 and Table 7).

We will seek to implement appropriate highway, public transport, walking and cycling improvements from the outset of housing delivery at strategic housing sites, providing new transport infrastructure in the short to medium term. Studies and business cases will be developed to bring forward active travel and transport infrastructure proposals. This will ensure that schemes are ready to be implemented when funding becomes available through developer contributions, central government grants and other funding mechanisms in the medium to long term.

Base Strategy - Plus

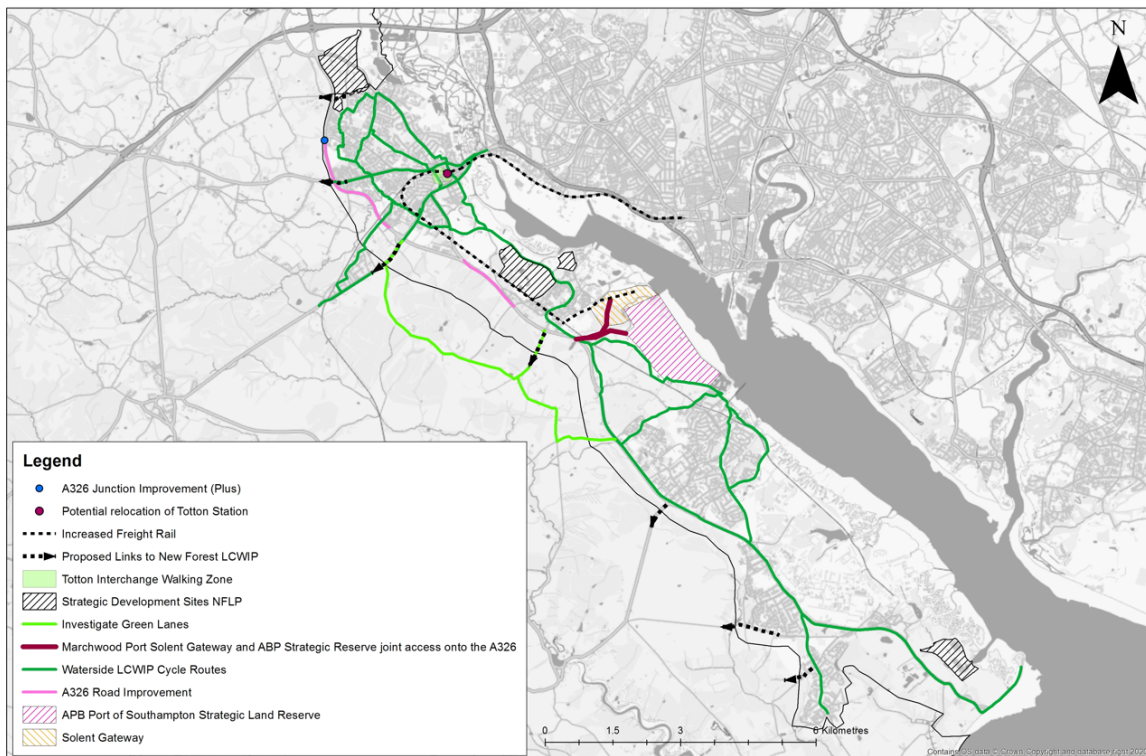


Figure 5: Base Strategy Plus

## Base Plus Action Steps Relationship to Strategy Themes

Action Steps	Theme A Carbon Reduction /Resilient Transport	Theme B Local Access	Theme C Sustainable into/out of Waterside	Theme D Growth of Economy	Theme E National Park	Theme F New Development	Theme G Health/ Wellbeing
Delivery (other) primary and secondary routes identified in the Waterside LCWIP	✓✓✓✓	✓✓✓✓	✓✓✓✓	✓✓✓	✓✓✓✓	✓✓✓✓	✓✓✓✓
A326 (Option 2) - junction improvements, localised road widening with new dual carriageway to the west of Totton and on-line widening to the south of Totton.	✓✓	✓✓✓	✓✓	✓✓✓✓	✓✓	✓✓✓✓	✓✓
Marchwood Port/Solent Gateway and ABP Strategic Reserve joint access onto the A326	✓✓	✓✓✓	✓✓	✓✓✓✓	✓✓	✓✓✓✓	✓✓
Totton Mobility Hub/Public Transport Interchange		✓✓✓✓	✓✓✓✓	✓✓✓✓	✓✓✓	✓✓✓✓	✓✓✓
Green Lanes and modal filters	✓✓✓✓	✓✓✓	✓✓	✓✓✓✓	✓✓✓✓	✓✓✓	✓✓✓
Create and enhance walking and cycling routes to the New Forest National Park	✓✓✓✓	✓✓✓	✓✓	✓	✓✓✓✓	✓✓✓	✓✓✓✓
<b>Total</b>	<b>16</b>	<b>20</b>	<b>16</b>	<b>20</b>	<b>19</b>	<b>22</b>	<b>18</b>

Table 7: Base Strategy Plus- Relationship to Strategy Themes

## Base Strategy Plus + Rail

Strong public support was received for the reintroduction of passenger rail services on the Waterside rail line. This is a high-cost scheme which needs funding from central governments to be implemented. The business case assessment is being developed by Network Rail (NR) as scheme promoter, with DfT as the funding body and the County Council as a key stakeholder on the project team and supports this strategic work. We conditionally support the re-introduction of passenger services on the Waterside rail line between Totton and Hythe. This is subject to further work being undertaken during the next stage of scheme and business case development including consideration of feedback from this public engagement and to further investigate the impacts on local buses, Hythe ferry, level crossings, and the environment.

The proposal includes the re-opening of Marchwood station and a new station at Hythe, which gives opportunity to new mobility hubs and interchanges for public transport, walking and cycling. In the longer-term Waterside rail could link to the wider area with more frequent trains between Southampton, Fareham and Portsmouth, which is the subject of the Solent Local Rail Connectivity study.

The re-introduction of passenger rail will enhance local, regional and nationwide connectivity, provide improved access for those without access to a car, deliver a sustainable mode shift from the car to public transport and support planned economic growth in the Waterside area. The re-introduction of rail could therefore have wider benefits including wider improvements to public transport including bus and ferry (Figure 6 and Table 8).

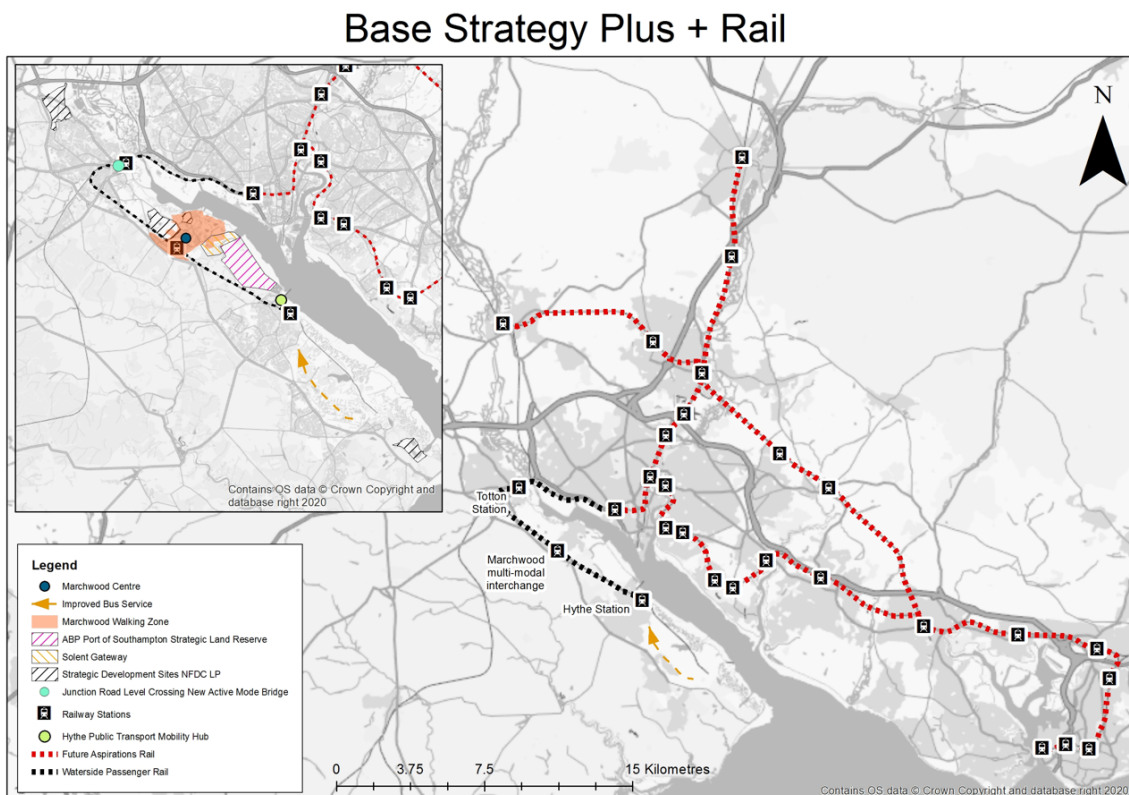


Figure 6: Base Strategy Plus + Rail

## Base Plus + Rail Action Steps Relationship to Strategy Themes

Intervention	Theme A Carbon Reduction /Resilient Transport	Theme B Local Access	Theme C Sustainable into/out of Waterside	Theme D Growth of Economy	Theme E National Park	Theme F New Development	Theme G Health/ Wellbeing
Plan for sites of sufficient size and form to attract and support commercially viable public transport services and building towards turn up and go frequency and infrastructure	✓✓✓	✓✓✓✓	✓✓✓✓	✓✓✓✓	✓✓	✓✓✓✓	✓✓
Reintroduction of Passenger Rail Services on the Waterside Rail Line (Between Hythe Town and Totton, continuing to Southampton Central) (standalone service)	✓✓✓✓	✓✓✓	✓✓✓✓	✓✓✓✓	✓✓✓✓	✓✓✓✓	✓✓✓
Waterside rail and Solent Local Rail Connectivity proposals combination- Through Waterside - Southampton-Fareham-Portsmouth rail service, potentially up to 3tph [longer term]	✓✓✓	✓✓✓	✓✓✓✓	✓✓✓✓	✓✓✓✓	✓✓✓	✓✓✓
Hythe rail station access/interchange plans and Mobility Hubs (Ferry)	✓✓✓	✓✓✓✓	✓✓✓✓	✓✓	✓✓	✓✓✓✓	✓✓✓
Marchwood rail station access and interchange plans	✓✓✓	✓✓✓✓	✓✓✓✓	✓✓	✓✓	✓✓✓✓	✓✓✓
Integrated public transport linking rail, ferry and bus with new development	✓✓✓	✓✓✓✓	✓✓✓✓	✓✓	✓✓	✓✓✓✓	✓✓✓
<b>Total</b>	<b>19</b>	<b>22</b>	<b>24</b>	<b>18</b>	<b>16</b>	<b>23</b>	<b>17</b>

Table 8: Base Strategy Plus + Rail- Relationship to Strategy Themes

## Section 6: Strategy Implementation

### What are the priority schemes and projects to be delivered?

The Strategy will guide future transport policy and investment decisions for the Waterside area. It is supported by an Action Plan, which is the means of delivering specific projects in line with the strategy. The Action Plan will be maintained as a live document and updated at regular intervals over time. The Action Plan sets out the identified Base Strategy (shorter-term priorities), with a programme covering the planned capital and revenue expenditure based upon available funding (infrastructure works and studies). Key medium to longer-term aspirations are presented indicatively in the Base Strategy Plus and Base Strategy Plus + Rail, which over time, as a result of study work and the coming forward of development, these will be planned with greater certainty. Each potential project or scheme identified would be subject to further feasibility studies, engagement, and the development of a sound business case demonstrating value for money. In many cases, this study work will be the focus of shorter-term activity in order to ensure that projects to be prioritised for medium to longer-term investment and delivery are based upon a robust evidence base.

Across the Strategy as a whole, the overall approach to implementation is expected to consist of several key stages:

[Delivery of current planned schemes](#) – ensuring successful and timely implementation of schemes included in the Base Strategy for which funding has already been secured.

[Identification and delivery of ‘quick wins’](#) - lower cost, lower risk schemes which are aligned with the Strategy and included in the Base Strategy Plus

[Tackling key active travel priorities](#) – developing and bringing forward cycle, pedestrian and equestrian route priorities identified in the LCWIP following public engagement. This will ensure that schemes are ready to be implemented when funding becomes available through developer contributions, central government grants and other funding mechanisms.

[Progression of studies to support public transport](#) – work with stakeholders to develop the business case for the reintroduction of passenger rail and with local public transport providers to provide an integrated passenger transport offer.

[Transport infrastructure to support port development at Marchwood](#) – develop business cases for integrated corridor improvements on the A326 corridor to support access to proposed new and extension of port facilities.

[Transport infrastructure to support housing development](#) – seeking to implement appropriate highway, public transport, walking and cycling improvements from the outset of housing delivery at strategic housing sites, including Fawley Waterside.

### Who will be responsible for delivering the Strategy and how will this be managed?

To effectively deliver against the Strategy, Hampshire County Council New Forest District Council and the New Forest National Park Authority will take a joint approach to implementation, in conjunction with key partners, stakeholders and delivery agencies where necessary. The Action Plan will identify the specific roles and responsibilities of key delivery partners.

### How will delivery of the Strategy be funded?

There are a number of potential sources of funding and these are likely to vary over time. The Action Plan will identify relevant funding sources. Some of the most typical funding sources include:

- Specific funding opportunities made available by central Government – these are typically on a competitive basis (such as Major Road Network and Large Local Majors funding programmes and Active Travel Fund);
- Developer funding – through Section 106 contributions and Section 278 infrastructure agreements; and
- Annual capital / revenue budget allocations for local authorities – these are under significant ongoing pressure. Due to the existing and forecast constraints on local authority budgets, it will be important to minimise any ongoing revenue liability in particular.

#### How will success be measured?

Outcome based indicators and targets will be used to measure performance, drawing on data captured through wider monitoring exercises at a district and county level. The focus will be on utilising representative data to provide an indication of progress against the key transport outcomes for the Strategy, as set out in Section 2. This could include data such as traffic volumes on key routes, use of different travel modes (e.g. from travel surveys), air quality monitoring, public transport passenger data, and accident data.

Feedback from the public and key stakeholders will also continue to be sought and monitored.



APPENDIX A

[Integrated Environmental Infrastructure Vision for the Waterside](#)

APPENDIX B

[Waterside Strategy Research Report](#)

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## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Lead Member for Transport and Environment Strategy
<b>Date:</b>	7 November 2022
<b>Title:</b>	Local Cycling and Walking Infrastructure Plans – Update
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Graham Wright

**Tel:** 07714 153291

**Email:** graham.wright@hants.gov.uk

### Purpose of this Report

1. The purpose of this report is to seek approval of a number of newly developed Local Cycle and Walking Infrastructure Plans (LCWIPs). The plans included in this decision are for the boroughs of Eastleigh, Fareham, Gosport, Havant, the Waterside part of New Forest district and the southern part of the Borough of Test Valley.

### Recommendations

2. That the Executive Lead Member for Transport and Environment Strategy approves the Local Cycle and Walking Infrastructure Plans (LCWIPs) that have been prepared for the boroughs of Eastleigh, Fareham, Gosport and Havant, together with the Waterside part of New Forest district and the southern part of the Borough of Test Valley.
2. That the Executive Lead Member for Transport and Environment Strategy commends each LCWIP to the respective local authority for endorsement and inclusion within its own policy and plan framework.
3. That the Executive Lead Member for Transport and Environment Strategy notes the progress on the remaining LCWIPs.

### Executive Summary

5. This report presents four Local Cycle and Walking Infrastructure Plans (LCWIP) for the boroughs of Eastleigh, Fareham, Gosport and Havant, together with two LCWIPs covering the Waterside part of New Forest District and the southern part of the Borough of Test Valley. These have been prepared by Hampshire County Council in line with Government guidance. The plans prioritise walking and cycling infrastructure measures in each area and have been developed following engagement and consultation with councillors, local residents, stakeholders and the respective local planning authority.

6. The report also provides an update on work currently underway to bring forward LCWIPs to cover the remaining areas of Hampshire.
7. The preparation of LCWIPs is becoming a key requirement for local transport authorities to access Government funding for the delivery of cycle and walking infrastructure in their areas. The Government has made it clear in recent guidance and funding allocations that LCWIPs are seen as key evidence to coordinate investment and are described as forming “a vital part of the Government’s strategy to increase the number of trips on foot or by cycle” within the technical guidance on LCWIP preparation. The work to date on the preparation of LCWIPs has contributed to the County Council’s recent ‘strong’ capability rating on walking and cycling (see paragraph 15 below).
8. Government funding has recently been increasingly directed towards walking and cycling measures, and this trend is anticipated to continue. The adoption of LCWIPs, ultimately across the whole County, is seen as key to the County Council being able to access that funding. Attracting such funding will, in turn, contribute to achieving the objectives of the emerging Local Transport Plan 4 (LTP4).

## **Background**

9. In 2017 the Government published a Cycle and Walking Investment Strategy with the “ambition to make cycling and walking the natural choices for shorter journeys, or as part of a longer journey by 2040”. It set national targets to:
  - increase the percentage of short journeys in towns and cities that are walked or cycled - half of all journeys in towns and cities cycled or walked by 2030;
  - increase walking;
  - double cycling; and
  - increase the percentage of children aged 5 to 10 who usually walk to school.
10. The strategy recommended that new LCWIPs be prepared by local highway authorities. The Government subsequently published technical guidance for local authorities on the preparation of LCWIPs requiring that they should include:
  - a network plan for walking and cycling which identifies preferred routes and core zones for further development;
  - a prioritised programme of infrastructure improvements for future investment in the short, medium and long terms; and
  - a report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and network.
11. The technical guidance sets out further detail on the process that should be followed to develop LCWIPs ([Local Cycling and Walking Infrastructure Plan Guidance \(parliament.uk\)](#)). It prescribed a six-stage process involving scoping the geographical extent, data gathering, auditing of existing routes, identifying improvements required, prioritising and programming improvements and promoting schemes in local policies and delivery plans. It also requires a robust

approach to consultation and engagement. In developing LCWIP's in Hampshire the guidance has been followed.

12. In 2020, Government published Local Transport Note (LTN) 1/20 ([Cycle infrastructure design \(LTN 1/20\) - GOV.UK \(www.gov.uk\)](#)) providing national guidance on design for cycling infrastructure for highway authorities and scheme designers. The guidance marks a step change in achieving higher quality design standards and improved safety for cycle facilities. The Department for Transport also reserved the right to ask for appropriate funding to be withheld or returned for any schemes designed or built in a way which is not consistent with the guidance.
13. "Gear Change", published by the Government in 2020, announced a plan to invest two billion pounds in active travel infrastructure and set out a plan to establish a new active travel inspectorate called Active Travel England (ATE) to oversee standards and support local authorities to deliver quality plans and infrastructure.
14. Active Travel England has now been established by Government to manage the national active travel budget and to inspect and publish reports on highway authorities for their performance. ATE will help local authorities, training staff and spreading good practice in design, implementation and public engagement. It will also be a statutory consultee on major planning applications to ensure that the largest new developments are properly catering for pedestrians and cyclists.
15. ATE recently carried out an audit of the capability and ambition of all Highway Authorities in England with regard to cycle infrastructure. Hampshire County Council has been assessed as level 2, which is described as "strong local leadership and support, with strong plans and emerging work".

### **Progress in preparing LCWIPs in Hampshire**

16. LCWIPs are under development in all parts of Hampshire with the intention that the whole County will be covered by a plan by the end of 2023. This report is related to the plans for Eastleigh, Fareham, Gosport, Havant, the Waterside part of New Forest District and the southern part (south of Romsey) of Test Valley Borough.
17. The work has been undertaken by Hampshire County Council, supported by Sustrans. Sustrans is a national sustainable travel charity that plays an active role in developing such plans and in advising the UK Government on active travel issues.
18. The plan development was interrupted by the Covid pandemic, and they have also been adapted during development to ensure alignment with the new design standards guidance (Local Transport Note LTN 1/20) following its publication in the middle of the LCWIP process. A public consultation was held last year covering all six plans. Comments raised have been considered and plans changed accordingly where necessary. The new LCWIPs are available at this weblink: [Strategic transport - plans and policies | Hampshire County Council \(hants.gov.uk\)](#)
19. Work on LCWIPs for the remaining areas of Hampshire has also commenced with the expectation that these will be finalised in readiness for a decision to approve in due course. The table below provides information on the current status of plan preparation.

Local Authority Area	Status of LCWIP
Basingstoke & Deane Borough	Basingstoke & Deane Borough Council has been working with Hampshire County Council to develop an LCWIP that covers the borough, with the exception of the town centre, an area which is subject to a Town Centre master planning process. The consultation on the draft LCWIP closed on 4 September 2022 and responses are currently being reviewed.
East Hampshire District	East Hampshire District Council (EHDC) commissioned consultants to develop an LCWIP for the district. A public consultation has been undertaken and potential schemes identified. EHDC is working with Hampshire County Council to prioritise the identified schemes.
Hart District	Hart District Council was keen to have an active role and has commissioned Sustrans to develop its LCWIP, with guidance and support from Hampshire County Council.
Rushmoor Borough	Hampshire County Council is working closely with Rushmoor Borough Council to develop an LCWIP. Feedback has been sought on the prioritisation of routes and the consultation closed on 18 September 2022. The feedback collected is currently being reviewed.
Test Valley Borough	Test Valley Borough Council is working with Hampshire County Council to develop an LCWIP for the northern part of the borough (north of Romsey).
Winchester City	Winchester City Council has worked with Hampshire County Council to develop the Winchester Movement Strategy that is supplemented by the Winchester urban area LCWIP. An LCWIP to cover the rest of Winchester District is in development, with the work being led by Hampshire County Council and supported by Sustrans.

### Finance and future funding

20. The development of the LCWIPs has largely been done using in house resources within available budgets and over a number of financial years. In many cases the costs of developing them have been shared with district and borough authorities.
21. The County Council is developing options and designs for some of the priority schemes identified in the LCWIPs prior to their formal approval. Finalisation and delivery of these schemes is critically dependent on further Government Funding awards.
22. The Government wrote to all Highway Authority Council Leaders in July 2022. The letter indicated that the Government was planning changes to future funding arrangements for transport, potentially including withholding a proportion of highways maintenance funding depending on the authority's performance on effective development of an LTP and delivery of EV charging facilities and bus and active travel infrastructure. The letter says that the Government will consult on the proposals this year with a view to implementation from 2024/25 onwards. A strong evidence base, of which LCWIPs will form an important part, will be key to delivering against these

objectives and thereby minimising the risk of reductions in future maintenance funding.

23. The Government has also funded Sustrans to work with local authorities across the country to help develop outline designs for schemes prioritised in LCWIPs and this has included some schemes in Hampshire.
24. The County Council submitted a Levelling Up Fund bid for the areas of Gosport and Havant which included active travel infrastructure. It is currently in determination and assessment. Headline details can be found at this link: [Funding bids | Hampshire County Council \(hants.gov.uk\)](#).

## **Consultation and Equalities**

25. The draft LCWIPs for the boroughs of Eastleigh, Fareham, Gosport, Havant, the Waterside part of New Forest district and the southern part (south of Romsey) of Test Valley borough area have been subject to public consultation during September and October 2021. Full details of the consultation responses are available at this weblink: [Strategic transport - plans and policies | Hampshire County Council \(hants.gov.uk\)](#). Each LCWIP also includes a section on the consultation response, summarising the public response, that from the relevant local authority and key stakeholders such as local walking and cycling representative groups.
26. During the consultation period, online briefing sessions were offered to relevant county councillors and stakeholder groups with additional sessions held for the public to provide information on the draft plans and provide the opportunity to answer questions.
27. Overall, the comments received from County Councillors, stakeholders and the public were generally supportive of the plans. However, it was acknowledged that the Government prescribed approach to network definition and prioritisation does not identify localised routes which will need to be further developed when the plans are reviewed as required by Government.
28. Feedback from the consultation has fed into the prioritisation process, been used to demonstrate support for funding bids, provided local input to the design process and identify future areas for network and walking zone development.
29. The consultation used 'Commonplace' an interactive map enabling 'sentiment' maps (how people felt using a particular route) and 'off route' maps (where respondents felt that walking or cycling infrastructure could be improved) to be produced for each area. These maps are included in each LCWIP.
30. A neutral impact on people with protected characteristics has been identified from this decision. However, Local Walking & Cycling Infrastructure Plans aim to add or improve relevant infrastructure and therefore any transport schemes that are identified in the LCWIPs are expected to have positive impacts on a range of protected characteristics such as age, disability, pregnancy & maternity, poverty and rurality by providing improved access and connectivity by non-motorised transport, but will be subject to their own Equalities Impact Assessment.

## **Climate Change Impact Assessments**

31. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.
  
32. The preparation and adoption of the LCWIPs will not, in itself, have any discernible impact on climate change. However, in due course, the delivery of walking and cycling schemes will potentially contribute to achieving targets on carbon reduction and will, ultimately and in combination, make a positive impact in helping the switch away from carbon-based transport modes.



**REQUIRED CORPORATE AND LEGAL INFORMATION:**

**Links to the Strategic Plan**

<b>Hampshire maintains strong and sustainable economic growth and prosperity:</b>	yes
<b>People in Hampshire live safe, healthy and independent lives:</b>	yes
<b>People in Hampshire enjoy a rich and diverse environment:</b>	yes
<b>People in Hampshire enjoy being part of strong, inclusive communities:</b>	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

## **EQUALITIES IMPACT ASSESSMENT:**

### **1. Equality Duty**

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 by or under the Act with regard to the protected characteristics as set out in section 4 of the Act (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation);
- Advance equality of opportunity between persons who share a relevant protected characteristic within section 149(7) of the Act (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic within section 149(7) of the Act (see above) and persons who do not share it.

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

- The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- 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.

### **2. Equalities Impact Assessment:**

A neutral impact on people with protected characteristics has been identified from this decision. However, Local Walking & Cycling Infrastructure Plans aim to add or improve relevant infrastructure and therefore any transport schemes that are identified in the LCWIPs are expected to have positive impacts on a range of protected characteristics such as age, disability, pregnancy & maternity, poverty and rurality by providing improved access and connectivity by non-motorised transport, but will be subject to their own Equalities Impact Assessment.

## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Lead Member for Transport and Environment Strategy
<b>Date:</b>	7 November 2022
<b>Title:</b>	Transforming Cities Fund – Portsmouth & Southampton: Update
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Ben Smith, Strategic Transport Manager (Implementation)

**Tel:** 0370 779 0860

**Email:** Ben.smith3@hants.gov.uk

#### Purpose of this Report

1. The purpose of this report is to provide a summary of progress and highlight key risks with respect to delivery of the Southampton and Portsmouth Transforming Cities Fund programme of schemes.
2. In addition, this paper is recommending an adjustment to the approved capital programme 2022/23.

#### Recommendations

3. That the Executive Lead Member for Transport and Environment Strategy notes the positive progress and key risks in delivering the Transforming Cities Programme across the Southampton and Portsmouth regions.
4. That the Executive Lead Member for Transport and Environment Strategy approves an adjustment to the capital programme 2022/23 reducing the allocation for Junction Road, Totton from £1,743,000 to £950,000, and approves the reassignment of the released funding across the portfolio of Southampton TCF projects to manage cost pressures and ensure that costs are contained within the overall funding envelope.
5. That the Executive Lead Member for Transport and Environment Strategy delegates authority to the Director of Economy, Transport and Environment, in consultation with the Executive Lead Member for Transport and Environment Strategy, to reassign funding released from Junction Road, Totton to individual schemes across the Southampton TCF scheme portfolio, and to enter into revised funding agreements as necessary, in consultation with the Head of Legal Services.

## Executive Summary

6. This paper seeks to outline progress on delivery and highlight key risks to the Transforming Cities Programme (TCF) across the Southampton and Portsmouth Cities Region. In addition, the report seeks approval to realignment of budget allocations which have altered during the development of individual schemes.
7. Hampshire County Council has worked collaboratively with Southampton City Council, Portsmouth City Council and Isle of Wight Council and was successful in securing funding from the Department for Transport – Transforming Cities Fund.
8. In partnership with Portsmouth City Council and Isle of Wight Council, funding of £56million was secured, with nine schemes (£22.316million) being delivered by Hampshire County Council. The current high-level summary is that schemes can be delivered within the overall funding envelope, but two schemes will not be completed, with a further two unlikely to be completed, by the funding deadline of 31 March 2023. There is no approved ‘Change Control’ from the Department for Transport at this time, albeit that approval has been requested and positive dialogue is ongoing.
9. In partnership with Southampton City Council, funding of £57million was secured, with twelve schemes (£18.895million) being delivered by Hampshire County Council. The current high-level summary is that ‘Change control’ has been approved from the Department for Transport approving a 12-month extension to the programme – the revised completion date of 31 March 2024 offers flexibility and reduces financial risk. However, there are a number of emerging costs pressures with current forecast costs exceeding the approved allocation by approximately £1.3million (after reassignment of the reduced funding allocation from Junction Road, Totton). Plans are in place to mitigate the forecast pressure, as set out in paragraphs 20-22.
10. Good progress is being made in delivering the individual projects. As the outline schemes have been developed, a number of challenges have emerged which have impacted upon the programme and cost base. This report seeks to:
  - realign budgets to reflect the current financial position;
  - highlight emerging inflationary pressures;
  - highlight specific risks across both programmes;
  - highlight that an adjusted capital programme position will be reported in January 2023; and
  - highlight that the Bishopstoke Road bus priority scheme holds the greatest financial and deliverability risks.
11. Hampshire County Council has an excellent record as a delivery body for infrastructure projects and it is critical that performance levels and reputation are maintained and enhanced. This report set out the revised budget position and seeks approval for adjustments to ensure progress in delivery is maintained and scheme objectives are not diluted.

## Contextual information

12. In partnership with Portsmouth City Council and Isle of Wight Council, funding of £56million was secured, which aims to improve productivity by investing in public and sustainable transport infrastructure in and around City Regions. Hampshire County Council is the delivery body for nine schemes. A summary of individual schemes is set out below.
  1. A27 Delme Roundabout to Downend Road Junction Improvement - bus, pedestrian and cycle enhancements in Fareham.
  2. Gosport Bus Interchange Improvements.
  3. Elmleigh Road, Havant - pedestrian and cycle improvements.
  4. Park Road South - bus and walking improvements.
  5. A27, Portchester – bus improvements.
  6. Bedhampton Road, Havant – bus improvements.
  7. Havant Town Centre – Local Access Zone.
  8. Leigh Park – bus stop improvements.
  9. Ladybridge roundabout – bus priority (Deferred to be delivered as part of adjacent residential development).
13. In partnership with Southampton City Council, funding of £57million was secured which aims to improve productivity by investing in public and sustainable transport infrastructure in and around City Regions. Hampshire County Council is the delivery body for twelve schemes (£18.895million). A summary of individual schemes is set out below.
  1. Burlesdon Road – cycle route
  2. Eastleigh town centre cycle route.
  3. Marchwood bypass – bus priority.
  4. Rushington roundabout – bus priority.
  5. Bishopstoke Road, Eastleigh – bus priority.
  6. A27, Providence Hill – cycle route.
  7. Eling to Holbury – cycle route.
  8. Redbridge Causeway to Eling – cycle route.
  9. Junction Road, Totton – bus priority.
  10. Eastleigh & Fair Oak – bus stop improvements.
  11. Eastleigh Mobility Hub.
  12. Southampton Airport Parkway – Travel Hub.
14. Both Transforming Cities programmes align to the strategic objectives of Hampshire County Council as it supports the promotion of active travel, improves air quality and helps in the objective to reduce carbon emissions in line with the climate change strategy.

15. The schemes support the wellbeing of residents and local workplaces by providing active travel improvements and promoting a greener, healthier Hampshire, which aligns with the emerging Local Transport Plan 4 (LTP4) as it contributes towards a carbon neutral, resilient Hampshire including encouraging fewer vehicles on Hampshire's roads.
16. The funding award from the Department for Transport requires delivery by 31 March 2023. However, there is a mechanism in place to seek approval for 'Change Control' as schemes are developed. This process covers scope, programme and cost. There is a clear directive that any scope changes must not dilute delivery of scheme objectives.
17. As the Hampshire County Council portfolio of schemes has been developed, a number of challenges have emerged including cost pressures (primarily due to inflationary impacts); programme impacts (for example; securing necessary consents and approvals); technical challenges in detailed design; and responding to feedback from public engagement (a number of schemes have been redesigned to respond positively to feedback without diluting scheme objectives).

## Finance

18. The funding envelope for **Southampton TCF is £18,895,356** – the current gross forecast position is £21.0million (an increase of approximately 11%) which represents a budget pressure of £2.1million. Plans are in place to mitigate this pressure as set out below.
19. Subject to approval of the recommendations in this report, the forecast inflationary pressure is reduced to £1.3million by reallocation of funds released from the revised scheme for Junction Road, Totton.
20. Forecast costs are indicative at this stage pending the outcome of procurement and tender returns received for each individual scheme - costs will be impacted by the volatility of the construction market and the local demand with a high volume of schemes requiring delivery to similar timescales - potentially creating demand which outstrips capacity. Therefore, it is not possible at this stage to be specific around the reallocation of funding to individual schemes.
21. In addition, approximately £790,000 of developer contributions are available which are applicable to the portfolio of schemes across the Southampton region – this will further reduce the forecast pressure to approximately £500,000.
22. The residual forecast pressure relates entirely to the scheme at Bishopstoke Road and is currently unfunded. This project has significant land, planning and design risks. Subject to resolution of the delivery risks a report will be brought to a future Executive Member Decision Day to consider the affordability, value for money and funding options.
23. The following paragraphs offer context to the projected variances between forecast costs and original scheme estimates.

24. Common to the current position across the construction industry, the programme has encountered significant inflationary and delivery cost pressures coupled with technical changes which have emerged through detailed design and amendments to accommodate comments from the public engagement, which has resulted in forecast outturn costs increasing.
25. The highway construction industry continues to experience volatility due to the effects of the Covid pandemic, the impacts of Brexit, and the on-going war in Ukraine. Oil and gas prices are rapidly increasing, as are costs for critical materials including steel, iron and timber, with bituminous products also impacted. Overall, the construction material price index rose 5% in March this year and is now almost 25% higher than 2021. This is driving higher tender prices.
26. The project team has been working closely with the design team and supply chain to manage, where possible, price and delivery pressures. For example: a 2-stage procurement approach has been adopted for the projects at A27 Providence Hill and Eling to Holbury cycle routes.
27. In terms of specifics, the Executive Member for Economy, Transport and Environment approved a Project Appraisal for Junction Road, Totton bus priority measures on 27 January 2022 (report available at [Southampton and South West Hampshire Transforming Cities Fund Programme-2022-01-27-ELMETE Decision Day \(hants.gov.uk\)](#) with a value of £1.743million.
28. As the scheme has developed, a redesign was required due to: constrained highway land compromising design standards; to respond to on-street parking issues highlighted through the consultation; to minimise the negative impact on other road users; to ensure that future public realm ideas were not compromised; and to ensure that value for money with respect to cost benefit was achieved. This has altered the core element from a bus lane, bus gate and carriageway widening to a revised signalised junction arrangement with bus priority measures. However, it still maintains the TCF objective of prioritising bus services by reducing journey times, albeit at a lower level than the original scheme, improving reliability of the journey duration, and arrival and departure times for those travelling within the Waterside area and between Waterside and Southampton. This will facilitate and encourage sustainable travel by offering better connectivity of public transport than is currently available.
29. The revised scheme is in line with approved Project Appraisal objectives. The views of the local member, Cllr Harrison, are being sought and will be reported at Chairman's Briefing
30. Updated costs for the revised scheme have been forecast at £0.95million – this represents a decrease of £0.793million.
31. It is recommended that an adjustment to the capital programme 2022/23 be approved reducing the allocation for Junction Road, Totton from £1,743,000 to £950,000 with the released funding reassigned across the portfolio of Southampton TCF projects to manage cost pressures and ensure that costs are contained within the overall funding envelope.

32. Due to the volatility of the construction market, it is recommended that authority to reassign funding across the Southampton TCF portfolio be delegated to the Director of Economy, Transport and Environment, in consultation with the Executive Member for Transport & Environment Strategy. This will enable tender prices to be secured improving certainty around costs prior to reassigning funding. The delegation will minimise delay in awarding contracts and commencing construction which, in turn, minimises the level of delivery beyond the DfT spend deadline.
33. Any variances to approved Project Appraisal values will be reported and approval sought in line with the County Council Scheme of Delegation either through the Director for Economy, Transport and Environment or Executive Member for Transport & Environment Strategy.
34. The adjusted financial position will be reported to the Executive Member Decision Day in January 2023.
35. The funding envelope for **Portsmouth TCF is £22.316million** – the current forecast position is that all schemes can be delivered within the funding envelope. Therefore, no funding adjustments or pressures are identified at this stage.
36. The positive position with respect to Portsmouth TCF funding is assisted due to (a) descoping of the Bedhampton Road bus priority scheme in response to public consultation feedback, which was approved by the Executive Lead Member for Economy, Transport and Environment on 18<sup>th</sup> July 2022 and (b) deferral and removal of the bus improvement scheme at Ladybridge, Purbrook from the TCF programme in response to public consultation feedback (to be delivered as part of the major development scheme in the area) (revised programme approved by the Executive Lead Member for Economy, Transport and Environment on 12<sup>th</sup> May 2022).

## Performance

37. The **Portsmouth Transforming Cities Fund** programme is progressing well across all schemes. Key milestones of note are summarised below:
  - Gosport Interchange – planning consent secured; stage-1 contract awarded with advance utility works to commence in October 2022 with main works to the interchange scheduled to commence in January 2023;
  - A27 Delme roundabout to Downend Road – stage-1 contract awarded with construction scheduled to commence in November 2022;
  - Portchester – bus priority works have been co-ordinated with the resurfacing programme and are being delivered in October/November 2022; and
  - Bedhampton – contract awarded with construction scheduled for January 2023.
38. Key risks associated with the Portsmouth TCF portfolio are summarised below:



- Department for Transport (DfT) funding conditions require scheme completion by 31 March 2023 – extension beyond this date requires approval of ‘Change Control’ by DfT. Whilst all Hampshire County delivered schemes will be in contract, and works commenced in advance of the deadline, there are a number of schemes where construction will extend into 2023/24. This represents a reputational and financial risk if funding is reduced or withdrawn. The risk is considered moderate, as there has been regular dialogue with DfT, which has indicated that there may be some flexibility and that the projected spend profile across all city regions nationally indicates spend into 2023/24.
39. The **Southampton Transforming Cities Fund** programme is progressing well across all schemes. Key milestones of note are summarised below:
- the first schemes to start on site will be Bursledon and Redbridge Causeway to Eling cycle routes (scheduled for November and December 2022);
  - Southampton City Council is the lead authority for this programme and has secured ‘Change Control’ approval from DfT for a 12-month extension to the overall programme (irrespective of delivery body) which reflects the challenges being experienced in completing all schemes by 31 March 2023.
40. Whilst the extension offers Hampshire led schemes some flexibility over delivery programmes it is the County Council’s intention to deliver schemes at the earliest opportunity and minimise delay – this programme will remain high-priority and a focus for the delivery teams. However, it allows procurement in a saturated marketplace to be staggered, thereby seeking to increase competition and reduce financial risk.
41. Key risks associated with the Southampton TCF programme are summarised below:
- delivery of the scheme at Bishopstoke Road is contingent on securing planning consent and land within the control of Eastleigh Borough Council. Eastleigh Borough Council has expressed concerns about the implications of the bus priority scheme and there is a risk that approvals will not be secured. Officers from both authorities are working closely to minimise/ mitigate concerns and there has been direct engagement with the responsible decision-making forum, Eastleigh Local Area Committee. In addition, there are significant environmental constraints; risks around drainage and challenging construction conditions to the nature of the site. When combined with the saturated construction market and high levels of inflation there are budget pressures to be mitigated and addressed; and
  - there is a key risk around increasing forecast costs impacting a number of schemes.
42. Strategic risks across both programmes have been identified which is creating programme and cost challenges, managed and mitigated by the project delivery teams, these include:

1. utility diversion lead in times and potential clashes with construction programmes which could lead to potential delays;
    - third party land requirement and planning approvals;
    - objections to Traffic Regulation Orders;
    - Night-Time Working;
  2. potential issues and delays on construction materials and ordering of works;
  3. rising construction costs and how these may affect the tender returns and programme budgets; and
  4. availability of suppliers for delivery of construction elements given current workloads, ongoing issues with staffing and the number of schemes coming through to construction at the same time, thereby saturating the market.
43. The Department for Transport (DfT) has been very clear that delivering the objectives of the Transforming Cities programme is paramount and there is no scope to dilute the scheme objectives. There is also clear guidance that additional funding is not available should scheme costs increase and limited flexibility around delivery timetables. However, there is a 'Change Control' process in place which enables delivery bodies to seek approval for changes.
44. Hampshire County Council has protected and remains committed to delivering the scheme objectives throughout all projects and is seeking to manage finances within the overall funding envelope. One element in achieving this is to stagger procurement in a saturated marketplace to increase competition and reduce financial risk - the downside of this approach is an extension to the delivery programme which has been highlighted to DfT.

### **Consultation and Equalities**

45. Appropriate levels of consultation and engagement have been conducted for each individual project with the results and outcomes reported as part of the Project Appraisal. A range of feedback was received, and a number of schemes have been adjusted to respond positively to the feedback (For example: Bedhampton Road, Havant – Bus Priority where the scheme was redesigned to address concerns in relation to increased congestion).
46. Equalities Impact Assessments have been undertaken on individual schemes with details included in the respective Project Appraisal reports considered by the Executive Member. Positive impacts were identified in a majority of cases. For example, walking, cycling and public transport improvements generally indicate that the schemes provide an improvement for the protected groups of age, disability and sex. These groups benefit from enhancements to public transport and the enhanced walking and cycling infrastructure. The programme has a neutral impact on other protected groups.
47. The focus of this report is primarily financial and an update on progress. However, the original Equalities Impact Assessments included within the Project Appraisal reports have been reviewed – as scheme objectives have

been retained, the original assessment remains unchanged. Therefore, the overall position is neutral.

### **Climate Change Impact Assessments**

48. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.
49. Overall, the proposed schemes seek to encourage a modal shift toward active travel for journeys, bringing benefits in terms of reduced local congestion and associated air quality, and environmental benefits, including reductions in carbon emissions from vehicles.

### **Climate Change Adaptation**

50. The Adaptation Project Screening Tool has assessed the schemes presented within this report and the following findings have been identified:
- The TCF Programme supports three strategic priorities as follows:
    - Hampshire maintains strong and resilient economic growth and prosperity;
    - People in Hampshire live safe, healthy and independent lives; and
    - People in Hampshire enjoy being part of strong, inclusive, resilient communities.

This is based on the schemes enabling a modal shift toward active travel for local journeys, providing more travel choices, and bringing benefits in terms of reduced local congestion and associated air quality and environmental benefits, including reductions in carbon emissions from vehicles.

### **Carbon Mitigation**

51. Carbon emissions from this programme arise from the use of highway materials to construct the schemes, e.g., concrete and steel and from plant and equipment needed to undertake the work.

Carbon emissions will be mitigated by sourcing construction materials and plant locally wherever possible and prioritising the use of recycled materials where practical. On completion, the schemes will encourage a modal shift toward active travel for journeys, bringing benefits in terms of reduced local congestion and associated air quality, and environmental benefits, including reductions in carbon emissions from vehicles.

## **Conclusions**

52. Good progress is being made in delivering a challenging portfolio of transport projects which will support active travel through walking and cycling and encourage use of public transport. However, there are significant risks, particularly around delivery timescales and financial pressures – this report seeks to offer an update on progress, highlight key risks, and seek approval to adjust the capital programme for 2022/23.

**REQUIRED CORPORATE AND 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

**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

## **EQUALITIES IMPACT ASSESSMENT:**

### **1. Equality Duty**

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 by or under the Act with regard to the protected characteristics as set out in section 4 of the Act (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation);
- Advance equality of opportunity between persons who share a relevant protected characteristic within section 149(7) of the Act (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic within section 149(7) of the Act (see above) and persons who do not share it.

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

- The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- 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.

### **2. Equalities Impact Assessment:**

Equalities Impact Assessments have been undertaken on individual schemes with details included in the respective Project Appraisal reports considered by the Executive Member. Positive impacts were identified in a majority of cases. For example, walking, cycling and public transport improvements generally indicate that the schemes provide an improvement for the protected groups of age, disability and sex. These groups benefit from enhancements to public transport and the enhanced walking and cycling infrastructure. The programme has a neutral impact on other protected groups.

The focus of this report is primarily financial and an update on progress. However, the original Equalities Impact Assessments included within the Project Appraisal reports have been reviewed – as scheme objectives have been retained, the original assessment remains unchanged. Therefore, the overall position is neutral.

## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Highways Operations
<b>Date:</b>	7 November 2022
<b>Title:</b>	Publication of the Hampshire Concessionary Travel Scheme 2023-24
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Caroline Mekky

**Tel:** 0370 779 4627

**Email:** Caroline.mekky@hants.gov.uk

#### Purpose of this Report

1. The purpose of this report is to seek approval to provide the range of concessions detailed for the Hampshire Concessionary Travel Scheme for 2023/2024 (“the Scheme”).

#### Recommendations

2. That the Executive Member for Highways Operations approves the range of concessions detailed within this report for the Hampshire Concessionary Travel Scheme for 2023/2024 and that this forms the basis of the draft scheme to be published on 1 December 2022.
3. That the Executive Member for Highways Operation notes the Passenger Transport SP23 Savings Proposals decision to remove specified enhancements to the Concessionary Travel Scheme in Hampshire and agrees to amend the 2023/34 Scheme accordingly.
4. In order to ensure that the County Council meets the statutory requirements to publish the Concessionary Travel Scheme in December, authority be delegated to the Director of Economy, Transport and Environment, in consultation with the Executive Member for Highways Operations, to make changes to the scheme to reflect latest guidance from the Department for Transport and the outcome of the Passenger Transport SP23 Savings Proposals decision.

#### Executive Summary

5. This paper seeks to set out the background to the scheme and proposes the scheme for 2023/2024.
6. This paper proposes the approval of the existing discretionary enhancements, but notes that there is a separate decision day report which proposes the removal of some of the existing discretionary enhancements. Should approval be given, the 2023/24 Concessionary Travel Scheme in Hampshire will be required to reflect this decision.

7. The paper also proposes that the Director is given delegated authority, in consultation with the Executive Member for Highways Operations to enable potential changes to be made to the scheme in light of the expected guidance from the Department for Transport with a view to supporting the wider bus network.

### **Contextual information**

8. This report concerns the administration of concessionary travel, for which the County Council acquired responsibility in April 2011.
9. The published scheme is updated annually, and the County Council is required to publish details of its draft Concessionary Travel Scheme for 2023/24 by 1 December 2022. The final details of the scheme have to be published by 3 March 2023, 28 days prior to implementation on 1 April 2023. This report seeks approval from the Executive Member for Highways Operations for the range of concessions detailed in this report.
10. The statutory scheme provides for free off-peak travel on local bus services for eligible older and disabled persons. Off-peak is defined as between 09:30 and 23:00 on Mondays to Fridays and at all times at weekends and on Bank Holidays. The County Council has not been notified of any changes. Reimbursement rates are calculated by specialist consultants based on Department for Transport (DfT) guidance.
11. Since it commenced on 1 April 2011, the Hampshire scheme has incorporated a number of enhancements for those with disabilities. This followed a detailed Equalities Impact Assessment. These enhancements were approved by the Executive Member for Environment on 19 November 2010.
12. The enhancements to the statutory scheme are currently as follows:
  - **Free travel at all times for holders of Hampshire disabled persons bus passes** on journeys commencing in Hampshire to destinations in England;
  - **Companion travel** – the scheme will allow certain Hampshire pass holders who have been issued with a ‘Companion pass’ to be accompanied by a companion who is eligible for the same free travel benefits as the pass holder. The companion may be anyone whom the pass holder considers appropriate to provide assistance;
  - **Free travel on some Taxishare schemes** for pass holders;
  - **25% discount on Community Transport Services** such as Dial-a-Ride and Call & Go providing that the pass holder meets all relevant eligibility criteria; and
  - **Alternative discretions** – Travel vouchers worth £36 are offered as an alternative concession for those entitled to a disabled person’s pass. These are valid on participating taxis, voluntary car schemes, Dial-a-Ride and Call & Go services.
13. In May 2022, the County Council undertook an eight-week Countywide consultation with residents specifically seeking feedback on how the County Council could implement £800,000 proposed savings from support for passenger transport services, including supported local bus and community transport services. The consultation also looked at removing some discretionary



enhancements to the Concessionary Travel Scheme in Hampshire as well as the possibility of increasing some charges and the contributions made by passengers for their service.

14. The consultation ran from 30 May until 24 July 2022 and in total 2,596 responses were received of which 71 came from organisations.
15. Respondents were asked for their preferences over whether the following enhancements to the scheme should be withdrawn to lessen the amount of service reduction required to balance the budget:
  - a. **free travel on some Taxishare schemes** for pass holders
  - b. **25% discount on Community Transport Services** such as Dial-a-Ride and Call & Go providing that the pass holder meets all relevant eligibility criteria; and
  - c. **alternative discretions** – Travel vouchers worth £36 are offered as an alternative concession for those entitled to a disabled person’s pass. These are valid on participating taxis, voluntary car schemes, Dial-a-Ride and Call & Go services.
16. Overall, respondents showed a preference to remove these enhancements over seeing greater levels of service reductions.
17. The Passenger Transport SP23 Savings Proposals report therefore proposes that the enhancements detailed in 15 above, are removed from the Hampshire Concessionary Travel Scheme.
18. Should the decision be made to approve the proposal detailed in 17 above by the Executive Lead Member for Transport and Environment Strategy, it is proposed that the enhancements published within the Concessionary Travel Scheme align with this decision.

### **Covid Recovery**

19. In 2022/2023, the Hampshire Scheme has reimbursed operators based on the percentage of pre-COVID bus network an operator provides in line with the Department for Transport (DfT) guidance, as outlined in the Decision Day report on 12 May 2022: Concessionary Fares Reimbursement 2022/23 Update.
20. Prior to receiving revised guidance from the DfT, the current proposal is to revert to normalising operator reimbursement payments for concessionary travel in 2023/24. This will result in operators being reimbursed based on passenger numbers. Funding will no longer recognise additional costs carried by operators who are maintaining the bus network despite patronage levels remaining lower than in the years before Covid-19.
21. Travel Concession Authorities (TCAs) have previously been advised to choose the most appropriate method of continuing concessionary fares funding for their local circumstances, at pre-Covid levels to ensure a smooth recovery period.
22. DfT continues to recognise the importance of the funding provided for concessionary fares passengers in helping to support the wider bus network. DfT has also indicated that it will be extending the Statutory Instrument for another year (until March 2024) to enable Local Authorities to legally reimburse operators above actual patronage levels for the English National Concessionary Travel Scheme (ENCTS). This indicates that there is a desire for TCAs to use

their discretion to support the wider bus network through concessionary reimbursements, where this will assist the local bus sector to successfully adjust to new levels of patronage.

23. Detailed revised guidance from the DfT for 2023/24 is not expected to be issued until after the 1 December 2022 deadline, the time by which the County Council is required to publish details of its draft Concessionary Travel Scheme for 2023/2024.
24. Therefore, it is proposed that delegated authority is given to the Director of Economy, Transport and Environment, in consultation with the Executive Member for Highways Operations to make changes to the scheme with consideration to DfT guidance and in response to the local operational environment which will be clearer after winter patronage figures are known.
25. This will enable any decision to be tailored to support the commercial and supported bus networks within Hampshire.

### **Finance**

26. The budget of £11.1m covers both the cost of issuing concessions and reimbursement costs to operators for concessionary travel. The recovery of bus patronage by concessionary pass holders is currently between 60-80% of pre-covid levels, which is reflected in the lower scheme budget for 2023/24 with any recovery playing an important role in helping to support the wider bus network.
27. Operator re-imburement payments account for the most significant part of the budget and are made by the County Council as advised by consultants who process these claims from operators in accordance with the scheme detail on behalf of the Council. The forecasted demand for concessionary travel for 2023/24 remains lower than pre-covid levels and is affordable within the existing concessionary fares budget allocation.

### **Consultation and Equalities**

28. Under the proposals in this report, Scheme eligibility and the concessions offered for 2023/24 remain unchanged from eligibility in the current year and therefore there will be a neutral impact upon those groups with protected characteristics.
29. The proposed changes to the scheme have been consulted on as part of the broader Passenger and Community Transport 2022 Consultation. As such the impacts of the proposed changes are outlined within the Passenger Transport SP23 Savings Proposals Decision Day report's equalities impact assessment.
30. There are no changes proposed to the scheme that fall outside of the Passenger and Community Transport 2022 Consultation.
31. The proposal to delegate authority for the Director of Economy, Transport and Environment, in consultation with the Executive Member for Highways Operations, to make changes to the scheme is intended to support the wider bus network thus mitigating some of the impacts raised previously in the Concessionary Fares and Community Transport Contract Payments report approved by the Executive Member for Highways Operations on 27 January 2022.

32. Specifically, this seeks to minimise the reduction in local bus provision which could have a negative impact on groups with the protected characteristics of age, gender, disability and race, that are proportionally more reliant on off-peak and rural bus networks for accessing services. Also, potentially the characteristic of religion or belief may have been impacted in relation to attending a place of worship on a Sunday, when bus services may be more limited.

### **Climate Change Impact Assessments**

33. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.
34. The tools to assess specific impacts on climate change adaption and mitigation were not considered applicable to the publication of the Concessionary Travel Scheme 2023/24 as it has no physical infrastructure component and is focused solely on the concessions that are to be provided to bus pass holders rather than delivery. However, the Concessionary Travel Scheme administered by Hampshire County Council is a mechanism which incentivises eligible individuals to make journeys using local bus, which when undertaken as an alternative to using a private vehicle is considered an effective approach towards carbon reduction.

### **Conclusions**

35. The proposal to approve the range of concessions detailed within this report for the Hampshire Concessionary Travel Scheme for 2023/2024, and that this should form the basis of the draft Scheme to be published on 1 December 2022, will ensure the continuation of the statutory scheme and the discretionary enhancements provided by the County Council to Hampshire pass holders.
36. Should approval be given to the recommendations in the Passenger Transport SP23 Savings Proposals report to withdraw some of the discretionary enhancements from the Hampshire scheme, the removal of these elements will be reflected in the draft publication of the Scheme.
37. The proposal that authority is delegated to the Director of Economy, Transport and Environment, in consultation with the Executive Member for Highways Operations, to make changes to the scheme in view of the expected guidance from Department for Transport, will enable the determination of appropriate support, in view of DfT guidance, to be provided to support the realignment of the local bus network, if the local operational environment so requires after the winter period.

**REQUIRED CORPORATE AND LEGAL INFORMATION:**

**Links to the Strategic Plan**

<b>Hampshire maintains strong and sustainable economic growth and prosperity:</b>	yes
<b>People in Hampshire live safe, healthy and independent lives:</b>	yes
<b>People in Hampshire enjoy a rich and diverse environment:</b>	yes
<b>People in Hampshire enjoy being part of strong, inclusive communities:</b>	yes

**Other Significant Links**

<b>Links to previous Member decisions:</b>	
<u>Title</u>	<u>Date</u>
Concessionary Fares and Community Transport Contract Payments	27/01/2022
Concessionary Fares Reimbursement 2022/23 Update	12/05/2022
<b>Direct links to specific legislation or Government Directives</b>	
<u>Title</u>	<u>Date</u>

<b>Section 100 D - Local Government Act 1972 - background documents</b>	
<p>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.)</p>	
<u>Document</u>	<u>Location</u>
None	

## **EQUALITIES IMPACT ASSESSMENT:**

### **1. Equality Duty**

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 by or under the Act with regard to the protected characteristics as set out in section 4 of the Act (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation);
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- The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- 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.

### **2. Equalities Impact Assessment:**

Under the proposals in this report, Scheme eligibility and the concessions offered for 2023/24 remain unchanged from eligibility in the current year and therefore there will be a neutral impact upon those groups with protected characteristics.

The proposed changes to the scheme have been consulted on as part of the broader Passenger and Community Transport 2022 Consultation. As such the impact of the proposed changes are outlined within the Passenger Transport SP23 Savings Proposals Decision Day report's equalities impact assessment.

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## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Climate Change and Sustainability
<b>Date:</b>	7 November 2022
<b>Title:</b>	Climate Change Annual Report
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Chitra Nadarajah

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**Email:** [Chitra.nadarajah@hants.gov.uk](mailto:Chitra.nadarajah@hants.gov.uk)

#### **Purpose of this Report**

1. The purpose of this report is to provide an update on progress on Climate Change activity across the County Council over the last 12 months from July 2021 to July 2022.

#### **Recommendation**

2. That the Executive Member for Climate Change and Sustainability approves the annual report on progress on Climate Change over the last 12 months (July 2021- July 2022), which also includes an update on the Hampshire county-wide baseline emissions.

#### **Executive Summary**

3. This paper seeks to present the Annual Report that sets out progress that has been made on climate change over the past 12 months, since the last annual report from July 2021- July 2022.
4. The paper outlines some key highlights of progress across the priority areas for action towards meeting the County Council's climate change targets and also presents the first baseline emissions update for the Hampshire area since 2020.

#### **Contextual information**

5. In July 2020, the Climate Change Strategy was approved by Cabinet, where it was also agreed that annual progress reports would be prepared.
6. The Annual Report (appended) is the second of these and covers progress made between July 2021 and July 2022 on Hampshire-wide emissions and resilience.

7. The Annual Report covers a number of areas of progress as set out below:
- Progress on ensuring corporate awareness and accountability on climate change This section covers the work that has been done on supporting staff within the County Council to use the new mandatory Decision Tools, the work of the Climate Change Board, and the Action Plan. Highlights of the progress made by the Culture, Communities and Business Services (CCBS)-led internal climate change programme is also provided.
  - Highlights of key programmes in Strategic Framework. This forms the main part of the report and focuses on the Strategic Framework which was developed to bridge the significant gap between the action plan and meeting the targets set. Progress here provides highlights on some of the key priority programmes on Residential, Transport, Energy Generation & Distribution, Green Economy, Natural Environment, Buildings & Infrastructure.
  - 2022 Year of Climate Resilience. The County Council declared 2022 the Year of Climate Resilience because it recognises that building climate resilience is crucial, in light of the climate impacts already being felt in Hampshire and around the world such as rising temperatures, increased flooding and more extreme weather events, including the heatwaves of the summer of 2022. This section provides an update on some of the activities underway to support this which includes a new video showcasing ongoing activity across the County Council which can be viewed here: [Why are we acting on climate change? | Hampshire County Council \(hants.gov.uk\)](https://www.hants.gov.uk/news/why-are-we-acting-on-climate-change). Work on the Year of Climate Resilience will continue to the end of 2022.
  - Progress on Networks and Partnerships This section provides an update on the Expert Forum and also covers the considerable activity and collaboration with the County Council's local, regional and national partners and networks, to learn from, share best practice and to promote Hampshire's leadership approach.
  - Progress on Communications and Marketing This outlines the insights-led behaviour change programmes to engage residents, including an information campaign on energy price rises. This part of the report also highlights some key engagement events that took place including for COP26 and the Hampshire 2050 Partnership.
8. There are 4 Appendices to this report, as follows:
- Appendix 1 - Annual Report – this is the full annual report that provides detailed updates on progress that has been made on climate change over the past 12 months between July 2021 – July 2022;
  - Appendix A – Baseline Emissions Update Report – this provides the first update on the Hampshire area baseline emissions since 2020. This update is linked with the national emissions update, which is updated every year. Overall, the net county-wide carbon emissions estimates for Hampshire in 2019 were 6,482.93 ktCO<sub>2</sub>. This includes -377.14 ktCO<sub>2</sub>



accorded to sequestration through land use and represents a reduction of 40.88% since 2005 and 5.13% since 2017;

- Appendix B -Progress on Action Plan – provides detailed updates on each of the 200+ actions on climate change taking place across the whole organisation; and
- Appendix C - Progress on Strategic Framework – provides detailed updates on key programmes including Residential, Energy Generation & Distribution, Green Economy, Transport, Natural Environment etc.

## **Finance**

9. In December 2021, Cabinet agreed to support the County Council's continuing commitment to deliver on its climate targets and proposed to fund the Climate Change Team within the revenue budget on a permanent basis.
10. A one-off budget of £2million was also allocated to the climate change programme to support the significant activity required to meet the targets.
11. Table 1 below sets out a summary of the agreed committed expenditure on projects since the budget was allocated in 2020. This is because a number of projects from 2020 and 2021 are still ongoing.
12. Since July 2021 the climate change team has successfully secured the following grant funding:
  - £30,000 from the South West Energy Hub to support the work by Parity Projects on the analysis of the retrofit needs for the whole of Hampshire's housing stock; and
  - £211,000 from the Community Renewal Fund to support ongoing activity by the Greening Campaign (GC) and Community Energy South (CES).
13. The climate change team was also asked to undertake some consultancy work for New Forest District Council to support it on the development of its climate change action plan.
14. As the Community Renewal Funding (CRF) needed to be spent by October 2022, some of the previously agreed expenditure for CES and the GC will resume after this period and will likely continue into 2023.
15. Other projects will be starting later in 2022 or early in 2023 – e.g., University of Winchester (Supporting rewilding skills for incarcerated men) and University of Southampton (Energy Strategy Evidence Phase One).
16. The remaining budget of £933,983 includes approximately 10-15%

contingencies for each of the projects. This contingency may not be needed but is currently allocated from the budget. Once projects are complete the contingencies, if not used, will be reflected in the updated available budget.

**Table 1: Summary Project Committed Budget to March 2023**

<b>Agreed allocated expenditure to 3/2021</b>		
Community Energy South	£46,000	Complete
EV Charging Pilot	£100,000	Ongoing
iChoosr (Solar Together Round One)	£47,000	Complete
New Economics Foundation (Green Economic Recovery)	£65,000	Complete
REGO (first year)	£32,000	Complete
The Carbon Trust (Baseline Data)	£98,928	Complete
the Environment Centre (Telephone and Online Support)	£48,000	Ongoing
<b>Subtotal</b>	<b>£436,928</b>	
<b>Agreed allocated expenditure 4/2021 - 3/2023</b>		
University of Southampton (Energy Landscape)	£18,000	Complete
Greening Campaign (Phase One)	£99,999	Ongoing
Parity Projects (Household-level Energy Efficiency Mapping)	£45,000	Complete
the Environment Centre (Website)	£24,000	Ongoing
University of Winchester (Supporting rewilding skills for incarcerated men)	£37,000	Due late 2022 / early 2023
Community Energy South (CRF Funded)	£100,750	Ongoing
Greening Campaign (CRF Funded)	£97,000	Ongoing
Parity Projects (Retrofit Programme Development)	£60,000	Ongoing
University of Southampton (Energy Strategy Evidence Phase One)	£130,000	Due late 2022 / early 2023
Revolving Community Energy Fund (Allocated for investment)	£250,000	Ongoing
<b>Subtotal</b>	<b>£861,749</b>	
<b>Other Expenses (Marketing/Events etc.)</b>	<b>£13,020</b>	
<b>Total Expenditure</b>	<b>£1,311,697</b>	
<b>Income</b>		

SW Energy Hub (Offsets Parity Projects Phase One)	(£30,680)	
District Contributions (Offsets Parity Projects Phase One)	(£4,000)	
Community Renewal Fund (Offsets CRF Funded Projects)	(£211,000)	
Solar Together Referral Fees (Offsets iChoosr)	TBC	
<b>Subtotal</b>	<b>(£245,680)</b>	
<b>Current available balance</b>	<b>£933,983</b>	

### Performance and Next Steps

17. Overall considerable progress has been made on the delivery of the Climate Change Strategy, Action Plan and Strategic Framework as outlined in the annual report.
18. Within the Strategic Framework, significant progress has been made on developing the energy programme with a strong evidence base now in place.
19. A lot of work has also been delivered in engaging with residents and partners, through the community projects, networks and partnerships and the very successful insights-led campaigns.
20. Based on the research and analysis undertaken over the last 12 months the key areas identified as priorities going forward are energy, behaviour change and resilience;
  - develop an energy strategy that can provide the framework for future generations, including distribution; efficiency; guidance for future programmes and investments by all key stakeholders in the Hampshire area to meet the Net Zero target;
  - develop a Hampshire-wide approach to retrofit;
  - continue to support communities in Hampshire to engage on energy issues from efficiency to local community renewable energy generation through existing programmes like Community Energy South Pathways and Solar Together;
  - develop a better understanding of the commercial opportunities available through Green Finance;
  - continue to deliver outcomes and raise awareness during the Year of Climate Resilience;
  - continue to work with the Greening Campaign and Community Energy South to deliver on-the-ground actions to support residents to make lifestyle and behaviour changes;

- continue to deliver Solar Together schemes to support residents to install Solar PV at no cost to the County Council helping them make lifestyle choices that build their energy resilience;
- explore new and innovative funding opportunities; and
- continue to deliver targeted insight-led communications and marketing campaigns.

### **Consultation and Equalities**

21. This decision relates to an annual monitoring report and does not result in any changes to services, so has been assessed as having a neutral impact on groups with protected characteristics.

### **Climate Change Impact Assessments**

22. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.

### **Climate Change Adaptation**

23. This report is an annual progress update on both climate change mitigation and resilience, for the Hampshire area and across the whole organisation. Therefore, even though the tools were not applicable, the report demonstrates that significant action is being taken to address climate change mitigation and resilience. With 2022 being declared the Year of Climate Resilience more work has been undertaken to identify actions on resilience and showcase them to different audiences. Overall good progress on resilience is being made across the authority.

### **Carbon Mitigation**

24. This report is an annual progress update on both climate change mitigation and resilience, for the Hampshire area and across the whole organisation, and demonstrates that significant action is being taken to address climate change mitigation and resilience. It also demonstrates that climate change is being embedded across all our services and that climate change is a key priority for Hampshire County Council. An updated baseline emissions report for the Hampshire area emissions is included. The latest baseline figures were taken from 2019, due to a two-year lag between the recording of emissions and publication. The baseline shows that the carbon dioxide emission estimates for Hampshire were 6,482.92 ktCO<sub>2</sub>. This represents a reduction of 5.13% since 2017. Overall, the report shows that significant

headway has been made towards the County Council's climate change targets.

## **Conclusions**

25. Progress made on energy and residential emissions in particular has been significant over the last 12 months and this work has helped build a robust evidence base to support the development of a clear programme for energy, as a major priority area.
26. The work underway to develop a county-wide retrofit programme is a very important step towards tackling one of the highest emission sources and also to support residents through the energy prices and cost of living crisis.
27. Continuing to engage and support residents on behaviour and lifestyle changes has been another focus area for the last 12 months.
28. Delivering insight-led communications and marketing campaigns and events have also been a key priority.
29. July 2022 was just over halfway through the Year of Climate Resilience, and to date a lot of the evidence gathering has helped showcase resilience to a range of audiences. The resilience videos are an innovative and compelling tool that will help to raise awareness of how to build resilience and how important it is to our future. Further work on resilience will be taking place during the rest of 2022.
30. In 2023 there will need to be a stronger focus on inequality. This aligns with pressures on all services and the energy and cost of living crisis. It will be important to ensure that the most deprived and vulnerable members of our community do not inevitably become the most impacted.

**REQUIRED CORPORATE AND LEGAL INFORMATION:**

**Links to the Strategic Plan**

<b>Hampshire maintains strong and sustainable economic growth and prosperity:</b>	yes
<b>People in Hampshire live safe, healthy and independent lives:</b>	yes
<b>People in Hampshire enjoy a rich and diverse environment:</b>	yes
<b>People in Hampshire enjoy being part of strong, inclusive communities:</b>	yes

**Other Significant Links**

<b>Links to previous Member decisions:</b>	
<u>Title</u> Climate Emergency Motion Hampshire 2050 Commission of Inquiry  Climate Change Strategy Climate Change Action Plan  Climate Change Strategic Framework	<u>Date</u> June 2019 September 2019 July 2020 September 2020 February 2021
<b>Direct links to specific legislation or Government Directives</b>	
<u>Title</u> Climate Change Act National Adaptation Programme	<u>Date</u> <b>2008</b> <b>2018</b>

**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	

## **EQUALITIES IMPACT ASSESSMENT:**

### **1. Equality Duty**

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 by or under the Act with regard to the protected characteristics as set out in section 4 of the Act (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation);
- Advance equality of opportunity between persons who share a relevant protected characteristic within section 149(7) of the Act (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic within section 149(7) of the Act (see above) and persons who do not share it.

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

- The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- 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.

### **2. Equalities Impact Assessment:**

This decision relates to an annual monitoring report and does not result in any changes to services, so has been assessed as having a neutral impact on groups with protected characteristics.

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**Hampshire County Council  
Climate Change Annual Progress Report  
2021- 2022**

## **Executive Summary**

This report provides an update on progress that has been made on climate change over the past 12 months, covering the reporting period July 2021 – July 2022.

During the 12 months of this reporting period, the focus has been on ensuring effective implementation of projects launched in the first year, whilst also undertaking research/development for other areas of priority such as energy.

This report provides an update on:

- Progress on ensuring corporate awareness and accountability on climate change
- Highlights of key programmes in Strategic Framework
- 2022 Year of Climate Resilience
- Progress on Networks and Partnerships
- Progress on Communications and Marketing

Alongside this report we are also publishing our first emissions baseline update since 2019 – see Appendix A.

From 2022 the Council will use greenhouse gas emissions data from BEIS, replacing the methodology developed with the Carbon Trust in 2020. This simplifies the process and aligns the Council with other local authorities and central government. However, given the close alignment of major emissions sources between the two methods, the strategic priorities for carbon mitigation and climate change resilience remain unchanged.

The change in approach was made in consultation with the Expert Stakeholder Forum on Climate Change which has endorsed the methodology and advised on future considerations and next steps.

Overall, the net county-wide carbon emissions estimates for Hampshire in 2019 were 6,482.93 ktCO<sub>2</sub>. This includes -377.14 ktCO<sub>2</sub> accorded to sequestration through land use and represents a reduction of 40.88% since 2005 and 5.13% since 2017. The climate change team will continue to update the figures and include methane and nitrous oxide emissions in future baselines, using the latest data that is available from BEIS.

## **Appendices**

Appendix A Baseline Emissions Report 2022

Appendix B Progress Update Action Plan 2022

Appendix C Progress Update Strategic Framework 2022

# Section 1

## Ensuring Corporate Awareness and Accountability on Climate Change

### 1.1 Climate Change Action Plan

The Climate Change Action Plan captures information on actions taking place across the whole of the County Council on climate mitigation and resilience, with every department represented in the Action Plan.

The action plan was developed as a way of embedding climate change into the DNA of the organisation. It is clear that two years on most of these actions are now part of BAU and in many cases form part of other reporting processes.

To monitor progress for this report, the climate change team have liaised with the action leads to provide updates on how actions are progressing, what outcomes have been achieved, any changes to the planned actions and to capture any new actions to be included within the Action Plan.

There are 238 actions contained within the Action Plan, consisting of 159 carbon mitigation actions and 79 climate change resilience actions.

Full updates on all actions are provided in Appendix B.

### 1.2 Embedding Climate Change

#### Climate Decision Tools

To ensure the Council held itself accountable and truly embraced climate change, two ground-breaking decision tools have been embedded as a mandatory part of our public-facing key decision reports, ensuring services are working to a common goal – our climate change targets. The tools have also been shared with all the Hampshire District and Borough Councils.

The tools were rolled out corporately on 1st April 2021, following a pilot phase within ETE from January-March 2021. The Climate Change team worked closely with Democratic Services to update the corporate template, which now includes a climate change impact assessment section for all executive member decisions. Collaborating with democratic link officers from each department has ensured a smooth roll-out across all departments.

The tools have now been active for over a year. To understand how staff feel about the tools, the Climate change team sent out a survey to report authors and also met with democratic link officers from each department. The survey results indicated that most report authors found writing a climate change impact assessment within a decision report easy, and 67% said that the process of completing the climate change impact assessment increased their awareness of carbon mitigation and climate change resilience.

The overall feedback from the annual review of the tools was that the impact assessment had been accepted smoothly across all departments and that no

negative feedback has been received. Despite the tools not always be applicable for use in all reports, such as for strategies, interest has been expressed for including high-level details of climate change considerations within the report, even if the more project-level tools were not applicable.

As the tools continue to be embedded and used at earlier stages than the decision stage, we expect to see increasingly greater impacts from using the tools.

The team will continue to provide guidance about the tools through internal channels, such as providing refresher training sessions. Spot checks will also take place to ensure that all the departments are on track and including detailed considerations about climate change within their reports.

### **Climate Change Board**

To further support embedding climate change across all services a Climate Change Board was created, chaired by the Director of ETE and with representation from each County Council department. The Board has oversight on the delivery the Strategy and of key projects and actions.

Key areas discussed and proposed at the Climate Change Board have included:

- Green Recovery work with New Economic Foundation which led to the Retrofit Programme with Parity Projects
- Development of an Energy Strategy with University of Southampton
- Continued delivery of the Greening Campaign and Community Energy Pathways
- Establishment of the Revolving Community Energy Fund
- Key priorities for the County Council 2022-2025
- A pilot programme with Winchester University to assess the impacts of retraining incarcerated men in Winchester prison in rewilding skills.

### **Support to teams across HCC**

The Climate Change team have taken opportunities to provide briefings to staff at various internal meetings across the authority. Two dedicated climate change workshops have also been supported by the team for Highways, Engineering & Implementation and Adults Health & Care.

### **Policy and Strategy**

In January 2020, the County Council approved an early action to review all key policies and strategies from a climate change perspective as key priority area. Several policies have already been updated such the Local Flood and Water Management Strategy, Air Quality Management Plan, and the Highways Network Resilience Plan. The Hampshire Minerals and Waste Plan is currently being updated to include climate change as a key consideration.

Two new significant strategies are also currently being developed which will have climate change as a key priority – an Environment Strategy and Economic Strategy.

### **1.3 Hampshire County Council's Estate Emissions**

This report focuses on the county-wide emissions and resilience activities, however it is worth noting that progress has also been made within our own estate emissions and resilience. This work led by CCBS and has a separate reporting cycle (see [Greenhouse gas emissions | About the Council | Hampshire County Council \(hants.gov.uk\)](#)).

After the County Council was successful in securing £29.3m from the Government's Public Sector Decarbonisation Scheme, work has been completed to install solar panels, double-glazed windows, and improved heating controls at more than 200 schools. Collectively, this action is expected to reduce annual emissions by approximately 6%.

The County Council has demonstrated leadership by piloting hydrotreated vegetable oil as a low-carbon alternative fuel to diesel. The 12-month pilot achieved a considerable reduction in emissions from fleet vehicles, with the potential to reduce emissions by as much as 90%. Separately, the County Council has continued to transition its fleet vehicles to electric in line with agreed policy change – 53 electric vehicles are now part of the fleet.

A large number of projects are underway or completed as part of the two-year £1.2m climate change programme. The County Council has awarded grant funding to improve the energy-efficiency of community buildings. Money from the County Council's Parish and Town Council Investment Fund has been awarded to 12 projects, to date, for improvements to village halls and community buildings which include solar photo-voltaic panels, LED lighting and insulation. Other projects include tree planting across country parks and other sites, a food waste station at Royal Victoria Country Park, electric power tools at Sir Harold Hillier Gardens and Hampshire Outdoor Centres, and investment in low-carbon technology at River Hamble Country Park.

The County Council is strongly positioned to influence staff and service users. A number of behaviour change interventions/campaigns have been delivered to encourage 'pro-environmental' behaviours. These include a seasonal food campaign during British Food Fortnight, trialling changes to menus to encourage sustainable food choices, and raising awareness of sustainable behaviours at libraries across Hampshire.

## Section 2

### Highlights of key programmes in Strategic Framework

The Strategic Framework was developed to bridge the significant gap between the Action Plan and meeting the targets set. To tackle the key sources of emissions and build resilience, new significant programmes are needed.

The Strategic Framework to 2025 focuses on high sources of emissions including transport, residential emissions, energy generation and distribution alongside key areas for building resilience such as infrastructure and environment. As a result of the impact of the pandemic on the economy, the green economy was then added a priority area.

Highlights of progress in key priority areas are provided below and focuses very much on residential emissions and energy as the current priority areas for action.

The full update across all programmes within the Strategic Framework is provided in Appendix C.

#### **2.1 Residential Emissions, Energy Efficiency & Generation**

Through the baseline emissions work we know that residential emissions accounts for almost 25% of the Hampshire county-wide emissions.

The County Council recognises that our residents and our communities have a critical role to play in building resilience and reducing emissions in their own homes and through lifestyle choices, or as communities taking local action together.

Community engagement is therefore a key component of our climate change work and significant progress on this has been made this year.

In July 2020 we launched four community projects:

- 1) The Greening Campaign
- 2) Building a Community Energy Network
- 3) Freephone Advice Line for Residents on Energy and Sustainability
- 4) Solar Together Bulk Buying Scheme

In November 2021, the County Council was successfully awarded over £200k from the Community Renewal Fund (CRF) to continue the work with the Greening Campaign and Community Energy South.

Key progress highlights for each project are provided below.

#### **The Greening Campaign**

The Greening Campaign (GC) offers a blueprint for stimulating grassroots community engagement, behaviour change, sustainability, and adaptation to climate change. The GC supports Communities to take meaningful action to reduce their effect on climate change through different interventions:

- Phase 1 - Engage and Energise your community – this takes communities through a programme which helps to inspire the community and help them take action on climate change. Using specialist cards as a visual method to activate the community, alongside detailed support, this method has now been used by over two hundred communities.

#### Phase 2

- Nature in your community – with specialist support from the Hampshire & Isle of Wight Wildlife Trust, communities are supported to create space for nature and to improve biodiversity within their community area.
- Reduce carbon emissions from homes and reduce household bills – providing specialist support from The Sustainability Centre to help communities reduce emissions being produced by homes and save money on household bills.
- Health and wellbeing of residents – providing specialist support from a Health Professional to help communities understand and reduce the impact of climate change on the health of their community.

#### Progress made on Phase 1 since July 2021

- 11 new communities have signed up to Phase 1 making the overall total 37.
- Five communities, from the CRF funded area, have so far completed phase 1, delivering 9362 cards to households, with 977 households subsequently engaging by choosing carbon saving behaviours and placing the card in their window.
- An estimated 818.25 tonnes of carbon have been saved by the 5 communities, with an approximate annual cost saving of over £300,000.

#### Progress made on Phase 2 since July 2021

- A new training pack for Phase 2 has been created and shared with all communities who have signed up.
- Nine new communities have signed-up to Phase 2 making the overall total 14.
- Nature - 10,788m<sup>2</sup> have been given over to wildflowers: 450m<sup>2</sup> of private gardens and 10,338m<sup>2</sup> of private land. More potential sites are also being mapped by the Hampshire Wildlife Trusts.
- Household emissions - a local supplier of retrofit materials has been identified and is hosting a mobile unit display across two events. A retrofit survey is being used to get a picture of the communities' housing stock.
- Health - a New Forest community is running a full day about health and wellbeing at the Carnival event. The other groups have activities in the pipeline, such as a photography and art competition.

#### Overall Progress

- A community event was held in Winchester to share experiences and learning. Over 30 community members attended the event.
- A web developer has been appointed to improve the accessibility and navigation of the webpage. This will help communities and new groups to easily find their local greening campaign group, identify upcoming events, and resources.

## **Building a Community Energy Network**

One of the major gaps in Hampshire is the limited amount of renewable energy generated in the County which is currently less than 5%. The opportunity to generate our own energy that is low carbon and local is significant however the path to viable, funded schemes is complicated and not that simple to navigate without extensive experience.

Community energy can have a significant impact on the generation of renewable energy, to enable and support this the County Council launched a project in 2020 with Community Energy South (CES) to develop a pathway to community energy in Hampshire.

Since July 2021 CES have been working with five of the most advanced community groups in Hampshire to take renewable energy projects from concept to fruition:

- 1) Loddon Valley Community Energy, Basingstoke and Deane: has formed as a Community Benefit Society and is now undertaking engagement and feasibility assessment of a number of sites looking at the potential for community owned rooftop solar PV, including at the Anvil Theatre, a local hospice and school. CES have been working with the group to start to develop an energy champions service for the area including coordinating funding bids and volunteer recruitment.
- 2) Test Source Community Energy, Basingstoke and Deane: CES are supporting the group to identify new project opportunities in the area and recently they have been undertaking feasibility assessments at three sites. The share offer for a 350kW solar PV project at Laverstoke Park Farm is in the final stages of being agreed and CES have been supporting the group to get additional funding.
- 3) Energy Alton, Alton: - work currently underway on a Revolving Community Energy Fund funded study to look at the feasibility of developing a microgrid at a local community (see further details below). Feasibility study of a local builder's merchant has been completed which shows that a community energy project may be suitable at these sites. The group has agreed to work with Energise South Downs to deliver community renewable projects whereby Energy Alton will identify and originate projects and Energise South Downs will deliver and own them. SSEN have also agreed to fund a Microbusiness Energy Advice Service that will allow Energy Alton to employ an administrator to develop this course, pilot it and train the other groups.
- 4) Energise South Downs, Petersfield, Hambledon, South Harting and Buriton: group now formed as a Community Benefit Society with representation from a wide range of communities across East Hants and Winchester. Currently undertaking a feasibility study at The Petersfield school to understand potential for a community owned solar PV project. The group has developed an extensive pipeline of projects so CES have supported the group to make bids to Meadow Blue communities fund for a number of additional feasibility studies and also to the South Downs National Park Trust which would enable ESD to fund a development officer post.
- 5) Romsey Transition Town, Test Valley: CES had previously been working with West Solent Solar Coop, but unfortunately the group decided that they did not have the capacity to proceed with any new projects. However, CES had already built connections with Romsey Transition Town. They have a core group of people that



are interested in forming a new community energy group, including with residents in Andover, to develop projects in the Test Valley and surrounding area. Test Valley Borough Council are supporting.

Other Progress:

- CES delivered two well attended workshops (60 delegates at each) aimed at start-up groups in Hampshire and beyond. This included one on 'developing business plans' and another on 'good governance and best practice.'
- CES are in the process of developing a list of suppliers and installers which they will then begin to survey on supply chain issues.
- Test Valley DC have submitted a proposal to the Shared Prosperity Fund to establish a community energy group.

#### Revolving Community Energy Fund

A 'Revolving Community Energy Fund' that will invest up to £25,000 for any individual community project was launched in May 2022 as part of the Community Energy Pathways project.

The aim of the fund is to stimulate significant community investment in renewable energy across Hampshire. Investment in a share offer will enable a community to operate a renewable energy scheme and earn income. Once a scheme is operational, it should then attract additional shareholders and/or secure borrowing against the assets of the existing scheme, enabling it to be extended to a wider community base.

Any profits that result from community schemes will go back into the Revolving Community Energy Fund (RCEF) for investment in other community schemes, making it a sustainable funding mechanism for the long-term.

The RCEF will build on the work of the Community Energy Pathways programme, being delivered by Community Energy South, to establish a thriving Community Energy (CE) network across Hampshire, with communities setting up local energy projects that are funded by the community for the benefit of the community.

#### Community Benefit Policy

Hampshire County Council proposed the development of Community Benefit Policy with CES. Through this new policy all surplus income from the community energy projects will be allocated to a Community Benefit Fund or donation facility established by the Community Energy organisation which is constituted as a Community Benefit Society.

Through the Community Energy Pathways Steering Group the following criteria have been agreed by the groups, whereby the funding must meet at least one of the criteria:

- Funds / donations must benefit vulnerable people within the local community
- Funds / donations must support education on climate change and raise awareness of the importance of energy efficiency
- Funds / donations must support the development of renewable energy within the local community alongside biodiversity enhancement

This policy and its implementation from 2022 onwards will ensure that the CES Community Energy Pathways work in Hampshire will support the vulnerable and help make energy affordable for all.

### **Climate Change/Sustainability Advice**

Hampshire County Council partnered with The Environment Centre (tEC) to provide free, trusted, and straightforward advice about climate change and sustainability over the phone and online.

This project is seen as key support for the other community projects, linking with the offered approaches by the GC and CES and iChoosr. The project has also been extremely timely in being able to respond to enquiries around the cost-of-living energy crisis.

Progress since July 2021:

- 120 calls were made to the advice line, mostly regarding insulation and renewable energy generation.
- On average, tEC's website receives 442 views a month and over 60,000 were engaged over their social media channels, which demonstrates the importance of developing and refining the webpages further.
- A new website is being designed that will help better engage with and disseminate information whilst also encouraging greater use of web-based tools such as webchat.
- The new website will also directly support the ongoing work on retrofit alongside helping to signpost residents to upcoming grants/funding and how to access them and provide guidance on the most appropriate financing for their circumstances.

### **Hampshire Solar Together Bulk Buying Scheme**

Solar Together Hampshire was launched in 2021 offering high-quality solar photovoltaic (PV) panels and battery storage. The scheme brings Hampshire homeowners, and small-to-medium sized enterprises, together to get solar panels at a competitive price. Hampshire County Council is working with independent and trusted experts, iChoosr, to help make the switch to clean energy as cost effective and easy as possible.

Solar Together offers residents a hassle-free way to begin powering their homes through renewable energy. Choosing an installer can be quite daunting, but with Solar Together residents can be reassured that they are getting a high-quality product and service, and because of the power of group buying, at competitive prices too. The scheme is cost neutral to Hampshire County Council.

#### **Progress in the current scheme**

The 2021 Hampshire Solar Together Scheme launched in March 2021. 7,054 residents registered for solar PV and 755 for retrofit battery storage. This translated into a strong acceptance rate (~20%), with 1,567 customers accepting their quote and paying a deposit to begin the process.

Following delivery issues with the original supplier during the installation phase for the 2021 Hampshire Solar Together Scheme, a new offer was secured from an alternative pre-approved installer with a proven track record of delivering in Solar Together schemes in the south and southeast of England.

Since appointing the new supplier, Infinity Renewables, in February 2022, the scheme has been progressing smoothly.

As of 1<sup>st</sup> July 2022:

- 848 (69%) of the original customers chose to continue with Infinity Renewables.
- 684 customers have received their roof survey so far, and a further 99 have a survey appointment booked. However, 50 customers chose to cancel at the survey stage.
- 156 customers have so far received an installation of solar panels/batteries (of which 38 were completed by the previous supplier EEC).
- 551 customers have an installation date scheduled for the coming months.
- Approximately 1,800 panels will have been installed by the end of this scheme.
- An estimated 4,000 tonnes of carbon will be saved over 25 years (guaranteed system lifetime) which is equivalent to more than 2,000 cars off the road.
- There is the potential for over £1m in private resident investment to be realised by the end of this scheme.
- To date, 31 enquiries have been received by iChoosr's helpdesk, which only represents 3% of customers. A handful of customers have also contacted the climate change team directly. They were looking for clarification on the process or a further explanation about why the installer had been changed. Upon receiving a response, the majority of customers were satisfied.

Although we cannot guarantee that this scheme will be cheaper than all installers on the market, on average, the scheme can deliver discounts most commonly between 15-34%, depending on the number of panels/batteries quoted.

Following consultation with several other County Councils, who are also working with iChoosr, the consensus is that it is extremely worthwhile for local authorities to offer schemes like this to our residents who are very interested in installing solar panels using a trusted scheme backed by a council.

Other authorities have faced similar issues with installers but iChoosr have responded well to issues and developed solutions quickly, as they have in Hampshire.

Given these schemes are:

- cost neutral to the County Council,
- there is a clear demand from our residents for us to operate these types of schemes especially when energy prices are so high,
- delivering tangible outcomes of increased renewable energy generation and carbon savings,

it is worthwhile for Hampshire County Council to continue offering these schemes.

We are therefore in the planning stages for delivering a second scheme in the Autumn.

### Second Solar Together Scheme – Autumn 2022

Registration for the second scheme will open at the end of August 2022. Using Mosaic data, letters will be sent to approximately 90,000 targeted households in early September.

Half the number of letters are being sent compared to the previous scheme. This is because the acceptance rate has been much higher in the past months for other local authorities. This means we should expect to see a similar number of households participating despite a lower direct mail volume.

District councils will continue to support this new scheme alongside the County Council by promoting the scheme via social media channels.

Schemes such as this are always complex to deliver, but iChoosr are putting in place additional measures to ensure the scheme runs as smoothly as possible, including the potential to appoint two suppliers to cover the County and manage the high demand.

### **Energy Generation & Distribution and Green Economy**

Energy in the Hampshire-wide context is a new area of activity for the County Council, and an extremely complex and challenging one. It is becoming widely recognised that decarbonising national and local energy systems will be crucial to the successful achievement of the County Council's targets at both the national and local levels.

It is also clear that this would be best achieved through local open energy systems that enable all 'community' stakeholders to participate in a full range of trading opportunities. Although this will be a significant challenge, it also presents opportunities for local post-COVID 'green' investment, skills capacity growth and wider socio-economic co-benefits such as improved air quality and associated health. Ensuring that these opportunities are realised through decarbonising national and local energy systems requires a systemic approach to a future energy strategy.

### Hampshire Evidence & Research to date

In June 2021, the University of Southampton (a member of the Climate Change Expert Forum) were commissioned to undertake a review of the current and future energy landscape for the wider Hampshire area. The report's three headline findings were:

1. Average domestic electricity consumption was found to be higher in rural areas and lower in cities. Without large intervention in rural areas to incentivise increasing energy efficiency and new technologies such as heat pumps, this difference is only set to increase.
  - a. High electricity usage in rural areas is likely to increase. The focus needs to be on increasing efficiency and distributed generation to avoid capacity

- problems. This is also true in urban areas where electricity demand for heat and electric vehicle charging will increase.
- b. With more efficient electric heat and better insulation, more comfort can be obtained with less electricity, decreasing the electricity needed.
  - c. Grid-edge technologies such as solar panels or battery systems allow rural households to generate and sell their own electricity
2. Areas of deprivation were found to have lower gas consumption; this suggests that in order to reduce the gas consumption of the area the focus needs to be on the more affluent or “able to pay market.”
    - a. Despite the name “able to pay” it does not currently make economic sense for these households to invest in retrofitting and low carbon technology such as heat pumps to support the electrification of heat. From April 2022 it is possible to receive a £5,000 grant towards the cost of a heat pump. However, this would cover less than 50% of the cost and is limited to those replacing gas boilers. There are only 90,000 grants available over three years nationally – a fraction of what is required.
    - b. The installation of heat pumps often requires additional work on the existing building fabric to ensure it is compatible. This brings further costs.
  3. There is no correlation between % over 65s and % households living in fuel poverty suggesting that those living in fuel poverty are younger.

In parallel, work was also commissioned with the New Economics Foundation and Parity Projects to look into the Green Economy. Two key priority areas were identified through this work

1. Financing the investment needed to tackle emissions, housing deprivation, and fuel poverty.
  - This looks at how finance can be mobilised to address housing deprivation in Hampshire, which is derived from housing in poor condition, lacking central heating, etc.
2. Tackling skills deficits in low energy construction.
  - This focuses on the supply side, looking at how young people can enter the construction workforce and gain the requisite skills to fill the sector’s requirements in the coming years, including in relation to specific skills for decarbonisation work.

With an estimated 25% of Hampshire’s greenhouse gas emissions coming from residents living in their homes (construction emissions excluded), action on both of these areas is key to reducing county emissions.

Parity Projects were simultaneously engaged to undertake a thorough assessment of the investment required to decarbonise Hampshire’s housing stock, and the related income profile and tenure of property occupiers, to inform an analysis of appropriate financing options.

A preliminary estimate puts the cost of decarbonising housing in Hampshire at £20-30 billion, creating approximately 2000+ job per year to 2050. This shows that there is a real opportunity to create thousands of high-quality green jobs if done correctly.

### Energy Programme – 2022-2025+

In summary, based on all the work undertaken to date, we now have a clear evidence base for the focus of a Hampshire energy programme for the next 3-5+ years. The key areas for action that are now in progress include:

- Work with Parity projects on developing a business plan for a Hampshire-wide retrofit programme – this will focus on reducing energy consumption in the more affluent communities/areas - the able to pay market to tackle retrofit of privately owned housing to help overcome the barriers to retrofit and tackle the skills deficit and maximise opportunities for employment.
- Building on the evidence base, with University of Southampton to develop a Hampshire Energy Strategy to cover generation, distribution and efficiency and guide future programmes and investments by all key stakeholders in the Hampshire area to meet the Net Zero targets.
- Continue to support communities in Hampshire to engage on energy issues from efficiency to local community renewable energy generation with Community Energy South and the Greening Campaign.
- Provide trusted advice to residents on a range of issues including Government's Green Homes Grant schemes, energy efficiency and renewable energy generation to support behaviour and lifestyle changes in partnership with The Environment Centre.
- Continuing to support the installation of solar panels, batteries (and potentially air source heat pumps) in partnership with iChoosr.

Funding and capacity are key issues for all local authorities, including Hampshire County Council. The County Council successfully won funding from the Community Renewal Fund to support the ongoing work with Community Energy South and the Greening Campaign (approx. £200k). However, further time and resources need to be dedicated to exploring funding and financing options to ensure the work can continue sustainably.

### Economic Strategy

An Economic Strategy is currently being developed with a draft presented to the Hampshire 2050 Partnership in July 2022.

The Strategy will cover the Hampshire County Council area, though recognises the important links elsewhere, particularly with Pan-Hampshire partners, many of whom represent the Hampshire 2050 Partnership.

The complexity and interconnectedness of the modern economy has become increasingly apparent over the last five years. A series of events, including the vote to leave the European Union, the Covid-19 pandemic, and the Russian war on Ukraine have each revealed connections between commodity markets, population patterns, trade movements, and the prices faced by consumers.

And increasingly, environmental crises around the world are a reminder of how much economic damage natural disasters can cause. Designing an economic strategy for Hampshire needs to respond to this complexity.

Having a clear sense of what we want to achieve for our economy and how we will deliver that is essential, alongside a better understanding of our existing and potential assets.

This strategy will help guide and shape our decisions to ensure that Hampshire continues to thrive and support the wellbeing of all our residents and our unique place.

## **2.2 Transport Emissions and Resilience**

Transport is a large contributor of CO2 emissions in Hampshire. Recent BEIS figures calculate this to be 51% of all emissions in Hampshire. Much of this is from our dependence on the private car. It is a key priority area for reduction.

The impacts of climate change places increased pressure on the maintenance and resilience of our transport network, and without suitable adaptation and mitigation will result in more frequent and severe disruption to the movement of people and goods.

Hampshire County Council has a statutory requirement to have a Local Transport Plan (LTP) which sets out its vision for future transport and travel infrastructure. The current Local Transport Plan (LTP3) was developed in 2011 but is under review in light of changing challenges and opportunities.

The new Local Transport Plan (LTP4) will supersede the current LTP and will form the primary transport policy for Hampshire County Council to 2050.

Over the course of the last two years a new draft Local Transport Plan (LTP4) has been developed which

- describes our transport vision for 2050, the key transport outcomes we are seeking to achieve, and the principles that would guide future investment and decision making in relation to transport and travel.
- sets out transport policies covering all aspects of transport planning, delivery, and operation (i.e., the 'rules' about how we would do things and how we want others to do things).
- presents our approach to delivering the Plan – 'making it happen', setting out a roadmap to 2050 and how we would prioritise, fund and deliver interventions, and monitor our progress; and
- supports the County Council's wider strategies, plans and priorities.

The draft LTP4 undertook extensive scoping and stakeholder engagement work and was presented for formal consultation, to identify whether any further changes are required before it is considered for adoption. The consultation was open from 4 April 2022 and closed on 26 June 2022. In initial analysis of the consultation replies indicate strong support for the plan but a lack of confidence that it will receive the funding it needs to make it deliverable.

Since undertaking this work the Government have advised that they will be asking all local transport authorities to review their LTPs and that they will issue guidance by early 2023. It is expected that the new LTPs will reward those authorities that show evidence of decarbonising the transport system and penalise those that do not. The County Council will now await the guidance before formally adopting a new LTP.

### **Highways Maintenance Emissions and Resilience**

Highways continue to look for new and innovative solutions to reducing the carbon impact of highways maintenance whilst ensuring the network is resilient to climate impacts. Some examples of best practice are provided below.

Hampshire Highways are working with the term contractor, Milestone Infrastructure, to increase the use of recycled materials in highway functions, such as Hydraulically Bound Materials (HBM) and cold recycled bituminous bound materials (CRBM) in the construction of carriageways and footways. These materials help reduce the impact of quarrying virgin materials and reduce carbon emissions produced during the manufacturing and transportation stages. There has also been an increase in the use of warm mix/cold lay asphalt for resurfacing schemes which will provide carbon reductions in the manufacturing process.

Micheldever Recycling Facility continues to provide a sustainable approach for Hampshire County Council to recycle its own network and reuse waste material into roads and footways. The facility is a leading example of what can be achieved and as well as winning awards <sup>1</sup> has also attracted interest from others within the construction industry. Whilst innovation is ongoing and new methods and material are constantly being looked at, the plant continues to focus on taking hazardous tar bound planings and turning them into a reusable material for the road construction industry.

Most Technical Guidance Notes are now published and these, in conjunction with the Asset Management scheme consultation process, ensure that new highway infrastructure (added from the capital programme or developer led schemes) consider the lifecycle of the new asset and are designed to limit whole life costs and future maintenance requirements which will reduce the carbon footprint of the highway service and limit network disruption.

There are a number of ongoing trials of biodiversity initiatives on highway land including:

- Wildflower verges - trialling several sites for rural locations with Milestone and some urban sites with the districts.
- Cut and collect for rural areas – cut vegetation is being removed from site to be turned into compost. Removing the mown vegetation allows the verge space for wildflowers to grow, promoting pollinator populations and increasing biodiversity.
- Improved data on Road Verge of Ecological Importance to also protect and retain biodiversity.

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<sup>1</sup> Green Apple 2021 - Awarded (for Environmental Best Practice); Construction News 2022 – Shortlisted. Category - Low carbon projects of the year; Highways Awards 2022 – Shortlisted (awards in October). Category - Highways partnership for 2022.



Two Asset Management policies have been developed for LTP4 (currently in consultation phase).

- **Sustainable maintenance approach to new infrastructure** - This policy will be pivotal in ensuring that new infrastructure projects consider the future impact on maintenance and the whole life costs of new assets. It will ensure that a 'designing for maintenance' approach is adopted by all stakeholders responsible for delivering transport schemes or new developments. New infrastructure that is designed to be maintainable will reduce the whole life costs of new assets, reduce the carbon footprint of highway operations by minimising the need for future maintenance, and provide a highway network that is safe and more resilient to the effects of climate change
- **Managing and maintaining the existing highway asset** – This policy seeks to ensure that our approach to managing and maintaining the highway asset delivers long-term value for money programmes of work that aim to maximise the life of the asset and improve the resilience of the network, reduce the carbon outputs of highway operations, and reduce waste through increased use of sustainable products and processes and recycled materials.

Other Innovation and trials that are ongoing include:

- Plastic kerbs
- Low emission line marking machine
- Gully sensors trial will commence in November – more effective routine cleansing, less visits, less waste, less journeys
- Carbon calculation models

The shift to electric for both fleet and tools is underway. All routine maintenance vegetation operations, such as hedge trimming, leaf blowing, and minor tree-clearance works, are now being carried out with battery-powered strimmer's, chain saws, leaf blowers and the like. Larger types of plant are becoming available, and we piloted the use of a new-to-market electric dumper which provides more than an 85% reduction in CO2 emissions. A new battery electric loader and an electric plate compactor have also been trialled in one of the depots.

## **2.3 Natural Environment**

### Environment Act

Hampshire's natural environment is a significant and valued asset, helping Hampshire to be an attractive and prosperous place to live, work and visit. Although the state of the natural environment has been reported as being in decline, there is an increasing weight and attention being given to this subject with the concept of "natural capital" underpinning the Government's 25 Year Environment Plan and the Environment Act

The County Council has a commitment to protecting and enhancing the natural environment that can be traced back over a number of years and through numerous initiatives. These include long standing support for the Hampshire Biodiversity Information Centre, which is celebrating its 20th Anniversary in 2022, work with the Local Nature Partnership, research and preparation of the State of Hampshire's

Natural Environment report, publication of the Hampshire Tree Strategy, management of its own estate and establishing the Parish Pollinator Pledge.

The Environment Act, and other recent changes, have significant implications for the role, duty and powers of the County Council, the way that it works and its relationship with others, and how it uses its resources, which include:

- Legally binding targets, including a 2030 target to halt species decline
- Mandatory provision for biodiversity net gain to be a condition of planning permission in England, meaning that that housing and development, including new roads, will need to achieve at least a 10 per cent net gain in value for biodiversity.
- Introducing Species Conservation and Protected Site strategies to protect and restore species and habitats at risk while enabling development.

The Environment Act introduces a requirement for Local Nature Recovery Strategies (LNRSs) for England to be prepared and published by “Responsible Authorities.” The County Council is the provisional Responsible Authority for the Hampshire LNRS and will be collaborating with a wide range of stakeholders in its preparation. The Strategies will identify the opportunities and priorities for enhancing biodiversity and supporting wider objectives such as mitigating or adapting to climate change in an area.

The strategies will have a key role in the land use planning system and be an important source of evidence for local planning authorities to use in the preparation of their Local Plans. They are also intended to support the delivery of wider environmental objectives and each LNRS will map specific opportunities for taking priority action for nature recovery and the use of “nature-based solutions.”

Of all the provisions of the Environment Act, the preparation of LNRSs is expected to have the most significant impact on planning for the natural environment at a strategic level and, through the participation of partners, process, and outcomes.

### Environment Strategy

In July 2021, the County Council committed to prepare an Environment Strategy that would create a shared vision and outcomes across the County Council that will help tackle key challenges and opportunities through collaboration, embedding environmental issues, considerations and thinking in all that we do.

It will recognise Hampshire’s environment’s fundamental importance to our economy and productivity, health & wellbeing, and climate resilience. It will identify key objectives and outcomes which will be delivered through existing or emerging strategies (e.g., economic strategy, Local Nature Recovery Strategy etc.).

The development of the Environment Strategy has begun but has been slightly delayed as it needs to be informed by the raft of new requirements to protect and enhance the environment introduced by the Environment Act (2021) the details of which are still pending. It is anticipated that a draft Environment Strategy will be ready for external engagement by the end of 2022.

## **2.4 Buildings & Infrastructure**

Following on from the Hampshire 2050 Commission, a framework for guiding the future of Hampshire's built infrastructure and natural environment has been developed.

Towards 2050 - a framework to guide the future of Hampshire's built infrastructure and natural environment first identifies a baseline structured around 10 key themes: biodiversity; landscape and seascape; water environment, soils, water resources; transport; air, light and noise pollution; minerals and waste; energy; and telecommunications and broadband.

Working closely with a range of partners, the Framework then identifies a number of strategic opportunities and enabling principles in relation to natural environmental and infrastructure considerations for the period up to 2050. The framework seeks to encourage policy and behaviours across the county to accommodate future sustainable growth in a way which secures improvements to key infrastructure and protects and enhances the role and function of the natural environment.

The framework will be officially launched at a Hampshire 2050 event later in 2022.

## **2.5 Public Health**

New programmes are being developed to be included within the Strategic Framework on Public Health. Following discussions with the Director of Public Health and the recognition that Public Health is a key cross-cutting area that should sit within the Strategic Framework, the following new programmes have been added:

- Through the Health and Wellbeing Board, agree joint priorities between partners that both benefit health and mitigate climate change, including air quality, active travel and healthy homes.
- Use a data-driven approach to identify the most significant inequalities in relation to climate change.
- Take a system approach to climate change with the NHS, working through the Integrated Care System's new structures to identify shared priorities

These new programmes will be progressed and reported on in future monitoring reports.

## **Section 3**

### **2022 Year of Climate Resilience**

The County Council set a target for climate resilience acknowledging the significant impact of climate change on our communities, our infrastructure, and the services we deliver. Climate resilience is crucial, in light of impacts being felt in Hampshire and around world such as rising temperatures, increased flooding and more extreme weather events, such as the July 2022 heatwave.

Climate change does not just cause physical or financial damage, it can also have much deeper, longer-term effects on health and wellbeing. For these reasons, the County Council is not only focused on reducing emissions but also on building resilience. In recognition of the importance of building resilience, the County Council declared 2022 the “Year of Climate Resilience”. This provided an opportunity for the County Council to increase awareness of the importance of resilience, promote our unique approach and the actions we are taking to build resilience.

During the Year of Climate Resilience, raising awareness of what is climate resilience and how everyone has a role to play was a key outcome. The target audiences were staff, partners and professional networks and residents.

#### Staff

To embed climate change considerations across all key decisions and ensure that departments within Hampshire County Council are also considering how they can increase resilience to climate change, all Decision Reports now must include a climate change impact assessment. The climate adaptation decision tool allows staff to assess the vulnerability of their projects to climate change impacts, such as heatwaves and flooding. The purpose of the tool is to help staff understand what the potential climate impacts on their projects could be and help them consider what can be done to adapt them to help build resilience both now and in the future. Project leads have been highly motivated to use the tools, seeing them as adding value to their projects.

#### Partners and professional networks

Action is being taken across Hampshire County Council to make sure the services we provide, and our county is resilient to the changing climate. We also know that joined-up partnership working will be vital to achieving this, for example through nature-based solutions to flooding, looking after public health, woodland creation and generating local renewable energy.

A video highlighting all the excellent work being undertaken across the County Council has been developed and was launched at a Hampshire 2050 event in July 2022. The video can be seen here [Why are we acting on climate change? | Hampshire County Council \(hants.gov.uk\)](#). The video will also be shared across all the professional networks the County Council are working with (see Section 4)

We are also currently in discussion with Friends of the Earth and climate charity Ashden to develop a case study on our resilience work as part of their case studies celebrating local authority climate action.

### Residents

Work is also underway to develop a resilience campaign aimed at residents which will be launched later in 2022. General awareness of what resilience to climate change is and the actions that can be taken are low, in comparison to carbon mitigation. The campaign will focus on clear actions that residents can take to prepare for different forms of climate impacts such as heatwaves, flooding, drought, extreme weather.

A new webpage has also been developed for the Year of Climate Resilience. See here [Why are we acting on climate change? | Hampshire County Council \(hants.gov.uk\)](https://www.hants.gov.uk/why-are-we-acting-on-climate-change).

## **Section 4**

### **Progress on Networks and Partnerships**

#### **4.1 Expert Forum**

Twenty organisations are now formal members of this forum, chaired by Councillor Warwick (Executive Member for Climate Change and Sustainability), including universities, utilities, activist groups, community groups, and other stakeholder organisations.

Since the formation of the forum, quarterly meetings have provided multiple benefits to the council by a) guiding the climate change team's work against the strategic framework, b) acting as a conduit for disseminating news to those groups and communities best placed to deliver on or promote the council's work, and c) generating collaborative action across sectors.

In the last 12 months, the forum has built on previous outcomes as well as generating new streams of work. Key outcomes include:

- The University of Southampton have acted as an expert guide in the development of the latest baseline emissions update (see appendix A).
- The University of Southampton produced a report mapping the energy landscape in Hampshire, which has led to further work providing an evidence base for a Hampshire Energy Strategy to 2050.
- The University of Winchester have been funded to run a pilot scheme with Winchester Prison on rewilding skills for incarcerated men. This project combines carbon mitigation with social justice and further benefits such as reduced recidivism.
- Members of the forum have been key participants in the ongoing engagement work around the development of a Hampshire-wide retrofit programme.
- Collaboration between members has also yielded positive results: SSEN have collaborated with Community Energy South to support the development of a Microbusiness Energy Advice Service.

The forum has also been a place for innovative ideas with members currently exploring the potential for a Hampshire Citizens Assembly, and the possibility of a Climate Twinning project with partners overseas.

In June 2022, the Terms of Reference were updated to better reflect the role of the forum in guiding the council's actions in delivering against the strategic framework and to avoid duplication with other fora.

#### **4.2 National/Regional Networks**

The County Council continues to actively engage and work with a wide range of national networks including e.g. Defra's Local Adaptation Advisory Panel and the Association of Directors for Planning, Environment and Transport. More recently Hampshire County Council have been invited to be part of the new Local Net Zero Forum's Task and Finish working group on Data and Reporting.

These networks have provided opportunities to showcase the work the County Council is leading on through presentations, blog posts or case studies. These networks also provide invaluable opportunity to learn from and exchange best practice on key areas such as energy and procurement.

### **4.3 Local Partnerships**

Engagement with our District and Borough partners is critical to ensuring a comprehensive approach to climate change across the Hampshire area. Different service streams are increasingly engaging with district and borough partners on the issue but there are several working groups that are specifically for addressing climate change. The latest progress in each of the key groups is outlined below:

- Hampshire Climate Change Officers Group – made up of the 14 Districts, Boroughs and Unitaries – focuses on county-wide carbon mitigation and resilience:
  - Retrofit – the group has frequently discussed how to align our approach to the retrofit challenge and has supported the council's work with Parity Projects. Nine authorities contributed financially to the Parity Projects housing stock analysis and is using this to shape their own approach to the challenge.
  - Renewable energy generation – this network has been invaluable in the promotion and execution of the Solar Together scheme and has increasingly engaged with Community Energy South to support community energy in Hampshire.
  - Emissions reporting – the best way to report emissions has been debated in this group and there is a strong consensus to align reporting methods for better comparison and collaboration.
  - Education and behaviour change – actions being taken across Hampshire schools has been discussed and sharing behaviour change campaigns and promotions has been a common topic.
  - Carbon offsetting – this has been discussed in the context of the hierarchy of mitigation in which offsetting is the last action to be taken.
- Public Sector Sustainable Development Group - includes representatives from across the public sector and looks at wider sustainability issues:
  - Behaviour change – discussion around common actions across all sectors to encourage engagement with sustainability.
  - Circular economy – how it can be implemented in the different branches of the public sector and where crossover lies.
  - Best practice – sharing learning and best practice between sectors has proven efficient and avoids duplication where possible.

- Hampshire Energy Efficiency Partnership – chaired by the Environment Centre, this group brings district, borough, county and Unitaries together to focus on energy:
  - Retrofit – many in this group are directly involved in the Local Authority Delivery (LAD) of energy efficiency upgrades for low-income households.
  - This group is knowledgeable and is proving a useful forum for developing energy and retrofit related programmes.
  - The Environment Centre uses this group to disseminate information on funding opportunities, which may help fund future work in this area.
- Hampshire and Isle of Wight Planning Officers Group Sustainable Design Subgroup – includes representatives from Local Authorities and aims to share best practice, promote, and inform sustainability through planning:
  - Water neutrality – following guidance from Natural England the group discussed the impact on the Itchen catchment especially Winchester, parts of Eastleigh, South Basingstoke, and Test Valley.
  - Building regulations – the group coordinates on climate requirements for new building to ensure lobbying to central government is coherent.



## **Section 5**

### **Progress on Communications and Marketing**

#### **5.1 Insights-led behavioural change**

A significant part of our behavioural change communications to residents continues to be insight-led. The climate change and behavioural insights report produced by the County Council's Insight and Engagement Unit in 2019, reflects findings from surveys and focus group data, indicating Hampshire resident's willingness to perform 23 different carbon-saving actions, including travel, energy use and consumption.

The insights continue to inform campaigns and will be pivotal in shaping the targeting and messaging for the upcoming climate resilience campaign which aims to raise awareness to residents about actions that can be taken at home in varying degrees of complexity, ranging from universal, free and easy actions to more ambitious actions. The aim is to develop year-round content which can be used at pivotal moments via social media when people are most likely to respond, such as during a heatwave or flood event.

#### **Informational adverts**

##### **Energy price cap increase**

In September 2021, a social media advert was used to inform residents about the upcoming energy price cap increase, and to sensitively advise on ways to be energy efficient and save on bills. Over 50,000 were reached, with over 800 continuing to click through to visit the website.

##### **The Greening Campaign**

The climate change team worked with corporate marketing to produce an animation to raise awareness about the Greening Campaign over the spring, as part of the community renewal fund. Over 100,000 were reached, with a strong 4% engagement rate. This demonstrates a keen interest in the campaign. See here for the video:

[Greening campaign \(portrait\) - YouTube](#).

#### **5.2 Climate Change Website**

The climate change website is continually updated with our progress to provide a resource for the public as well as the County Council staff. The strategy, action plan and strategic framework have dedicated webpages. Altogether, the climate change webpages have received over 11,000 unique views from July 2021 to July 2022.

Other webpages from across the organisation are linked to the website, to demonstrate the work happening across the County Council on climate change, and to provide residents with the resources to act themselves.

The latest addition to the webpages is the 'Year of Climate Resilience,' which includes a showcase of what departments across Hampshire County Council are doing to build climate resilience, as well as information for residents on how they can take action at home. See new webpage here [Why are we acting on climate change? | Hampshire County Council \(hants.gov.uk\)](#)

### **5.3 Hampshire 2050 Event – Environment Act and Energy**

The Partners and Commissioners of the Hampshire 2050 Commission of Inquiry attended a virtual Hampshire 2050 Partnership event on the 2 February 2022.

The event focused on the Environment Act 2021 and the energy landscape in Hampshire. Both these issues have significant implications for Hampshire, in how we navigate through the next 30 years to reach our carbon neutral and resilience targets whilst enhancing and strengthening our environment, economy and society. These two areas not only present challenges in terms of changing the way we live, our choices and behaviours but also provide opportunities to develop skills and create new jobs for a greener, stronger Hampshire.

The first presentation was from Ruth Chambers from the Green Alliance's Greener UK unit. Ruth spoke about the opportunities and challenges that the Environment Act presents across a wide spectrum of priorities. The presentation explored different sections of the Environment Act and outlined the new independent office that will hold the government accountable for development and implementation of current and future environmental policy.

The second presentation was a joint presentation focusing on energy in Hampshire. Dr Ben Anderson, a Principal Research Fellow on Energy and Climate Change at the University of Southampton, spoke about the current energy landscape in Hampshire and the main challenges the county faces in becoming carbon neutral.

Christian Jaccarini, a Senior Consultant with the New Economics Foundation, provided a summary of the report "A Green Economic Recovery for Hampshire," which focuses on the challenge of taking Hampshire's private housing stock to carbon neutrality.

Ollie Pendered - Chief Executive of Community Energy South - spoke about the journey being taken by communities in Hampshire to create their own energy projects.

The Hampshire 2050 Partnership event provided a timely update on progress that is being made on complex issues, such as energy, despite the challenges faced over the last two years.

All four presentations can be found below. The briefing papers and full report from the New Economics Foundation can also be viewed on the website [Hampshire 2050 Partnership | About the Council | Hampshire County Council \(hants.gov.uk\)](#).

## **5.4 COP26 Hampshire County Council Events**

In November 2021, Glasgow hosted the 26<sup>th</sup> anniversary of the Conference of the Parties (COP26). This was a two-week conference where 200 countries from around the world came together to discuss the issues facing the climate, and what actions are needed to tackle the problems the world faces. Over the two weeks, new financial plans were created, treaties were signed, and targets set. The purpose of these outcomes was to keep temperature warming to 2-degrees, improve biodiversity, increase research and development, and protect those most vulnerable to the impacts of climate change.

During COP26, Hampshire County Council hosted a two-day event at Queen Elizabeth Country Park, to promote the work that is happening within the County.

The first day of the event focused on businesses within Hampshire. Over 40 people attended and speakers from Marwell Zoo, Amiri, Lionel Hitchen, and powerQuad outlined how they were striving to become more sustainable and reach climate targets. The event provided an opportunity for businesses to network and build relationships to support one another in achieving carbon neutrality and sustainability within the Hampshire businesses.

The second event was for members of the public. Service leads from within the County Council (flooding, waste, and transport) and community groups (tEC, CES, and the Greening Campaign) showcased what they are doing to help residents engage with and take action on climate change. The event provided an opportunity to share with the public the breath of work that is taking place throughout the County and inspire them to get involved.

Further details on both events can be seen here [COP26 Event | Hampshire County Council \(hants.gov.uk\)](#).

## **Section 7**

### **Summary & Next Steps**

#### **7.1 Summary**

Overall considerable progress has been made on the delivery of the Climate Change Strategy, Action Plan and Strategic Framework as outlined in this report.

Within the Strategic Framework, progress made on energy and residential emissions in particular has been significant. Significant work has helped build a robust evidence base to support the development of a clear programme for energy, a major priority area. The work underway to develop a county-wide retrofit programme is a very important step towards tackling one of the highest emission sources and also to support residents through the energy prices and cost of living crisis.

Continuing to engage and support residents on behaviour and lifestyle changes has been another focus area for the last 12 months. Securing funding from the Community Renewal Fund to allow the Greening Campaign and Community Energy South to deliver programmes in Hampshire has been critical. Delivering insight-led communications and marketing campaigns and events have also been a key priority.

July 2022 is just over halfway through the Year of Climate Resilience, and to date a lot of the evidence gathering has taken place to help showcase resilience to a range of audiences. The resilience videos are an innovative and compelling tool that will help to raise awareness of how to build resilience and how important it is to our future.

#### **7.2 Next Steps**

Based on the research and analysis undertaken over the last 12 months the key areas identified as priorities going forward are energy, behaviour change and resilience.

- Develop an energy strategy that can provide the framework for future generations; including distribution; efficiency; guidance for future programmes and investments by all key stakeholders in the Hampshire area to meet the Net Zero target.
- Develop a Hampshire-wide approach to retrofit.
- Continue to support communities in Hampshire to engage on energy issues from efficiency to local community renewable energy generation through existing programmes like Community Energy South Pathways and Solar Together.
- Develop a better understanding of the commercial opportunities available through Green Finance.

- Continue to deliver outcomes and raise awareness during the Year of Climate Resilience.
- Continue to work with the Greening Campaign and Community Energy South to deliver on-the-ground actions to support residents to make lifestyle and behaviour changes.
- Continue to deliver Solar Together schemes to support residents to install Solar PV at no cost to the County Council helping them make lifestyle choices that build their energy resilience.
- Explore new and innovative funding opportunities.
- Continue to deliver targeted insight-led communications and marketing campaigns.

There has been considerable progress made on actions and programmes to reduce emissions and build resilience.

In 2023 there will need to be a stronger focus on inequality. This aligns with pressures on all our services and the energy and cost of living crisis. It will be important to ensure that the most deprived and vulnerable members of our community do not inevitably become the most impacted.

Climate Change continues to be a top priority for the County Council, and this is reflected in the work set out in this report and the future plans for the next year of implementation.

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**Appendix A Baseline Emissions Report 2022**  
**County-wide carbon dioxide emissions estimates**

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## 1.0 Executive summary

Hampshire County Council's climate change mitigation target is for the Hampshire area to be carbon neutral by 2050<sup>1</sup>. To gauge progress towards this target, carbon emissions will be tracked and reported annually. Understanding the sources of carbon emissions helps the Council formulate its [strategic priorities for climate change mitigation](#).

From 2022 the Council will use aggregated Local Authority level emissions data from the Department for Business, Energy, and Industrial Strategy (BEIS). This will replace the methodology developed by the Carbon Trust in producing Hampshire's first baseline data in 2020 and simplify the process, aligning the Council with other local authorities and central government.

Due to a two-year lag between collection and publication by BEIS, the data in this report is from 2019 and covers only carbon dioxide emissions. The data is organised by sector and includes transport, household (domestic), industrial, commercial, public sector and land use.

Going forwards, BEIS' expanded Local Authority level emissions data will be used to report emissions for 2020 onwards. This data includes methane and nitrous oxide emissions as well as carbon dioxide. This data has currently only become available for 2020 and has not been used in the production of this report.

The change in approach was made in consultation with the Expert Stakeholder Forum on Climate Change, who have endorsed the methodology and advised on future considerations and next steps.

Overall, the net county-wide carbon emissions estimates for Hampshire in 2019 were **6,482.93 ktCO<sub>2</sub>**. This includes -377.14 ktCO<sub>2</sub> accorded to sequestration through land use and represents a reduction of 40.88% since 2005 and 5.13% since 2017.

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<sup>1</sup> Carbon neutrality refers to the balance between emitting carbon into the atmosphere and absorbing carbon in carbon sinks. A carbon sink is a system that absorbs (sequesters) more carbon than is emitted. Natural carbon sinks include oceans, soils, and forests. To be carbon neutral by 2050, Hampshire must be permanently sequestering the same amount of carbon in sinks, as is being emitted.



## 2.0 Context

Hampshire's area-wide emissions baseline was initially developed with the Carbon Trust in 2020. Two reduction pathways were created to develop a Hampshire-wide carbon budget to 2050 (figure 1), showing the permissible emissions within each scenario. These pathways were: emissions reductions aligned with a 1.5°C world, and reductions aligned with the UK Government and Hampshire County Council target of carbon neutrality by 2050.

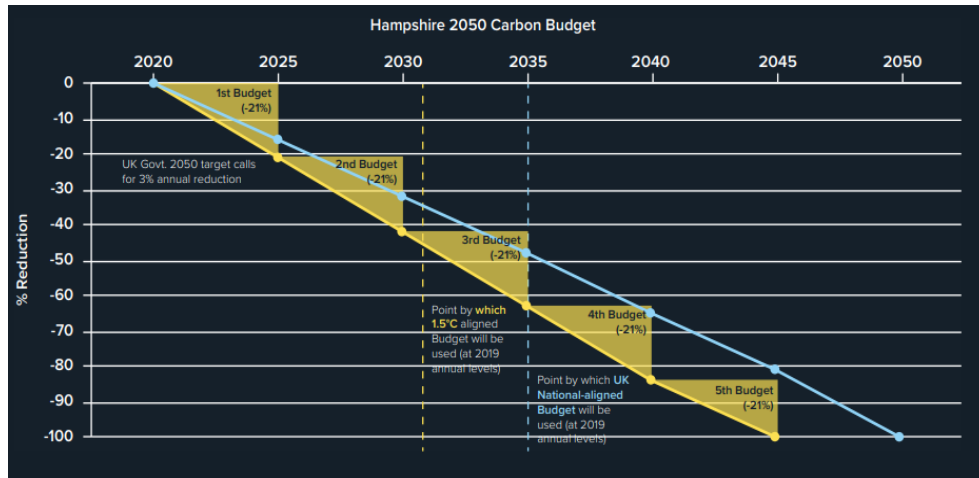


Figure 1: The Hampshire carbon budget for achieving carbon neutrality is by 2050. The blue line represents the proposed carbon budget reduction within Hampshire by 2050, in alignment with national government. The yellow line represents the required carbon budget when aligned with a 1.5°C warming

The Carbon Trust methodology helped to identify the key sources of carbon dioxide emissions in Hampshire, which informed the development of the [Climate Change Strategy in 2020<sup>2</sup>](#). However, due to the complexity of the methodology, and the resources associated with maintaining it, a simpler approach of using the BEIS Local Authority carbon dioxide emissions dataset, has been adopted. Using this dataset also ensures consistency with other local authorities and central government.

<sup>2</sup> An overview of Hampshire County Council's carbon reduction and resilience projects can be found on the [climate change website](#).

### 3.0 Why carbon emission estimates are recorded

The emissions estimates from BEIS act as a baseline to monitor against and assess trends. Changes in carbon dioxide emissions will be tracked annually to monitor progression towards carbon neutrality by 2050. In future, this will include methane and nitrous oxide emissions as they are now included within the BEIS database. Every five years the progress made against the five-year carbon budgets will be reported. The annual emissions estimates will continue to help inform the Council's strategic priorities in carbon mitigation.

### 4.0 Emissions datasets

For the purposes of this report, the statistics for the county-wide carbon dioxide emissions estimates have been sourced from the latest [local authority and regional CO2 emissions national statistics 2005-2019 dataset compiled by BEIS](#). This provides local authority estimates and delivers a nationally consistent and transparent evidence base<sup>3</sup>. Data for 2019 was chosen as a 'pre-covid' baseline and updates using 2020 and subsequently released data will be produced in due course.

The data is organised into six sectors (industrial, commercial, transport, domestic, public sector, and land use) with further separation into sub-sectors. [The Office of National Statistics UK SIC codes](#) are used to classify different economic activities into the different sectors.

The districts included are Basingstoke and Deane, East Hampshire, Eastleigh, Fareham, Gosport, Hart, Havant, New Forest, Rushmoor, Test Valley, and Winchester. This excludes the unitary authorities of Southampton and Portsmouth.

The data covers territorial carbon dioxide emissions only. This means carbon dioxide emissions that occur within the relevant area's borders or that can be assigned to them – in this case the districts listed above. Carbon dioxide is the main greenhouse gas produced by human activity, accounting for 80% of UK emissions in 2019 and approximately 66% of warming. The climate change team acknowledges that a focus on carbon dioxide excludes other greenhouse gases, such as methane, which also have significant warming effects. However, at the time of writing the BEIS 2019 emissions was limited to carbon dioxide. Hampshire County Council will align with any data changes BEIS release in the future and further information about next steps, including the use of BEIS' expanded emissions data can be found in [Section 8.0](#).

The BEIS data show 'end-user' emissions, where emissions are distributed according to the point of energy consumption (or point of emission if not energy related). Emissions from the production of goods are assigned to where the production takes place. Therefore, goods that are produced in Hampshire and exported will be included, but emissions from imported goods are excluded. Further details can be found within the [technical note \(from page 8\)](#).

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<sup>3</sup> BEIS has also produced a [technical note](#) summarising what is included within the national data.

#### 4.1 Local Authority scope of influence

BEIS recognises that not all emissions fall within the scope of influence of local authorities. Table 1 outlines the different sub sectors that are used within the carbon dioxide emissions calculations, and whether Local Authorities have influence, according to BEIS.

*Table 1: The sectors and sub sectors that are included within the carbon dioxide emissions estimates. The table outlines whether Local Authorities have scope of influence to reduce carbon dioxide emissions, according to BEIS<sup>4</sup>.*

<b>Sector</b>	<b>Sub sector</b>	<b>Do Local Authorities have scope of influence?</b>
Industry	Industry Electricity	Yes
Industry	Industry Gas	Yes
Industry	Large Industrial Installations	<b>No</b>
Industry	Industry 'Other Fuels'	Yes
Industry	Agriculture	Yes
Commercial	Commercial Electricity	Yes
Commercial	Commercial Gas	Yes
Commercial	Commercial 'Other Fuels'	Yes
Domestic	Domestic Electricity	Yes
Domestic	Domestic Gas	Yes
Domestic	Domestic 'Other Fuels'	Yes
Transport	Road Transport (A roads)	Yes
Transport	Road Transport (Motorways)	<b>No</b>
Transport	Road Transport (Minor roads)	Yes
Transport	Diesel Railways	<b>No</b>
Transport	Transport Other	Yes
Public Sector	Public Sector Electricity	Yes
Public Sector	Public Sector Gas	Yes
Public Sector	Public Sector 'Other Fuels'	Yes
Land Use	Net Emissions: Forest land	<b>No</b>
Land Use	Net Emissions: Cropland	<b>No</b>
Land Use	Net Emissions: Grassland	<b>No</b>
Land Use	Net Emissions: Wetlands	<b>No</b>
Land Use	Net Emissions: Settlements	<b>No</b>

<sup>4</sup> This table was produced by BEIS in 2021.

## 5.0 Caveats about the data

It is important to note some caveats to the data. There is a two-year lag between collection and publication of emissions estimates from BEIS. As the dataset is released around June of each year, and time is required to update the Hampshire emissions spreadsheet, this report is based on the 2021 dataset, which reflects 2019 figures.

As the climate change team was established in 2020, the emissions estimates reported here (2019 data) do not reflect any impact that the climate change strategy and action plan may have made.

The BEIS dataset is subject to continuous improvement to increase confidence in the estimates, which influences the figures, including the alteration of figures from previous years. There are also some recognised limitations on the national carbon dioxide emissions estimates. [These limitations can be viewed on page 4 and page 31 of the BEIS technical note, respectively.](#)

As mentioned above, it is important to be aware that Local Authorities have relatively little influence over some types of emissions. Areas where Hampshire County Council does have influence is described in the following sections, and within the [Climate Change Strategy](#).

Furthermore, whilst the BEIS data allows trends to be tracked, it is challenging to make direct links between the projects that are delivered in Hampshire and the BEIS figures. In some cases, the emissions figures are national estimates extrapolated to the Local Authority level. For instance, the BEIS data uses a national grid average for the carbon intensity of electricity, meaning the emissions figures for electricity use in Hampshire reflect the national 'average', rather than any emissions reduction effect of local renewable sources.

## 6.0 Analysis of the BEIS 2019 emissions estimates

### 6.1 Overall trends

Overall, the county-wide carbon dioxide emissions estimates for Hampshire in 2019 were 6,482.94 kt CO<sub>2</sub>. This represents a decrease of 40% from 2005 levels and is equal to 1.88% of national carbon dioxide emissions (0.1 percentage points lower than in 2017).

Total carbon emissions (in ktCO<sub>2</sub>) are made up of five sectors: transport, household (domestic), industrial and commercial, public sector, and land use. Figure 2 shows the fall in carbon dioxide emissions from 2005 to 2019 across these sectors. The carbon dioxide emissions from the transport sector have remained stable over the recorded period. The household (domestic) carbon dioxide emissions remained stable until 2014, when a gradual decline began to occur. The industrial and commercial sector has seen the greatest decline in carbon dioxide emissions from 2005 to 2019. The public sector has also seen a decline in emissions, with the greatest decline occurring from 2017 onwards. The land use sequestration has seen a gradual increase from 2005 to 2019. The reasoning behind these changes over time can be found in sections [6.2](#), [6.3](#), [6.4](#), [6.5](#) and [6.6](#), respectively.

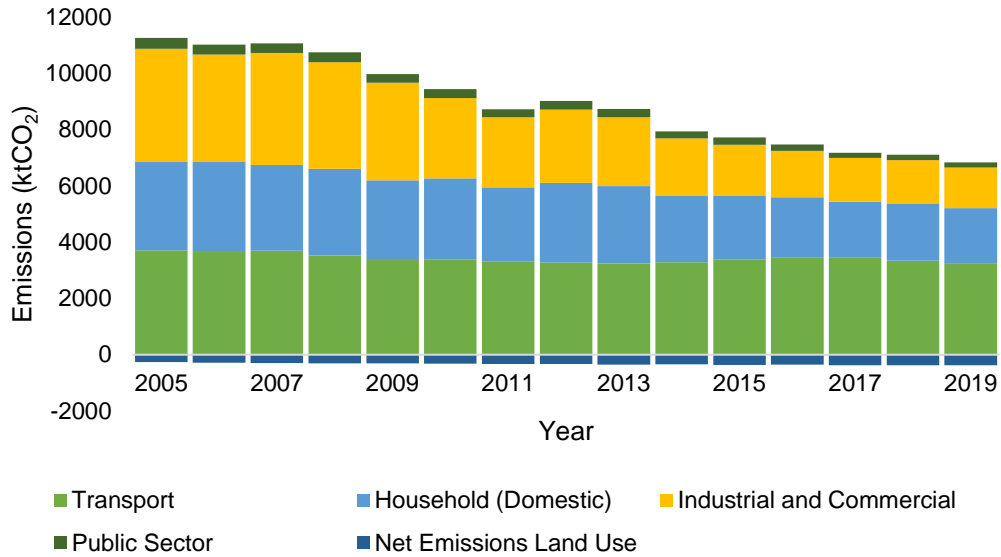


Figure 2: The breakdown of the fall in emissions across the different sectors, within Hampshire, from 2005 to 2019.

In 2019, the transport sector was responsible for the biggest share of carbon dioxide emissions (50.37%). The household (domestic) was the second highest emitter of carbon dioxide at 30%, followed by the industrial and commercial sector at 22%. The public sector emitted the smallest share. (2.26%, Figure 3<sup>5</sup>).

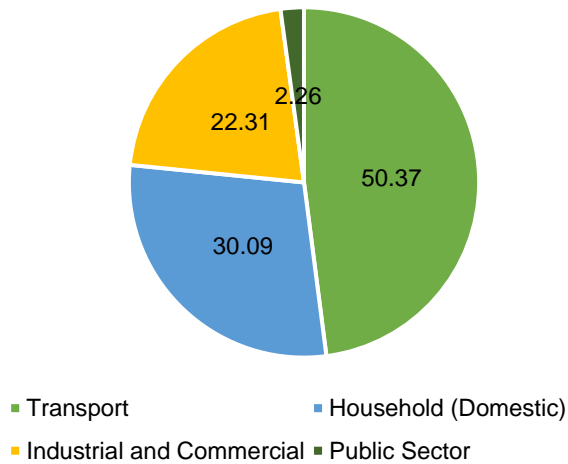


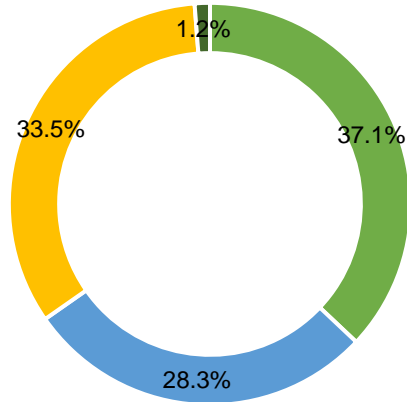
Figure 3: The share of carbon emissions (ktCO<sub>2</sub>) produced by each sector across Hampshire. These figures do not add up to 100% because this pie chart does not include the 5% reduction in emissions through land use sequestration.

<sup>5</sup> The figure does not include land use emissions as this sector produces a negative figure due to carbon sequestration.

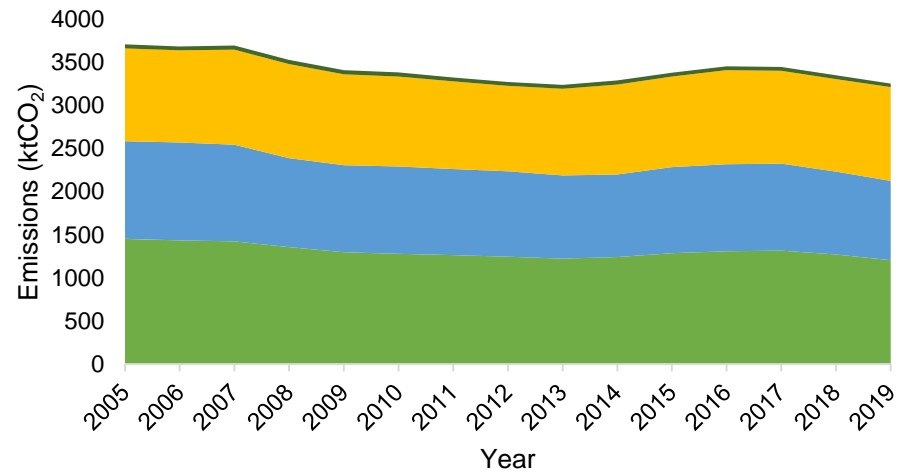
## 6.2 Transport

Within the transport sector, petroleum products are the primary source of emissions. Over a third of carbon dioxide emissions in 2019 were produced on A roads and minor roads (figure 4a). Whilst there were fluctuations in transport emissions between 2005 and 2019, the overall trend shows a slight decline over time (figure 4b). Between 2005 and 2019, there was a fall of 454.68 ktCO<sub>2</sub> (12.26%) produced by the transport sector within Hampshire.

Local authorities have scope of influence over A roads and minor roads ([Table 1](#)). These two road types produced the greatest percentage of emissions in 2019 (figure 4a). Hampshire County Council has a dedicated transport department who are working on improving the transport sector within the County. This will contribute to a fall in emissions on A and minor roads. Further information about how emissions from transport are being addressed as part of Hampshire County Council’s Local Transport Plan 4 can be viewed on the [LTP4 webpage](#).



■ A roads ■ Motorway ■ Minor roads ■ Diesel railways



■ A roads ■ Motorways ■ Minor roads ■ Diesel railways

Figure 4a: 2019 transport emissions by source.

Figure 4b: Transport emissions, 2005 and 2019 in ktCO<sub>2</sub>.

### 6.3 Household (Domestic)

In 2019, domestic gas produced the highest share of household carbon dioxide emissions (64%, figure 5a) and consequently 19% of all emissions. This suggests that to meet the Hampshire climate target of carbon neutrality by 2050, the way homes are heated will need to change. Between 2005 and 2019, household (domestic) carbon dioxide emissions fell by 1212.28 ktCO<sub>2</sub> (38.24%). Electricity has seen the greatest fall in this sector (figure 5b), due to the decreasing carbon intensity of the grid whilst emissions from domestic gas use have stayed relatively constant.

The decarbonisation of the national grid has clearly had a major effect on electricity emissions<sup>6</sup>. Therefore, while local authorities have scope of influence over both local demand and supply within the sector (Table 1), the recorded carbon dioxide emissions estimates are currently mostly driven by electricity grid changes that are occurring at a national level. Details about the more local work that is being carried out to reduce household emissions, including work on retrofit and community energy, can be found in the climate change annual report 2022.

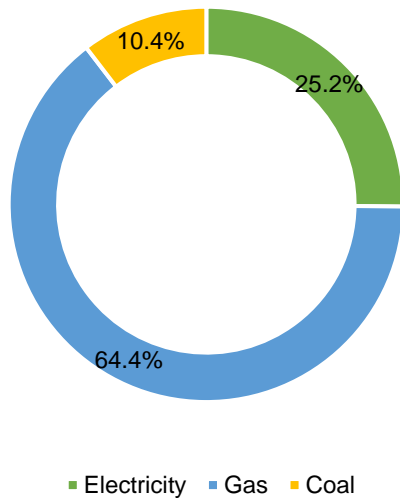


Figure 5a: Household (domestic) emissions by fuel type, 2019.

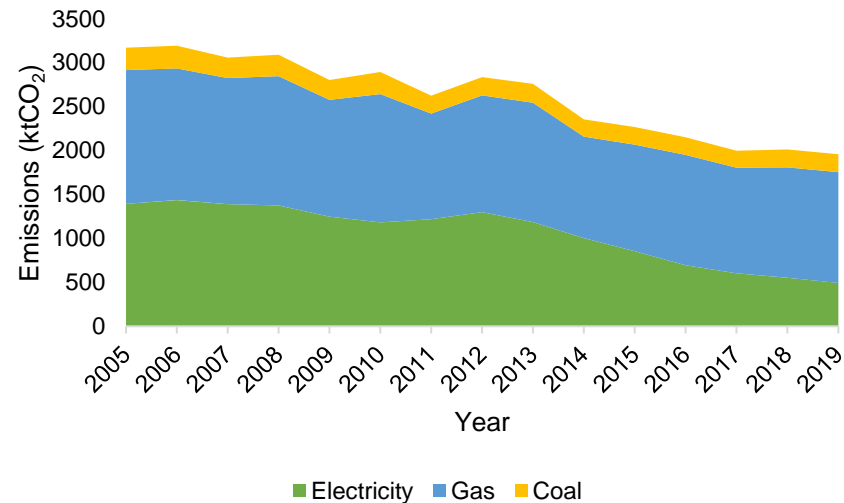


Figure 5b: Household (domestic) emissions, 2005 to 2019.

<sup>6</sup> Analysis conducted for Hampshire County Council by the University of Southampton suggests domestic electricity use only fell by 7% in the period 2010-2019, compared to the halving of domestic electricity emissions shown in the figure.

### 6.4 Industrial and Commercial

Fossil fuels are still the main fuel type used by the industrial and commercial sectors. Gas and manufactured fuels produced the highest combined share of carbon dioxide emissions in 2019 (figure 6a). However, the industrial and commercial sectors saw a decline of 2570.59 ktCO<sub>2</sub> (64.21%) between 2005 and 2019 (figure 6b) largely due to the reduction in coal use and the reduction in grid electricity carbon intensity mentioned above.

Local authorities have limited influence on the fuel types that are used in large industrial installations ([Table 1](#)). However, Hampshire County Council are working with businesses to reach carbon neutrality within the County. For example, during COP26, an event was held involving 50 businesses sharing their ideas and innovations for solutions to achieve sustainable carbon neutral targets.

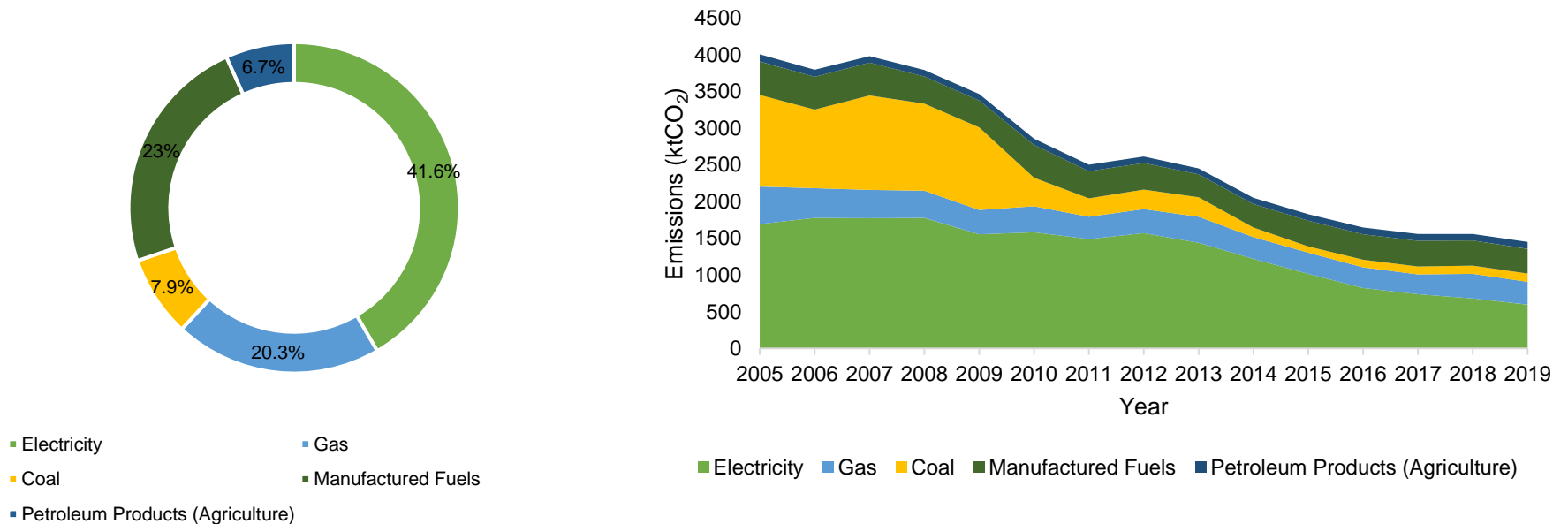


Figure 6a: Industrial and commercial sector emissions by fuel type, 2019.

Figure 6b: Industrial and commercial emissions, 2005 to 2019.



## 6.5 Public Sector

The Public Sector carbon dioxide emissions are made up of emissions from public administration and defence, compulsory social security, education, human health and social work activities, and residential care activities. In 2019, gas was the main source of carbon emissions in the public sector (57%) largely from heating buildings. Electricity was the other main source of carbon dioxide emissions in 2019 (figure 7a).

Between 2005 and 2019, carbon dioxide emissions declined by 207.49 ktCO<sub>2</sub> (54.34%) (figure 7b). As above, this appears to be driven by reductions in other fuels and the decreasing carbon intensity of the grid. Emissions from gas use have stayed largely constant. Local authorities have a scope of influence within the public sector ([Table 1](#)). Within Hampshire County Council's own estates, behavioural change programmes and energy efficiency initiatives such as boiler efficiency upgrades, along with large scale upgrades to LED lighting since 2005 have seen a reduction in carbon emissions. For more details about the Hampshire County Council estate emissions, [see here](#).

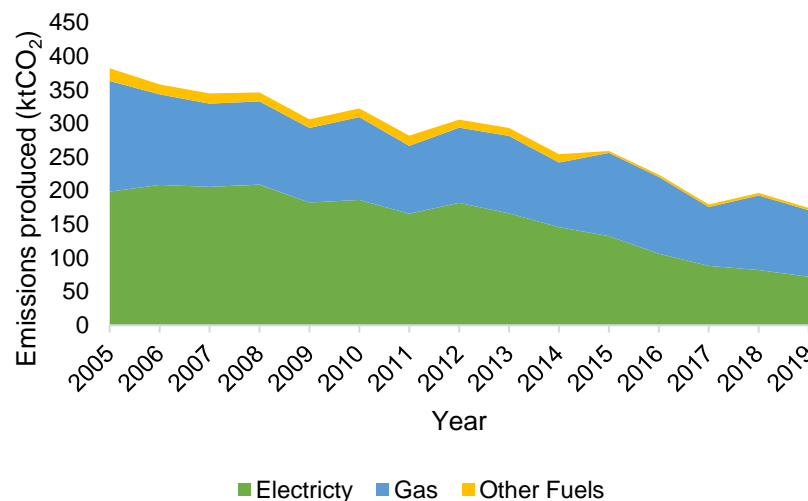
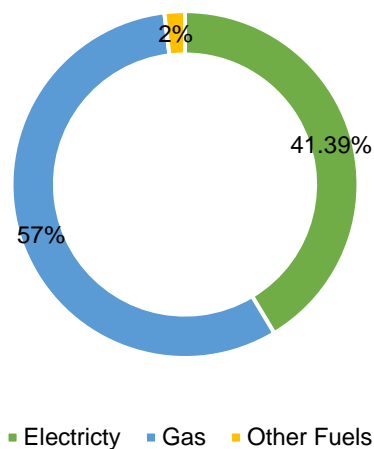


Figure 7a: Public sector the carbon emissions by fuel type, 2019.

Figure 7b: Public Sector emissions, 2005 to 2019.

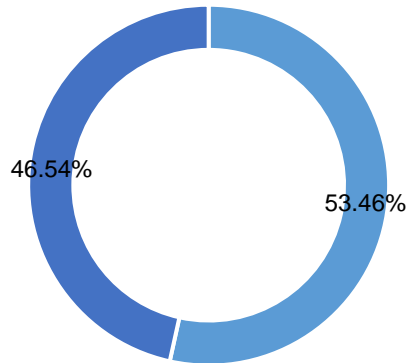
### 6.6 Land Use Emissions

Carbon sequestration in the land use sector means net carbon dioxide emissions from this sector are negative. In 2019, Hampshire’s land had a net sequestration of 377.14 ktCO<sub>2</sub>, equivalent to 5.04% of carbon dioxide emissions ([figure 3](#)).

Depending on usage, land can have positive or negative net carbon emissions. Settlements and croplands are net emitters while forests and grassland are carbon sinks. Within the land use carbon dioxide emitters, settlements released 53.46% of land use carbon dioxide emissions, whilst cropland contributed 46.54% (figure 8a). Forestland had the greatest influence, accounting for 71.22% of land use sequestration (figure 8b). In 2005, net emissions for land use were 266.46 ktCO<sub>2</sub>. Therefore, between 2005 and 2019, land use net emissions sequestration increased by 110.68 ktCO<sub>2</sub> (41.54%) (figure 8c). Therefore, in 2005 the land use sector was releasing more carbon dioxide than in 2019.

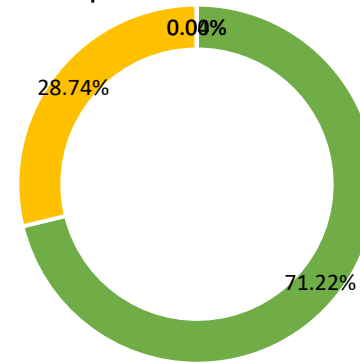
Hampshire County Council is able to influence wider land use sequestration through the [Hampshire Spatial Framework](#) for environment and infrastructure projects, as well as through its own estate such as the county-owned farms policy, tree planting and management of country parks. Since 2019, 28,573 trees have been planted by the County Council. The County Council has also been appointed as provisional Responsible Authority for the preparation of the Local Nature Recovery Strategy for Hampshire.

Land use carbon dioxide emissions



■ Cropland ■ Settlements

Land use sequestration of carbon dioxide



■ Forest Land ■ Grassland ■ Wetlands ■ Harvested Wood Products

Figure 8a: Carbon dioxide emissions in the land use sector, 2019.

Figure 8b: Sequestration in the land use sector, 2019.

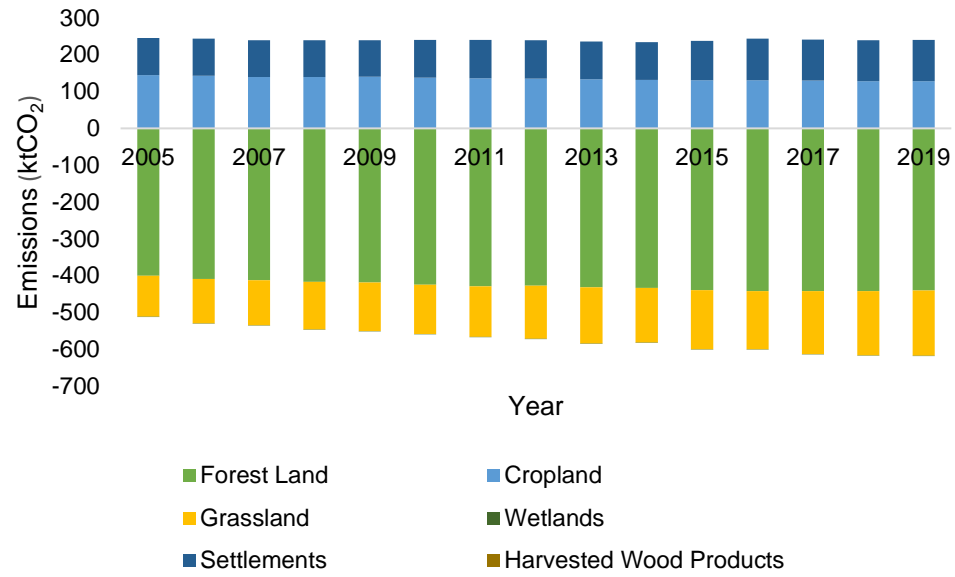


Figure 8c: Carbon dioxide emissions and sequestration in the land use sector, 2005-2019

## 6.7 Comparison between 2017 and 2019

The figures from 2017 and 2019 are compared because the initial baseline that was produced by Hampshire County Council in 2020 used figures from 2017. Between 2017 and 2019, there was an overall reduction of 434.97 ktCO<sub>2</sub> (6.29%) emitted from the area across all recorded sectors. Table 2 shows that the public sector had the greatest fall in emissions (33.96%) from the smallest base, whilst household (domestic) emissions saw the smallest change.

It can also be seen that sequestration through land-use increased slightly.

Table 2: Carbon dioxide emissions (ktCO<sub>2</sub>), 2017 and 2019

<b>Hampshire (ktCO<sub>2</sub>)</b>	<b>2017</b>	<b>2019</b>	<b>Difference in emissions</b>	<b>Percentage change</b>
Transport	3471.34	3276.60	194.74	-5.61%
Household (Domestic)	1999.26	1957.61	41.65	-2.08%
Industrial and Commercial	1555.92	1433.03	122.88	-7.90%
Public Sector	264.00	174.33	89.66	-33.96%
Land Use	-372.61	-377.14	4.53	-1.20%
<b>Total</b>	<b>6917.90</b>	<b>6464.44</b>	<b>434.97</b>	<b>-6.29%</b>

## 7.0 Why is there a difference between the data produced by the Carbon Trust in 2020 and the BEIS data used within this report?

The methodology used by the Carbon Trust in the development of the first baseline report in 2020 differed from the BEIS methodology in some significant ways. The primary difference was the inclusion of certain heavy industries (such as the Fawley power station in the New Forest), alongside emissions from manufactured fuels in the domestic sector. Emissions from bioenergy and waste in the industrial/commercial sector was also a difference. In contrast, the BEIS data “show (energy) emissions allocated on an “end-user” basis where emissions related to energy use are distributed according to the point of emission, other than emissions from waste management which are distributed based on where the waste was produced” (BEIS, 2021).

## 8.0 Next steps and recommendations

One of the roles of the [Climate Change Expert Forum](#) is to advise the County Council on its progress in delivering against its targets and commitments within the Climate Change Strategic Framework. A member of this forum, from the University of Southampton, is acting in an advisory role, and has recommended:

- The council should establish how to model policy impact and assess change, particularly regarding the relationship between the climate change framework of strategic programmes and major emissions sources. Every five years when the strategic framework needs to be renewed, the baseline emissions will be examined to determine the progress against the five-year carbon budgets (in addition to the annual update on emissions).
- Working with the District and Borough Councils will continue to establish how data can be shared to promote consistency and how partnership working can better address major sources of emissions.
- BEIS has now included methane and nitrous oxide emissions within their local and regional dataset. Therefore, these greenhouses gases will be included.
- Hampshire County Council has been nominated to sit on BEIS' Local Net Zero Forum's Task and Finish group on Data and Reporting. This group will explore issues around local government data, reporting and metrics on net zero activity, and to make recommendations on next steps. This task and finish group aims to look at the data that is available, how it can be improved, how to develop more consistency and transparency in reporting, and the role of digital developments to support place-based net zero planning, (understanding that different places will have distinct data needs). The aim is not to duplicate existing data and reporting but to discuss where improvements can be made.

## 9.0 Impact of COVID-19 on future reporting of emissions

Due to the uncommon circumstances of the coronavirus pandemic, the data that is being analysed this year (from 2019 datasets) will be the last data set for several years that will not be influenced by the implemented lockdowns. The BEIS data that will be recorded over the next few years will be data that was collected during the coronavirus pandemic. The coronavirus pandemic has had large social and economic impacts which will have resulted in changes to the greenhouse gas emissions produced. There is likely to have been an increase in household (domestic) emissions due to a larger percentage of the population working from home and consequently lower transport emissions.

Consequently, gaining a consistent picture of the carbon emissions produced will be more challenging and factors beyond the control of Hampshire County Council will have influenced the data. This will mean that understanding the impact of current mitigation actions will be a greater challenge.

As noted above, the 2020 carbon emissions data was released in July 2022. The decision was made to analyse the 2019 dataset as it reflects pre-coronavirus business as usual. A separate update on the 2020 greenhouse gas emissions figures will be given later in the year.

## 10.0 Conclusions

From 2022 the Council will use greenhouse gas emissions data from BEIS, replacing the methodology developed with the Carbon Trust in 2020. This simplifies the process and aligns the Council with other local authorities and central government. However, given the close alignment of major emissions sources between the two methods, the strategic priorities for carbon mitigation and climate change resilience remain unchanged.

The change in approach was made in consultation with the Expert Stakeholder Forum on Climate Change which has endorsed the methodology and advised on future considerations and next steps.

Overall, the net county-wide carbon emissions estimates for Hampshire in 2019 were **6,482.93 ktCO<sub>2</sub>**. This includes -377.14 ktCO<sub>2</sub> accorded to sequestration through land use and represents a reduction of 40.88% since 2005 and 5.13% since 2017.

The climate change team will continue to update the figures and include methane and nitrous oxide emissions in future reports, using the latest data that is available from BEIS.

## Carbon Mitigation Action Plan 2020-2025 Progress 2021-22

Project Area	Action	Service delivering	Co-benefits	Progress 2021-2022
<b>Transport</b>				
<b>Electrification</b>	4 engagement officers working with general public across Hampshire - attending events, meeting etc to raise awareness of Connect to Support Hampshire contributing to demand management for Adults' Health and Care. To minimise environmental impact these staff use electrical vehicles	Adults social care	Economic, Brand advertising (on vehicle livery) Raising awareness of positive reputation of HCC Health benefits from reduced air pollution	Fleet has been reduced to 2 vehicles, as engagement team was scaled back to 2 people. Vehicles continue to be used for transporting materials to and from events across the County as they have been resuming again.
<b>Electrification</b>	ETE department to change all (suitable) diesel vehicles to Electric.	Highways (commissioning)	Economic, saving in running costs. Health benefits from reduced air pollution.	Ongoing with new electric cars and vans due in 22/23.
<b>Electrification</b>	Transition Skanska HHSC Operational fleet (3.5T, 7.5T 15T) to electric.	Highways (commissioning)	Economic, saving in running costs. Health benefits from reduced air pollution.	Ongoing for very small vans.
<b>Electrification</b>	Transition Skanska company car fleet to hybrid and electric.	Highways (commissioning)	Economic, saving in running costs. Health benefits from reduced air pollution.	Ongoing
<b>Electrification</b>	Look at travel plans for site teams and personnel visiting site or provide electric pool vehicles for members of staff regularly traveling for work.	Highways (commissioning)	Economic, saving in running costs. Health benefits from reduced air pollution.	Ongoing
<b>Electrification</b>	Geotechnic and Land Survey vehicles to change to electric where appropriate (4x4 electrics not readily available).	Highways (commissioning)	Economic saving in running costs Health benefits from reduced air pollution.	Under review due to battery power.
<b>Electrification</b>	Transition Skanska equipment / plant to electric	Highways (commissioning)	reduced transport pollution costs and time	Trials and ongoing work across all plant and equipment. All routine maintenance vegetation operations, such as hedge trimming, leaf blowing, and minor tree-clearance works, are now being carried out with battery-powered strimmer's, chain saws, leaf blowers and the like.  Larger types of plant are becoming available, and we piloted the use of a new-to-market electric dumper which provides more than an 85% reduction in CO2 emissions. A new battery electric loader and an electric plate compactor have also been trialled in one of the depots

Project Area	Action	Service delivering	Co-benefits	Progress 2021-2022
Electrification	To explore the possibility of introducing an Ultra-Low Emission Vehicles (ULEVs) scheme across Hampshire County Council (HCC).	HR	The Ultra Low Emission Vehicles scheme would play a key role in contributing to and embedding HCC's Climate Change Strategy as it promotes an environmentally-friendly method of transport which reduces the carbon footprint. It also has financial benefits for both the employee and employer (Tax and NI) as it is administered via salary-sacrifice. It would also form part of an employee's total reward package which may improve levels of engagement and act as a staff retention and motivation tool	Proposals being put forward for consideration
Electrification	Actively trial and promote new vehicle technology when it arrives on the market e.g. electric minibus	CCBS	Reduced air pollution	We are continuing to seek opportunities to test and trial new, or more green, vehicle technologies.  Still limited offerings due to global parts shortages. Also a reluctance for manufacturers to test electric base vans to the correct braking standard for conversion to minibuses. No manufacturer built EV minibuses on the market.
Electrification	Default position to be electric vehicles as part of the HCC fleet replacement transition.  Now this has been agreed, there needs to be guidance and challenge to departments on fleet replacements and new vehicle requests.	CCBS	Health: reduced GHG emissions, improved air quality, Economic: reduced running costs of vehicles	The main challenge has been in relation to behaviour change and overcoming barriers to change - charge point and range anxiety. We have actively engaged with services to discuss options, provide realistic options, and organise the appropriate charge point infrastructure.  There are currently 52 EV's in HCC's vehicle fleet (33% of eligible in-scope vehicles have been transitioned to EV to date).
Electrification	<b>COMPLETE</b> Public facing EV charging points to be supplied by a 100% renewable supplier.  Provision of renewable energy EVCPs for HCC, subject to HCC decision on REGOs.	CCBS	Expansion of EV network for EV drivers; Improved air quality	Complete
Electrification	Provision of pilot on-street residential electric vehicle charge points	Highways (traffic)	Expansion of EV network for EV drivers with a focus on residents; Improved air quality	Phase 1 pilots, usage (kWh) continues to grow. Year 1 report to be produced in May/June 2022. Phase 2 designed and to be delivered in 22-23.



Project Area	Action	Service delivering	Co-benefits	Progress 2021-2022
Travel planning	Bid for schemes that enable us to decarbonise transport systems	Strategic Transport	decarbonising the transport system	The UK levelling up agenda and reduction in government grants has meant that HCC has recently had limited success. Highlights include, capacity funding for public transport, grants for supporting bus operators, and small sum for active travel. Lowlights have been a zero funding settlement for HCC's Bus Service Improvement Plan.
Travel planning (reduced travel)	Review and implement HCC's own Corporate Travel Plan to reduce car alone journeys for both commuter trips and business trips.	Strategic transport	Staff attendance, reputation, physical health, mental health, congestion, improved local relations, air quality, life skills, road safety, financial savings (individual and corporate), carbon reduction, viability on local public transport services,	This activity is progressing in parts, but the combined impact of the pandemic which has unsettled staff travel patterns, and the need to do new policy work such as school streets, has required the reallocation of resources to other priorities.
Travel planning (reduced travel)	Through travel planning measures, in both regulatory and voluntary capacity, support residential development, workplaces and schools on the reduction in car alone journeys on Hampshire's roads	Strategic transport	Physical health, mental health, congestion, improved local relations, air quality, life skills, road safety, financial savings, carbon reduction, viability on local public transport services, crime reduction, staff attendance	Significant progress has been made with regulatory and voluntary travel plans following the recent recruitment of a small team to undertake this activity. School Street pilots are drawing to a close and will be evaluated soon.
Travel planning (reduced travel)	Green scheduling of work/jobs to reduce carbon emissions through travel, winter maintenance	Highways (commissioning)	reduced transport pollution, costs and time	Delayed due to capacity.
Travel planning (reduced travel)	First time fix avoid duplicate visits. Also multi-skilled gangs to avoid multiple visits.	Highways (commissioning)	reduced transport pollution, costs and time	Ongoing
Travel planning (reduced travel)	<b>Complete</b> Transport and health needs assessment	Public health	Health	As per 2021-2022 - action complete.
Travel planning (reduced travel)	Work with providers to develop provision according to needs within the Hampshire boundaries.	Children's' services	Reduction in costs to travel budgets Increase in outcomes for children through greater variety of placements and placements closer to home Health benefits from use of public transport through encouraging walking to get to transport	The Modernising Placements Programme (MPP) continues as per the plan. The new fostering households target has increased further, and the programme remains on track.
Travel planning (reduced travel)	Increase the number of in house foster carers, and increase occupancy in the in house residential provision.	Children's' services	Reduction in costs to travel budgets Increase in outcomes for children through greater variety of placements and placements closer to home Health benefits from use of public transport through encouraging walking to get to transport	The Modernising Placements Programme (MPP) continues as per the plan. The new fostering households target has increased further, and the programme remains on track.

Project Area	Action	Service delivering	Co-benefits	Progress 2021-2022
Travel planning (reduced travel)	Consider the climate impact alongside safeguarding when making decisions about placements.	Children's' services	Reduction in costs to travel budgets Increase in outcomes for children through greater variety of placements and placements closer to home Health benefits from use of public transport through encouraging walking to get to transport	The issue of placement suitability and capacity is currently a national crisis. We are confident that MPP will positively contribute, as does our investment and commitment to local Hampshire foster carers and Hampshire residential children's homes, but this remains challenging. Our residential strategy is exploring the increases of our internal residential estate.
Travel planning (reduced travel)	Increase the uptake of the use of pool cars when travelling outside of Hampshire and sharing of vehicles when staff are travelling to the same destination. Increase the use of public transport where possible and safe to do so	Children's' services	Reduction in costs to travel budgets Increase in outcomes for children through greater variety of placements and placements closer to home Health benefits from use of public transport through encouraging walking to get to transport	Pool cars are frequently used by staff and car sharing is routinely encouraged. Public transport is encouraged and supported where this is possible, efficient, and safe. Corporate comms reminders are published to the landing site when opening browsers.
Travel planning (reduced travel)	Provide accurate and timely travel information enabling people to vary their travel time, route and mode to minimise congestion	Highways (traffic)	Air quality	The ROMANSE Twitter account was created in April 2009 and has amassed 21,173 followers to date. ROMANSE website traffic between 2 May 2021 - 30 Apr 2022 shows 258,521 page views, with 70% returning visitors. This shows that the public are using the ROMANSE output to make informed choices depending on current events on our transport network, where they can compare CCTV, a live traffic flow map and Twitter notifications.
Travel planning (reduced travel)	Enhance on-street parking and loading controls to reduce congestion	Highways (traffic)	Health (decrease in acute and long term conditions due to poor air quality)	Executive Member Decision to end all seven remaining agencies and create a single countywide parking service. Measures may be identified and prioritised for investigation subject to operational funding
Travel planning (reduced travel)	Optimise traffic control assets to minimise stops and delay	Highways (traffic)	Health (decrease in acute and long term conditions due to poor air quality)	Generally only undertaken in response to reported or observed concerns.
Travel planning	*NEW Equipment prescribers to ensure items fully explained and accepted, prior to request & to order all items for each person together to reduce multiple visits	Adults social care	economic, improved customer service and communication	Restarting training this year to train prescribers to issue equipment correctly. We have also produced a how to guide on equipment prescription. We are using technology to route journeys. Furthermore, we track vehicles to look at speeding and poor driving habits as well as using HVO fuel to reduce carbon emissions.
Travel planning (reduced travel)	*NEW Booking service users and carers into community hubs/ virtual appointments rather than social workers travelling to individual services/ service users homes	Adults social care	Better community links, and impacts on social isolation	Community hubs paused during Covid with appointments taking place virtually instead. Community hubs model for appointments to be re-visited now that Covid restrictions have been lifted although virtual appointments to continue where appropriate.

Project Area	Action	Service delivering	Co-benefits	Progress 2021-2022
Travel planning (reduced travel)	To provide community transport using a minibus for vulnerable older people who need transport e.g. for shopping, Doctors appointments. The communal transport provision reduces the need for individual trips e.g. via taxis	Adults social care	Reduced social isolation supports independent living	Service has resumed as of February 2022 and is running at full capacity. Met with project leads in April 2022 and to date the project has assisted 454 unique users with 1431 individual journeys. User feedback suggests that had the service not been in place 16% would have used their own car (rather than the group transport) 63% would have used higher cost options such as Taxis and 21% would have cancelled their health appointment owing to a lack of transport. The project continues to deliver against its aim of reducing social isolation and loneliness with 72% of respondents stating they felt less isolated from their communities.
Digital enablers	<b>Complete</b> Writing in service specifications that providers need to engage with service users through digital means (e.g. sexual health services) reducing the need for travel to clinics	Public health	Health (providing timely care in a way that meets the patient's needs)	As per 2021-2022 - action complete.
Digital enablers	Using technology in care to support remote access	Adults social care	Increased productivity, costs, reduced wear and tear on fleet	Reintroducing Telemedicine into service. 50% of training now delivered online. Meetings held via teams where appropriate. Use of digital enablers to reduce paper and printing. Equipment available to staff where appropriate for flexible working and working from home. Increase in available devices and improvements in connectivity to allow for virtual service user visits where appropriate.
Digital enablers	Provision of Technology Enabled care (TEC) services in people's own homes. Enables the reduction or delay of more intensive Home Care with relies on staff visiting service users at home, therefore a reduction on car/transport usage for staff.	Adults social care	Health (providing timely care in a way that meets the patient's needs)	We now provide TEC services to in excess of 14,000 individuals across Hampshire, making a significant impact in reducing reliance on more intensive forms of care delivery.
Digital enablers	Consider greater use of tele-conferencing to reduce time wasted travelling to/from meetings and vehicle use anyway.	highways (commissioning)	Reduce electricity/fuel costs, more efficient use of staff time at work, congestion benefits, better work life balance.	Fully embedded.
Digital enablers	Consider HCC managed Design working at home to reduce commuting in and out of Winchester.	highways (commissioning)	Reduce electricity/fuel costs, more efficient use of staff time at work, congestion benefits, better work life balance.	Fully embedded.
Digital enablers	Flexible working practices including teleconferencing, the use of drop-in centres and working from home	Public health	Reduce electricity/fuel costs, more efficient use of staff time at work, congestion benefits, better work life balance.	Complete - PH largely now work from home as a permanent arrangement, with all members of staff working flexibly in a hybrid fashion. Unnecessary travel is actively discouraged.
Digital enablers	Embed a culture of working flexibly through the use of devices, Microsoft Teams, conferencing, Skype etc.	Children's' services	Reduce electricity/fuel costs, more efficient use of staff time at work, congestion benefits, better work life balance.	Complete - The use of virtual meetings is now encouraged and supported across CSD where appropriate and where it does not impinge on the quality of our interventions with children and families.

Project Area	Action	Service delivering	Co-benefits	Progress 2021-2022
Digital enablers	*NEW Completing more customer facing tasks on the phone and online	Adults social care	Quicker outcomes promoting prevention	CART is in the early stages of improving Chatbot functionality on their webpages to encourage the public to make referrals online as well as signpost via automated flows to online resources. This will improve comms to service users by using the Chatbot welcome message to communicate key information. The Chatbot is part of the work to improve the department's front door by making the most of new technology to support callers to self-serve their queries as far as possible, improve customer experience and create more capacity amongst frontline teams.  Work to improve the Chatbot functionality will be completed during 2022/23.
Digital enablers	Using technology including telephone conference calls to enable flexible working whilst reducing emissions and avoiding fossil fuel consumption in travel. Using mobile technology as an alternative to home visits	Adults social care	Family friendly employment practices; less reliance of office space	During Covid-19, in so far as possible and appropriate, AHC staff worked remotely from home, utilising technology which significantly reduced travel. During 2021-22, face to face social work visits have resumed and teams have established 'new ways of working'. Whilst this has seen more people travelling to office locations for work, this has largely been on a Hybrid basis and working patterns have not returned to pre-pandemic levels of travel and office based working. In view of SP25, there is interest in establishing more 'back office' staff as home workers.
Active travel	To explore the possibility of introducing a Cycle to Work scheme across Hampshire County Council (HCC).  [n.b. Hampshire Fire and Rescue Service and Hampshire Constabulary already have a Cycle to Work scheme in place]	HR	Cycle to Work is a government initiative to encourage cycling as a means of transport to work. It reduces carbon emissions and promotes a healthy lifestyle. It also has financial benefits for both the employer and employee (Tax and NI) as it is administered via salary sacrifice	Proposals being put forward for consideration
Active travel	<b>Complete</b> Developing evidence on health benefits of alternatives for transport	Public health	Physical health, mental health, air quality, life skills, road safety, financial savings	As per 2021-2022 - action complete
Active travel	Supporting behaviour change around active travel to schools including travel audits, transition from early years to primary and primary to secondary. This work is targeted to areas with poor air quality, higher deprivation and higher levels of obesity). Scootability training in schools. Also, the active travel team project to engaged with schools and local businesses (e.g. segensworth) around drop-off and pick-up practices through monitoring air quality around the school site	Public health	Physical health, mental health, air quality, life skills, road safety, financial savings	School Streets first phase has now been evaluated; the scheme has also been extended for another year.
Active travel	Supporting active travel team with community travel plans (Whitehill and Bordon new developments)	Public health	Physical health, mental health, air quality, life skills, road safety, financial savings	Better points scheme has been trialled in Whitehill and Bordon to incentivise active travel.

Project Area	Action	Service delivering	Co-benefits	Progress 2021-2022
Active travel	Encouraging staff to walk or cycle to work, and use park and ride facilities	Public health	Physical health, mental health, air quality, life skills, road safety, financial savings	PH largely now work from home as a permanent arrangement, with all members of staff working flexibly in a hybrid fashion. When travel is necessary, most staff drive and use park ride facilities, with many staff also cycling, walking and using public transport.
Active travel	Work with ETE to provide input into Hampshire's local transport plan and district movement strategies - give advice and guidance on air quality, active travel and health benefits	Public health	Health (increased physical activity)	PH provided further input on LTP4 prior to the public consultation - now pending outcome of public consultation in order to provide further input into thematic papers etc.
Active travel	Develop an active travel topic paper for LTP4 including developing HCC design principles for implementing better walking or cycling schemes.	Strategic transport	improved Quality of our cycling and walking environments	LTP4 includes an active travel section and is out to consultation till 26 June 22.
Active travel	Supporting schools with travel planning and measures (e.g. cycle training)	Public health	Health and educational benefits (increased physical activity, awareness environmental pollution)	PH continue to commission active travel team to carry out school travel planning initiatives.
Active travel	Encourage developers to consider better routes to schools in all new development to ensure they promote active travel and reduced car alone journeys.	Strategic transport	Physical health, mental health, congestion, improved local relations, air quality, life skills, road safety, financial savings, viability on local public transport services, crime reduction, reduced no. of complaints	Currently scoping a commission for service to develop development control and master planning guidance. Subject to consultation and then adoption this will support the emerging LTP4 policy on the same topic.
Travel - Delivery efficiencies	<b>COMPLETE</b> Deliver the reduction in GHG emissions from the integration of Couriers and County Supplies fleets	CCBS	Reduced carbon footprint, improved air quality	<b>COMPLETE</b>  In the first year after the Integration 1st June 2020 to 31st May 2021 the following was achieved:  25% reduction of mileage among County Supplies and Couriers vehicles (606,387 miles) from the 805,429 miles baseline set from 1st June 2019 to 31st May 2020.  9% reduction of fuel use among County Supplies and Couriers vehicles (101,609 litres) from the 110,678 litres baseline set from 1st June 2019 to 31st May 2020.  21% reduction in CO2e emitted (333,758KGCO2e) from the 424,830KGCO2e baseline set from 1st June 2019 to 31st May 2020.

Project Area	Action	Service delivering	Co-benefits	Progress 2021-2022
Public transport	To continue to offer staff incentives on public transport, such as discounts on railway / bus travel (i.e. South Western Railway currently offer discounts of up to 20% on season tickets)	HR	Offering staff benefits, including discount on public sector travel (i.e. South Western Railway currently offer discounts of up to 20% on season tickets) will continue to promote an environmentally-friendly form of transport (i.e. Less travel by car) which will help to reduce carbon emissions.	Proposals being put forward for consideration
Public transport	Partnerships with bus operators to improve vehicle emissions through new vehicle investment or retrofit existing buses with clean exhaust technology.	Strategic Transport	Economic, air quality; healthier lifestyles	Funding secured through DfT's Zero Emission Bus Regional Area fund. £6.9m for electric buses in Gosport, Fareham and Portsmouth. Joint bid with First Bus and Portsmouth CC for 34 new electric vehicles and associated infrastructure. Delivery in 2023/24. New fleet of Euro 6 specification buses to be launched on Eclipse in June 22.
Public transport	Continued operation and investment in public transport infrastructure (e.g. bus stops and priority measures), information (e.g. real time displays and leaflets) and promotion.	Strategic Transport	Economic, air quality; healthier lifestyles	Portsmouth & Southampton Transforming Cities Fund (TCF) projects are delivering bus priority measures, improved passenger facilities, quicker journey times by bus. Supported by more real time information screens, bus stop improvements and Solent Transport's Mobility as a Service public transport ticketing 'App'. There are now over 600 Real Time screens in Hampshire. 1km extension to the Fareham-Gosport BRT busway opened in 2021. Project to enforce bus priority measures by CCTV under development, helping to keep bus lanes clear and speed up bus services.
Public transport	Continued membership and engagement in Transport for the South East - Transport Strategy to 2050	Strategic Transport	Air quality, health benefits, economic benefits (reduced road congestion).	Work with TfSE to bring forward a Strategic Investment Plan (SIP) is reaching its conclusion following significant technical work. HCC will formally respond to the SIP later in the year.
Public transport	<p>Develop a new public transport Strategy as part of LTP 4:</p> <ul style="list-style-type: none"> <li>•Develop and promote concepts for rapid bus inc. bus priority measures <ul style="list-style-type: none"> <li>•Develop and interchange plan for rail stations</li> <li>•Enhance existing integrated ticketing system</li> <li>•Enhance bus stop infrastructure across Hampshire</li> </ul> </li> <li>•Grant fund tap on tap off bus technology to improve the customer experience</li> <li>•Implement enforcement of bus lanes and use hypothecated income to subsidise public transport</li> </ul>	Strategic transport	Health, Environment, Economic and Social	LTP4 is out to consultation till 26 June 2022 and includes a public transport section

Project Area	Action	Service delivering	Co-benefits	Progress 2021-2022
Public transport	Delivery of recently won funding bids such as the Transforming Cities Programmes of work across South Hampshire, Future Transport Zones, Tranche 1 and 2 of the DfT's emergency active travel funding. Schemes include: Bus Rapid Transit, public transport ticketing schemes, cycling and walking infrastructure; transport interchanges; mobility hubs; smart logistics trials including use of drones, public realm improvements, Mobility as a Service (MaaS) products, Demand Responsive Transport (DRT) and possible e-scooter trials.	Strategic Transport	Air quality, traffic easing, health, economic	Good progress is still being made on multiple programmes. For detail see ETE capital programme reports and updates for progress
Fuel type	Trial fuel additives / fuel alternatives to Skanska vehicles on HHSC.	Highways (commissioning)	Economic, saving in traditional fuel and possible maintenance costs. Health benefits from reduced air pollution	HVO fuel now in all HCC depot and used by Milestone and HCC owned vehicles.
Fuel type	Change the Skanska Dragon Patcher burners from Diesel to Kerosene.	Highways (commissioning)	Economic, saving in overall dragon patching costs.	Ongoing
Fuel type	Pilot of a Hydrotreated Vegetable Oil (HVO) fuel for 4 vehicles in County Supplies / HTM / Highways lab fleets, with HVO supply (fuel bowser) to HTM Micheldever site. If HVO trials are successful, transition to a HVO fuel for the HCC diesel fleet.	CCBS	Reduced air pollution	After a successful initial pilot of 4 vehicles, the pilot was expanded to all 5 depot bulk fuel sites in August 2021. All HCC vehicles now have access to HVO fuel. HVO is also being provided to partners. As of April 2021, 598,453 litres of HVO has been provided.
Air quality	Shaping air quality communication messages and campaigns	Public health	Health (decrease in acute and long term conditions due to poor air quality)	Continuing to support HCC comms as well as liaising with ETE to ensure corporate consistency. Continuing to work with District/Borough as well as colleagues within NHS to produce joined up messaging.
Air quality	Developing an air quality position statement to increase dialogue between ETE and public health Change to - work in partnership with ETE and district & borough colleagues to implement air quality recommendations.	Public health	Health (decrease in acute and long term conditions due to poor air quality)	Open dialogue between ETE and PH continuing
Air quality	AQMA - districts produce action plans on which PH may be invited to provide advice, guidance and data. The DPH also approves final AQMA's.	Public health	Health (decrease in acute and long term conditions due to poor air quality)	Ongoing as part of BAU

Project Area	Action	Service delivering	Co-benefits	Progress 2021-2022
Air quality	<b>*Complete</b> Air quality sub group of the Environmental Health Chief Officers group - present data and PHE toolkit on health benefits of AQ for every district	Public health	Health (decrease in acute and long term conditions due to poor air quality)	Complete
Air quality	Work with Town and Country Planning Association and ETE to deliver four workshops with partners across Hampshire to decide action on air quality. Implement recommendations as per the TCPA report May 2022.	Public health	Health	TCPA commissioned to deliver two further workshops to drill down salient actions around air quality. A final report has been produced with recommendations for air quality improvement which will be taken forward as part of a task and finish group.



Project Area	Action	Service delivering	Co-benefits	Progress 2021-2022
<b>Energy Distribution and Generation</b>				
Renewable energy	Where effective, using solar panels to reduce energy consumption	Adults social care	economic	All facilities where possible have been implemented
Renewable energy	Install PV panels on ETE depot buildings.	Highways (commissioning)	economic	Completed.
Renewable energy	Install PV panels on Trafalgar House building roof.	Highways (commissioning)	economic	Ongoing
Renewable energy	Install EV charging points in Trafalgar House Car Park.	Highways (commissioning)	economic	Ongoing
Renewable energy	All HCC instructed temporary site offices & messes to have PV panels and or wind turbines to be carbon efficient for medium sized sites (I.E. sites in excess of 4 months duration) or consider all sites	Highways (commissioning)	Economic, reduce air pollution	New specification written and included in model contract documents.
Renewable energy	<b>*Complete</b> Transition of energy supply for HCC estate to 100% renewables	CCBS	Reduced air pollution	Complete
Renewable energy	<b>*Complete</b> Provision of renewable energy supply to be added to the next energy frameworks by September 2020. Fully renewable energy to be included as optional in contracts for HCC & schools	CCBS	Reduced air pollution	Complete
Energy efficiency	Using LED light bulbs to reduce energy consumption whilst maintaining safety	Adults social care	Economic	Implemented in all services where appropriate
Energy efficiency	Ensuring that all computer equipment (laptops, monitors, etc.) are turned off when not in use and not left on standby overnight	ETE Business Support	Reduced electricity costs.	Ongoing as part of BAU
Energy efficiency	Changing policy for lighting new developments to reduce the extent to which street lighting increases over time	Highways (traffic)	Economic	Ongoing

Project Area	Action	Service delivering	Co-benefits	Progress 2021-2022
Energy efficiency	Retrofit LED lights in ETE depots and Skanska's Trafalgar House	Highways (commissioning)	Economic, employee wellbeing	Ongoing
Energy efficiency	Replacement of high-pressure sodium street lights with low energy LEDs	Highways (traffic)	Economic, reduce air pollution	Contract negotiations remain underway.
Energy efficiency	Replacement of incandescent traffic signal lanterns with low energy LEDs (will in some cases require whole sites to be upgraded to ELV, not just the lanterns to LED)	Highways (traffic)	Economic	New installations will be LED. At existing sites, incandescent lamps are replaced with LEDs when sites are refurbished.
Energy efficiency	De-illumination of traffic signs (where permitted in the Regs).	Highways (traffic)	Economic	Ongoing
Energy efficiency	Installation of low energy LED street lights at new developments (policy in place and now to only accept LED lighting for new developments)	Highways (traffic)	Economic	Ongoing
Energy efficiency	Completion of current LED programme (EPP4). LED lighting programme scheduled to continue for corporate estate buildings which did not meet EPP4 criteria.	CCBS	Cost reduction	1 project currently in progress to install LED lighting at HSS. Residual amount of funding left, and likely 1 more project will be undertaken this financial year to spend this.
Energy efficiency	Continuation of schools' Energy Performance Programme.  The Schools Energy Performance Programme provides an opportunity to look at energy improvement works to reduce energy use, carbon and revenue cost by installing various measures and improvement works such as LED Lighting, pipework insulation, heating controls etc, following an energy survey being carried out.	CCBS	Cost reduction	Currently on hold. Salix no longer operate the loan scheme. Property Services are looking into alternative ways to continue this programme.

Project Area	Action	Service delivering	Co-benefits	Progress 2021-2022
Decarbonisation	<p align="center"><b>*NEW</b> Public Sector Decarbonisation Scheme Programme</p>	CCBS	Economic	<p>The Grant funded Phase 1 Decarbonisation Programme is now more than 90% complete and is progressing well to its conclusion this Summer in accordance with Salix Public Sector Decarbonisation Scheme (PSDS) timelines.</p> <ul style="list-style-type: none"> <li>- 72 sites have received double glazing</li> <li>- 252 sites have received solar PV roof panels</li> <li>- 15 sites have had boiler conversions from oil to gas</li> <li>- 15 sites have had cavity wall installations</li> <li>- 65 sites have received upgraded heating controls</li> </ul> <p>The Phase 1 Decarbonisation Programme represents a serious commitment to carbon reduction and includes both corporate and school sites.</p> <p>Preparatory work is commencing in readiness for bidding for a further round of PSDS funding in the autumn.</p>
HCC emissions	<p>Calculate carbon footprint (scope 1, 2 &amp; 3) of HCC Corporate Estate annually, in a 'State of the Estate' report, in order to develop a targeted plan to tackle worst performing assets as a priority.</p>	CCBS	Economic and environmental	<p>An Energy League table has been established measuring the Scope 1 and 2 carbon footprint of all HCC buildings. This will enable us to tackle the worst performing assets as a priority.</p> <p>An Energy Decarbonisation Plan is being developed. The Energy Decarbonisation Plan comprises a Heat Decarbonisation and a Power Decarbonisation Plan.</p> <p>A Low Carbon Construction Plan is further being developed to ensure that new buildings align with the Council's Climate Change Long Term Strategy.</p>

Project Area	Action	Service delivering	Co-benefits	Progress 2021-2022
<b>Buildings and Infrastructure</b>				
Energy efficiency	<b>*Complete</b> Repairing, upgrading and investing in buildings	Adults social care	Buildings operate effectively in extremes of temperature, lower energy consumption, more efficient heating	Completed in all services where facilities that would benefit were identified in 2020-21
Highways construction/materials	Providing input into Local Plans to promote walkable streets through creating safe, attractive and convenient routes	Public health	Health (increased physical activity), social (decreased crime/anti-social behaviour)	Ongoing as part of BAU
Highways construction/materials	Planning of asset location to accommodate future road work and maintenance implications - Already undertaken but could look at improving this with Developers.	Highways (commissioning)	Economic, reduce air pollution	Updating Technical Guidance for HCC and developers
Highways construction/materials	Change all (suitable) Hot machine laid materials to 'Warm Mixes' for use on the highway network.	Highways (commissioning)	Economic, saving in electricity costs.	Embedded in HHSC and model contract documents. There has been an increase in the use of warm mix/cold lay asphalt for resurfacing schemes.
Highways construction/materials	Increased incorporation of RAP (Recycled asphalt pavement) into all hot asphalt.	Highways (commissioning)	Economic, saving in electricity costs.	Ongoing
Highways construction/materials	Change all (suitable) Hot binder course materials to 'cold lay' for use on the highway network.	Highways (commissioning)	Economic, saving in electricity costs.	Rolled out in 22/23 programme, further trials and learning required.
Highways construction/materials	Use HBM as base and binder course material wherever possible on highway network.	Highways (commissioning)	Economic, saving in electricity costs.	Embedded in HHSC and model contract documents. Highways are continuing to work with the term contractor to increase the use of recycled materials in highway functions, such as HBM and cold recycled bituminous bound materials (CRBM) in the construction of carriageways and footways.
Highways construction/materials	Use recycled plastic kerbs and plastic gully covers for use on the highway network.	Highways (commissioning)	Reduced musculoskeletal injuries, economic	Not yet standard in HHSC, further contract guidance required.
Highways construction/materials	Use recycled plastic street furniture, and recycled plastic traffic management equipment for use on the highway network. Produce more locally sourced materials for use on highway network	Highways (commissioning)		Trials being undertaken
Highways construction/materials	Use of above ground sensors at traffic signals - i.e. no loop detectors in the carriageway to minimise impact to maintenance and disruption to road users and number of site visits required and amount of disruption required	Highways (Traffic)	Economic	Above ground detection routinely used in place of inductive loop detection within the carriageway where appropriate. Anticipated technology innovation is likely to expand use beyond current limitations.

Project Area	Action	Service delivering	Co-benefits	Progress 2021-2022
Highways construction/materials	Cement and lime stabilisation, use where ground conditions are poor - reduction in requirement to bring materials into and off of site.	Engineering Consultancy	Assessment of environmental benefit is difficult and needs to be done on a site by site basis and has restricted use to mainly greenfield sites where the ground conditions are suitable. Note the framework contract would often be required to take on design liability for this element and may not be willing or able to do so.	Requirement to consider suitability of use on a scheme-by-scheme basis to be incorporated into the Pavement Foundation Design Technical Guidance Note to be published summer 2022. The Technical Guidance note being used for all Engineering Consultancy Schemes but also by districts, partners and external developers.
Highways construction/materials	Innovation quality questions in tender selection, to encourage carbon reduction	Engineering Consultancy	The identification and trialling of new low carbon techniques and materials	Draft specification for the use of low carbon energy on construction sites has been drafted and will be incorporated into all new highway contracts by summer 2022. This includes the use of HVO fuel/ULEVs/renewable energy sources for temporary site accommodation for both HCC accommodation/plant and contractors accommodation/plant. Approval for funding of development project with framework contractors approved to help develop suitable measures to include in contracts (directly specified or through quality measures). Work to progress on this element summer 2022.
Highways construction/materials	Update/Change all ETE technical guidance, surfacing options documents, Model contract docs, and all other Highway and infrastructure related policies, procedures, guidance and advise to specify carbon reduced materials, methods or working, use of recycled materials etc in all future projects/works and the like.	highways (commissioning)	Economic, saving in traditional fuel and possible maintenance costs. Health benefits from reduced air pollution?	The review and work on the ETE technical guidance documents is well underway. Review of materials has commenced with some trials and these are being written into the technical guidance.
Highways construction/materials	Ensure technical teams have the appropriate training and skills to facilitate the development of low carbon solutions.	Highways (commissioning)	Economic, reduce waste	Climate/carbon workshops undertaken and learning across all staff improving
Minerals infrastructure	Establish baseline emission data and monitoring schemes for minerals infrastructure proposals.	Strategic Planning	Economic and health	We are seeking to establish a baseline through revisions to the policies in the Partial Update of the Plan. Work has also commenced on the revised validation checklist which will look at climate change assessment requirements.
Minerals infrastructure	Review and update the Hampshire Minerals & Waste Plan and its policies to enable establishment of carbon baseline, monitoring and implementation of carbon reduction measures.	Strategic Planning	Economic and health	Work is ongoing on the Partial Update of the Plan however this has been subject to delay and a revised Local Development Scheme will be subject to Cabinet and County Council decisions in June/July 2022. Work has also commenced on the revised validation checklist which will look at climate change assessment requirements.
Waste Infrastructure	Review, baseline and develop plans. Emissions from throughput monitored daily, input material part of review. Consideration of regional infrastructure options.	Waste and resource management	Economic and health	Energy Recovery Facility emissions are monitored by Veolia for permitting conditions. Veolia are looking at haulage mileage. Veolia are trialling biodiesels in some of their HWRC haulage.

Project Area	Action	Service delivering	Co-benefits	Progress 2021-2022
<b>Residential</b>				
<b>Energy efficiency and reduction</b>	Providing advice and heating solutions for those who struggle to heat their homes, particularly those most vulnerable to the cold (Hitting the Cold Spots).	Adults Social care	Improved health for those who are particularly susceptible to the cold. Improved economic situation where more cost effective heating solutions are identified. Reduced fuel poverty. Greater social support as more likely to have friends visit	<p>Estimated lifetime carbon savings resulting from energy efficiency measures installed (tCO2e): 1,597.34</p> <ul style="list-style-type: none"> <li>• No. of people assisted by advice line: (including some who continued to receive support from previous year) 1070</li> <li>• Practical measures installed: 186</li> <li>• Level of external funding leveraged: £214,371.91</li> <li>• Training: 272 attendees</li> </ul> <p>Looking at the possibility of introducing digital feedback forms.</p>
<b>Energy efficiency and reduction</b>	A freephone advice line and online advice service provided by The Environment Centre - providing straightforward advice about climate change and sustainability, including energy efficiency and home insulation, to support communities, including those involved with the Greening Campaign	Climate Change	Cost savings, health, social	<p>The Environment Centre have responded to 136 telephone enquiries in 21-22, mainly regarding insulation and renewable energy generation.</p> <p>Over 65,000 people were engaged over their social media channels, and 4,799 viewed the webpages.</p> <p>The Environment Centre's website will be undergoing development and will include web-based tools such as webchat. The new website will also directly support the New Economics Foundation recommendation for a "One-Stop Shop" for retrofit to create a central hub of information.</p>
<b>Community energy</b>	Establishing a Community Energy Network across Hampshire with Community Energy South.	Climate Change	Cost savings, health, social	<p>Community Renewal Funding awarded to support the development of 5 community energy projects from concept to fruition. The Overton community project – Test Source Community Energy is in the final stages of reaching a share offer stage. SSEN have agreed to fund a Microbusiness Energy Advice Service for Energy Alton.</p> <p>A 'Revolving Community Energy Fund' that will invest up to £25,000 for any individual community energy project was launched in May 2022, as part of the Community Energy Pathways project.</p>
<b>Community energy</b>	Solar Together group-buying scheme.	Climate Change	Cost savings, health, social	<p>Some delays to the scheme caused by covid, Brexit and supply chain issues have now been resolved with over 800 residents' solar PV installations planned to be completed by Autumn 2022</p>

Project Area	Action	Service delivering	Co-benefits	Progress 2021-2022
Behaviour change	Greening Campaign - supporting community groups, via parish councils, progress through a series of phases to make carbon savings in their homes and within communities. Each Phase contains an Information Pack, on-line resources, videos and supports residents by email. Training is also provided.	Climate Change	Cost savings, health, social	<p>Community Renewal Funding awarded to work with more communities. 11 communities have so far signed up to phase 1.</p> <p>5 communities have completed phase 1, with 977 households choosing carbon saving behaviours and placing the card in their window. An estimated 818.25 tonnes of carbon have been saved by the 5 communities, with an approximate annual cost saving of over £300,000. A further 9 communities have joined phase 2.</p> <p>Parish event delivered in November 2021 with 58 parish council representatives attending.</p>

Project Area	Action	Service delivering	Co-benefits	Progress 2021-2022
<b>Waste and Circular Economy</b>				
<b>Catering waste prevention</b>	<b>COMPLETE</b> Single use (non-recyclable) plastics will be eliminated from catering front of house of CCBS services.	CCBS	environmental	<b>COMPLETE</b>  No front of house single use plastic is used under normal circumstances:  The only single use plastic still in use in HC3S kitchens are: <ul style="list-style-type: none"> <li>• bottles containing cleaning chemicals (health and safety)</li> <li>• clingfilm used to keep food safe and to extend life and reduce food waste.</li> </ul>
<b>Waste prevention</b>	Winter Maintenance - route optimisation.	Highways (commissioning)	Economic (fewer salt-runs, less salt purchased/transported) health (reduced air pollution)	To be implemented in 22/23 - winter season now linked to Savings Programme for 2025.
<b>Waste prevention</b>	<b>*Complete</b> Adopting paperless methods of record management	Adults social care	Reduce demand for energy consumption associated with printing, storing, recycling paper based materials	Completed
<b>Waste prevention</b>	Being a paperless function	ETE Business Support	Cost reduction - reducing waste.	Ongoing as part of BAU
<b>Waste prevention</b>	Reuse equipment, for example PPE items	ETE Business Support	Cost reduction - reducing waste.	Ongoing as part of BAU
<b>Waste prevention</b>	<b>*NEW</b> Avoid creating future waste products where feasible; recover and reuse waste from essential products.	Highways (traffic)	Economic	Executive Member Decision to end all seven remaining agencies and create a single countywide parking service. Negotiations underway to agree hand-over timings.
<b>Recycling</b>	Decontaminating and recycling 90% prescribed equipment items	Adults social care	Economic	90% of equipment recycled - aim is to continue to improve the recycling rate



Project Area	Action	Service delivering	Co-benefits	Progress 2021-2022
<b>Waste reduction and increased recycling</b>	Validation and analysis of waste collection data for CCBS services to establish their baseline waste generation and assess the realistic potential for recycling. Liaison with CCBS services to set waste reduction and recycling targets.	CCBS	Environmental protection	<p>Data on waste collection and recycling rates has been collected and validated, with realistic potential goals for recycling rates established.</p> <p>Liaison is underway with Country Parks and Sir Harold Hillier Gardens to understand what waste disposal facilities are currently available for visitors and how those might be improved with increased signage and other behaviours change elements.</p> <p>A "toolkit" of guidelines designed to assist staff and services with making good decisions on waste disposal is being developed. The aim is to roll this out through SharePoint and other channels to help all services with improving recycling rates and reducing waste volumes generally.</p>
<b>Recycled materials</b>	Create a recycled cold binder and base materials from plannings/waste to use in the highway network.	Highways (commissioning)	Economic	Completed
<b>Recycled materials</b>	Create a recycled aggregate sub-base materials from waste to use back in the highway network.	Highways (commissioning)	Economic	Ongoing trials. Micheldever Recycling Facility continues to provide a sustainable approach for Hampshire County Council to recycle its own network and reuse waste material into roads and footways. The facility is a leading example of what can be achieved and as well as winning awards has also attracted interest from others within the construction industry.
<b>Recycled materials</b>	Safeguard existing recycling capacity and support new aggregate recycling proposals.	Strategic Planning	Economic and health.	Work is ongoing on the Partial Update of the Plan however this has been subject to delay and a revised Local Development Scheme will be subject to Cabinet and County Council decisions in June/July 2022.
<b>Recycled materials</b>	Strategy to commit to ensuring that all collateral is made from sustainable materials and wherever possible recyclable or biodegradable.	Children's' services	Reduction in food costs Healthy eating Community participation	Corporate procurement advice is followed and adhered to, the effective and efficient use of food and other daily living resources in children's homes and other settings is promoted and encouraged.
<b>Recycled materials</b>	Already encourage use of recycled materials for pavement construction (roads and footways of new developments and major schemes) eg IBAA and Type 1 Materials, HBM, already in standard details but could emphasise.	Engineering Consultancy	Economic	CBRM specification developed and to be incorporated into all highways contracts and standard details summer 2022, together with the promotion of warm mix surfacings rather than hot mix surfacings. Research into the use of low carbon concrete to progress Autumn 2022 with the aim of incorporating this into contracts where suitable by end of financial year.
<b>Recycled materials</b>	HBM and use of road chippings to be used back on new roads, and kept within Hampshire. i.e. road surfacing chippings removed from roads, is used for HBM	Highways (commissioning)	Economic, environmental	Completed

Project Area	Action	Service delivering	Co-benefits	Progress 2021-2022
Disposal	Review alternative methods, consider longer-term feasibility and implementation within boundaries of existing contracts and future aims	Waste and resource management	Economic, health, social	Government's consistency agenda means that more kerbside residual waste (food) will shift from Energy Recovery to Anaerobic Digestion, which is government's preferred environmental route for this waste. Veolia are working on removing material, for example mattresses, to recycle their components rather than incinerate. The disposal contract runs until 2030 and we will look at what our future infrastructure needs are likely to be.
Disposal	Review alternative methods, consider longer-term feasibility and implementation within boundaries of existing contracts and future aims	Strategic Planning/Waste & Resource Management	Economic, health, social	Strategic Planning: Work is ongoing on the Partial Update of the Plan however this has been subject to delay and a revised Local Development Scheme will be subject to Cabinet and County Council decisions in June/July 2022.
Collections	Work with Waste Collection Authorities through Hampshire Waste Partnership/Project Integra to consider alternative whole system approaches, reducing carbon impacts and improving efficiency and compliance with Gov objectives (Env Bill and Resources & Waste Strategy)	Waste and resource management	Economic, health, social and wider environmental benefits	The refreshed Joint Municipal Waste Management Strategy (JMWMS) for Project Integra has been published, with agreement for all collection authorities to move to twin stream recycling collections. These were identified as the best option in terms of carbon impacts, amongst others. HCC has approval to submit a planning application for the new MRF to accommodate the twin stream collection process. Different authorities are at different stages of transitioning to twin stream ahead of April 2024 planned start date. Several authorities have introduced or are introducing separate food waste collections ahead of the forthcoming legislation. HCC continues to work with partners through Hampshire Waste Partnership and developing an Inter-Authority Agreement.
Food waste collection	Explore the feasibility of expanding food waste collections to Schools.	CCBS	Economic and environmental	Work is underway to investigate feasibility of food waste collections and raising awareness of this issue with schools because most schools do not currently have food waste collections.

Project Area	Action	Service delivering	Co-benefits	Progress 2021-2022
Food waste collection	Explore the feasibility of expanding food waste collections in CCBS' managed locations e.g. Offices, CCBS sites.	CCBS	Economic and environmental	<p>Food waste collections are in place in some HCC locations, including around catering areas.</p> <p>A food waste pilot study at a Country Park demonstrated benefits of food waste collections. Food waste collections have subsequently been introduced at Queen Elizabeth Country Park and Royal Victoria Country Park.</p> <p>Food waste quantification is taking place in some locations where food waste is anticipated to be generated to identify potential opportunities.</p>
Reuse	Drive material up the hierarchy, enable reuse ahead of recycling; support local organisations that enable reuse	Waste and resource management	Economic, health, social and wider environmental benefits	<p>Approval was given to take forward a trial of a new reuse service in Hampshire. This will be set up in Andover. Work continues to drive material up the hierarchy through the Waste Prevention Programme, including promotion of reuse, repair and alternatives including charities and Freegle. The Grant Fund programme has supported a variety of projects in 2021/22 including repair cafes. The grant funded projects have saved the equivalent of 5.5 tonnes of carbon. These figures are taken from monitoring information supplied by projects for 1 year after funding is awarded.</p>
Closed Landfill	Closed Landfill: Manage and monitor closed landfills incl landfill gas - reuse gas where feasible and minimise carbon impacts	Waste and resource management	Economic and wider environmental benefits	<p>Veolia are prioritising landfill gas utilisation to generate electricity over flaring and are required to do so under their permit.</p>

Project Area	Action	Service delivering	Co-benefits	Progress 2021-2022
<b>Business and Green Economy</b>				
<b>Business Emissions</b>	Establish what our business membership and representative organisations are doing in relation to carbon reduction. Ask them to undertake intelligence of members, e.g. Carnival, Exxon Mobil to learn what those companies' priorities are and how we can work together on this shared agenda.	Economic development	Identify opportunities to collaborate and raise awareness amongst businesses of things they can do to mitigate impact and get support to adapt.	Ongoing
<b>Business Emissions</b>	Act as a strategic partner to the ERDF LoCASE project which will deliver business support, guidance and grant funding to SMEs	Economic development	The grants programme will support local SMEs to: improve their energy efficiency and resource use; support eco-innovative and low carbon solutions in ways that improve business performance in terms of resilience, profitability and competitiveness; and at the same time create jobs and contribute to the protection of the environment	Ongoing
<b>Locally sourced food</b>	Developing a Hampshire eating out healthily award which will incorporate a sustainability element prioritising locally sourced food	Public health	Promote healthy and sustainable food. Support and highlight businesses that provide this.	Environmental Health Officers in districts/boroughs largely showing support for a catering award so this is now being redeveloped with a greater number of sustainability criteria in mind.
<b>Green technology</b>	Establish a marine innovation 'catapult' at Fawley - a national centre of excellence for industry to develop low carbon solutions for the future.	Economic development	Developing world-leading technologies and techniques to deliver low/no carbon products and services that can service the UK economy and be exported	

Project Area	Action	Service delivering	Co-benefits	Progress 2021-2022
<b>Natural Environment</b>				
Carbon sequestration and public education	Develop a climate positive Country Park at River Hamble	CCBS	Cost reduction, increased public education, test new approaches for future schemes. Environmental protection	<p>The Barn' (a new cafe), has opened at River Hamble Country Park which features many environmentally friendly features such as solar panels, electric car charging points, extra insulation. 'The Barn' has been constructed using locally sourced timber and recycled construction materials to minimise it's carbon emissions.</p> <p>A battery has been installed onsite to store electricity and we are seeking to improve storage efficiency so that electricity can be used on site rather than going back to the grid. In the lifetime of the new barn building at River Hamble it has generated 5.67 megawatts, with 4.91 megawatts this year. As of Spring 2021, 41% of the power is from solar, 16% from the battery and 43% from the grid.</p> <p>'The Barn' forms part of ambitious plans to make the River Hamble site a climate friendly park.</p>
Carbon sequestration and public education	<p>Develop the Sir Harold Hillier Gardens Feature Garden, using it as a climate change educational tool.</p> <p>The Feature Garden will be a major capital project to enable growth and development of the Garden and forms a fundamental part of the Gardens' masterplan. It will be a development of the East end of the Gardens which will enhance the Garden's plants collection and provide opportunities for the public to enjoy, and learn about, plants currently considered to be at, or even beyond, the limits of outdoor hardiness in the British Isles but which may become more familiar and widely-grown in the future as our climate changes. The Garden currently grows over 12,500 different plant types and holds 14 National Plant Collections, and it is anticipated that the Frontier Garden will enhance the reputation of the Sir Harold Hillier Gardens.</p>	CCBS	Increased public education, economic	<p>The Feature Garden project was impacted by Covid-19 due to funding and operational challenges. During this time, the opportunity was taken to revisit the project to ensure it's fit for purpose and enables Sir Harold Hillier Gardens to meet its business and climate change objectives.</p> <p>Meetings have been held with senior HCC staff to look at the revised list of priorities for the East end of the Garden. The design of the Feature Gardens has been revisited to ensure the Feature Garden is a success. The project will be re-costed prior to SHHG engaging a full range fundraiser to work with on-site staff in generating the funds necessary for the project and other climate change initiatives. Discussions are being held with the feature garden designer Tom Stewart-Smith who is, from recent experience, bringing new ideas to the table which will further the project.</p> <p>A new propagation unit is key to the Feature Garden and will also benefit Sir Harold Hillier Gardens operationally when complete. Funding of £150k has been obtained for the propagation unit. Sir Harold Hillier Gardens are in dialogue with experts in the field around the best possible design within budget for the new propagation unit. The most affordable option is currently likely a recycled structure with new glass, but there are some supply chain challenges.</p>
Carbon sequestration and public education	<p><b>*Complete</b></p> <p>Develop Runway's End outdoors centre into a carbon neutral eco-centre</p>	CCBS	Environmental protection. Increased public education, economic	The garden name has changed and needs to be called a Feature Garden from now on.

Project Area	Action	Service delivering	Co-benefits	Progress 2021-2022
Information and education	<p>Develop projects and initiatives to raise awareness of:</p> <ul style="list-style-type: none"> <li>-The climate impacts on the natural environment</li> <li>-Steps HCC are taking to increase carbon capture and storage</li> <li>-The action individuals, organisations and other authorities can take to support positive carbon sequestration activity. (e.g. Parish Pollinator Project)</li> </ul>	CCBS	Environmental protection, health and wellbeing, social	<p>A kickstart engagement ranger has been employed for 6 months to engage with visitors to 'The Barn' at River Hamble Country Park and communicate climate change benefits to the public. Social media is being used to highlight key successes for climate change like menus and materials used in 'The Barn'.</p> <p>Tree planting has taken place for the reflections and connections woodland at River Hamble Country Park. Over 80 staff have taken part to plant over 750 trees. More tree planting is planned for October and there will be opportunities for the public to plant trees. Hedgerow planting has taken place at River Hamble involving local badge groups.</p> <p>A tree education pack is being developed for schools to provide guidance on how to plant the right tree in the right place.</p> <p>Climate change and nature recovery podcasts are planned which will be published on <a href="https://lookingafternature.co.uk/">https://lookingafternature.co.uk/</a></p> <p>For the Parish pollinator project, enquiries have been received from 11 parishes. Projects underway with 6 parishes. Agreeing a joint approach with Highways. Working with Hampshire Biodiversity Information Centre (HBIC) on Road Verges of Environmental Importance (RVEI) and advice on seed mixes. Met with Hampshire and Isle of Wight Wildlife Trust (HloWWT) to agree the wider campaign and joint working. Starting to bring in site staff and local access team to act as local contacts to enable the pollinator project.</p>
Carbon sequestration	<p>Understand our carbon sequestration and risks to it. Use this as a baseline from which to increase carbon sequestration and make informed decisions about our land use and land management to support this:</p> <ul style="list-style-type: none"> <li>-Determine the extent of the carbon currently being sequestered and increase carbon capture and storage across CCBS landholdings.</li> <li>-Calculate the current and future risks to carbon sequestration.</li> <li>-Develop a decision making tool for increasing carbon sequestration against taking into account other benefits.</li> <li>-Develop a strategy for increasing carbon sequestration across the CCBS green estate.</li> <li>-Share the learning and learn from our partners.</li> </ul>	CCBS	Environmental protection	<p>Carbon stored on the HCC green estate has been estimated to be around 1.4m tonnes.</p> <p>Carbon sequestration is currently being calculated.</p> <p>Now moving on to assessing the current and future risks to habitats.</p> <p>A decision making tree has been developed to aid the thinking. This tool can be applied to further work.</p>
Tree planting	Investigate green screen concept and include in schemes as appropriate.	Highways (commissioning)	Social	Ongoing

Project Area	Action	Service delivering	Co-benefits	Progress 2021-2022
Tree planting	Project to address a section of wasteland where currently fly tipping and re-purpose for allotments for people with physical disabilities	Adults social care	Social, educational	Project has commenced after significant covid delays and issues with sourcing materials, but clearance is underway.
Tree planting	Increase tree planting and re-wilding of appropriate areas, the goal being to increase canopy cover percentages and the associated carbon sequestration.	Highways (commissioning)	Carbon sequestration benefits of increased canopy cover. Reduced fuel usage due to less cutting.	Increase tree planting to double in the 22/23 tree planting season. Trialling several sites for wildflower verges in rural locations with contractor Milestone and some urban sites under the agency agreement with the districts
Local Nature Recovery Strategy	NEW - Preparation and implementation of Local Nature Recovery Strategy (a new system of spatial strategies for nature)	Environment	Environment, biodiversity, social, health and wellbeing	County Council appointed as provisional "Responsible Authority" for the preparation of a LNRS for Hampshire. The most valuable existing habitat has been mapped and will continue to be updated.
Biodiversity Net Gain	Increase amount of semi-natural habitat including tree planting and woodland/habitat creation through <b>capital schemes</b> , planning advice on HCC development schemes and LPA planning applications to increase carbon sequestration	Environment	Biodiversity net gain	BNG metric 3.0 starting to be used to increase net biodiversity in both district and county planning applications but still awaiting government guidance and secondary legislation. The setting up of a register and mapping of BNG currently being developed

Project Area	Action	Service delivering	Co-benefits	Progress 2021-2022
<b>Organisational Emissions</b>				
<b>Policy and Guidance</b>	To review existing policies and procedures (i.e. Flexible Working Policy, Expenses Policy) to ensure they align with HCC's Climate Change Action Plan and Strategy. For example, introducing a Climate Change Impact Assessment	HR	Ensuring all policies and guidance documents embed the principles of the Climate Change Strategy will promote a clear and consistent vision and encourage best practice	To be considered as part of any review of a policy/how to guide
<b>Purchased goods/services</b>	Purchased Goods: Develop climate related KPIs for existing suppliers and climate related contractual terms for new suppliers / contracts. Work with existing suppliers to implement KPIs. Apply new contractual terms to future tenders once approved, to incorporate climate considerations into purchase of goods through County Supplies.	CCBS	Economic - ensuring we're clear on where greatest impacts are, and targeting effort and resource at the right opportunities. Environmental protection	All contracts procured through County Supplies are now tendered including at least 5% of the weighted score dedicated to sustainability and environmental consideration. Partner authorities working on collaborative contracts have also committed to the same goals.  Scope 3 emissions have been analysed against each product category which allows work to focus on more impactful areas.  Where contracts have been identified as highly emitting (particularly Dry, Chilled & Frozen Food, and MFDs and Document Solutions) work is underway with those suppliers to understand what they already have in place to mitigate emissions, and to plan future actions on how to improve the contracts.
<b>Purchased goods/services</b>	Procurement of catering suppliers and products with objective of reducing food packaging and / or ensuring packaging is 100% compostable, recyclable or biodegradable	CCBS	Environmental benefits	This is a long term project. Contractual requirements are being assessed. HC3S have started working with a new greengrocer to see if packaging can be reduced.
<b>Purchased goods/services</b>	<b>*complete</b> Develop the Council's procurement processes to accommodate the Council's Climate Change policy/strategy and associated Action Plan	Strategic Procurement	Potential for indirect local economic, social and health benefits	<b>Completed</b>
<b>Purchased goods/services</b>	Update the Council's procurement strategy to incorporate the Council's Climate Change policy/strategy	Strategic Procurement	Potential for indirect local economic, social and health benefits	Draft strategy in progress. The approval process for the strategy needs clarifying.
<b>Purchased goods/services</b>	<b>*complete</b> Update procurement guidance to ensure it signposts to relevant information on Climate Change considerations when procuring goods, works and services.	Strategic Procurement	Potential for indirect local economic, social and health benefits	<b>Completed</b>



Project Area	Action	Service delivering	Co-benefits	Progress 2021-2022
<b>Behaviour Change</b>				
Encouraging behaviour change in staff	Participate in the annual Green Office Week in May.	Children's' services	Reduction in food costs Healthy eating Community participation	While a survey has not progressed this year, participation will be supported through district events to engage with CSD staff and the community regarding increased understanding and behaviour change.
Encouraging behaviour change in staff	Promoting and incentivising materials recycling culture for staff and service users	Adults social care	economic	Staff continue to be far less reliant on printed materials given reduced access to printers as increased home working continues.
Encouraging behaviour change in staff	<b>New</b> To consider how AHC policies and guidance might be updated to support the County Council's carbon reduction commitment	Adults social care	Wider awareness, cultural change,	The Department is currently reviewing its suite of policies and guidance and as part of the approvals progress, considering is being given to whether each has satisfactorily considered the carbon / climate change impacts. Some policies have been updated to include references to carbon reduction - however, the review is still underway.
Encouraging behaviour change in service provider	Encouraging / incentivising service providers to increase environmental awareness and record their approach	Adults social care	Wider awareness, cultural change,	Market Position Statements and Extra Care Promotional Brochures for 2021-22 were updated to include reference to the County Council's climate change commitment. For the Extra Care Contract we have underway we are doing the following: - Clause in contract reinforced in specification. - Tender question (Gateway pass/fail question) confirming Service Provider's commitment to support the Council's Climate Change Strategy and Action Plan. - Included requirement to report on action taken to support the Council's Climate Change Strategy and Action plan yearly.
Encouraging behaviour change in staff	<b>NEW</b> Deliver Carbon Literacy Training to Climate Change Champions in the CCBS department	CCBS	Wider awareness, cultural change,	A total of 21 staff in CCBS have received Carbon Literacy Training so far. Certification has been received from Carbon Literacy Project for two. Certification is being sought currently for the remaining 19.
Encouraging behaviour change in residents	Identify or develop and deliver resources to support children to engage with the climate change discussions and to encourage each to make one commitment.	Children's' services	Reduction in food costs Healthy eating Community participation Wider environmental benefits	Our children's homes encourage young people to participate in the recycling arrangements in the homes and develop new ideas for more sustainable living arrangements in the homes

Project Area	Action	Service delivering	Co-benefits	Progress 2021-2022
Active travel	Support on the reduction in car journeys to school through the engagement with schools on travel planning measures to promote active and sustainable modes, using the national Modeshift STARS accreditation scheme as a recording mechanism of activity and achievement.;	Strategic Transport	Physical health, mental health, congestion, air quality, life skills, road safety, financial savings, carbon reduction, viability on local public transport services, crime reduction, partnership working between the LAs, reputation of HCC	School Travel Planning work has re-started following Covid lockdowns. This includes a number of national campaigns such as Modeshift STARS and Walk to School week. School engagement with Travel Planning is being considered a requirement for a School Street in a future policy following completion of the trial included in the Active Travel Fund package of works.
Active travel	The use of a localised active and sustainable travel brand, My Journey, between HCC, PCC and SCC including a one-stop shop website with journey planning tool and various social media channels.	Strategic Transport	Physical health, mental health, congestion, air quality, life skills, road safety, financial savings, carbon reduction, viability on local public transport services, crime reduction, partnership working between the LAs, reputation of HCC	Brand being used in marketing campaign associated with cross boundary active travel workstreams such as Transforming Cities Fund.
Energy	Education of staff, carers and children to be developed and rolled out to ensure all aware of individual responsibilities and impact.	Children's services	Reduction in energy costs	Following on from the Climate Forest schools project in 2020-21, a new climate initiative focussed on Climate Unity is now underway with approx. 50 of Hampshire schools engaged alongside several community groups. The focus for each of the projects has been informed in consultation with children and encapsulates their concerns and hopes for the future. There are a variety of resources which have been collated and made available for schools to use , to support their engagement with this agenda across their curriculum and community, which can be accessed on the Hampshire moodle site. The open access site provides the opportunity for schools to share their work and disseminate good practice across the county. Reducing pollution, conservation of natural environments and resources, the impact of waste, and the need for carbon efficiency are all included as key issues within the project as identified by the CYP.
Food	Ambassadors of Climate Change to be identified for the Children's Homes and foster carers to lead on changing shopping habits to utilise food waste where available in communities and reduce all waste.	Children's services	Reduction in food costs Healthy eating Community participation Wider environmental benefits	The formation of fostering Hives has supported the sharing of ideas to pool resources and offer peer support. This will be built upon in the next year.

Project Area	Action	Service delivering	Co-benefits	Progress 2021-2022
Food	Prevent and reduce waste arisings, incl food waste in particular through active public engagement. Activities include home composting, recipes for leftovers, correct food storage and menu planning.	Waste and resource management	Reduction in food costs Healthy eating Community participation Wider environmental benefits	<p>Work continues to promote food waste reduction through the Waste Prevention Programme, including community champions and social media campaign. The Grant Fund programme has supported a variety of projects in 2021/22 including composting and community fridges. The grant funded projects have saved the equivalent of 5.5 tonnes of carbon. These figures are taken from monitoring information supplied by projects for 1 year after funding is awarded.</p> <p>HCC has supported the second national Food Waste Action Week with a focus on the climate impacts of food waste. 1200 home compost bins sold diverting 126 tonnes of household waste (including food and garden). 538 people have been engaged at public events.</p>
Food	Increase number of low carbon (vegetarian and plant-based) meal options on the menus provided by CCBS services.	CCBS	Health benefits, environmental benefits	<p>The services involved have assessed progress towards this action separately. Successes so far include reducing the red meat content of some meal items and increasing the number of vegan and vegetarian menu items.</p> <p>Examples of successes to date during 2020-21 include introducing meal options which contain reduced meat and increased vegetable content and introducing new menus at Country Parks where the core menus now contain additional vegetarian and plant based options.</p>
Food	Shift red meat-based meals to lower carbon carnivorous options (white meat, poultry, fish) provided by CCBS services.	CCBS	Health benefits, environmental benefits	<p>The services involved have assessed progress towards this action separately. Successes so far include reducing the number of red meat options on some menus.</p> <p>A success to date during 2020-21 includes reducing red meat options on menus.</p>
Food	<b>COMPLETE</b> Behaviour change: Re-arrange layout of menus and re-word product descriptions to better promote low carbon options	CCBS	Health benefits, environmental benefits	<b>COMPLETE</b> Menus have been altered as proposed to promote lower-carbon options.

## Climate Change Resilience Action Plan 2020-2025 Progress 2021-22

Project Area	Action	Service delivering	Co-benefits	Progress 21-22
<b>Resilient Buildings and Non-Highway Infrastructure</b>				
<b>Buildings</b>	<p>Education of staff, families and children Include impact of a 2 degree rise in temperature in health and safety audits now to plan for the future</p> <p>Work with providers to educate around climate resilience to ensure that buildings can cope with an increase in temperature</p> <p>Consider flood action plans in risk management in children's homes</p> <p>Educate staff and carers about potential risk of increased flooding in the future and encourage thinking about mitigations or actions should it occur.</p>	Children's services	Health benefits (from increased fluid intake)	Behavioural change has been a direct result of the pandemic, resulting in flexible working arrangements and contact with families virtually, which has accelerated the achievement of this action.
<b>Home owned buildings</b>	Develop the measures for building resilience to the impacts of a 2 degree C global temperature rise as part of a State of the Estate report	CCBS	Economic	A Climate Change Long Term Strategy for the Built Estate has been written, establishing a context for a Built Estate Adaptation Plan to be developed in due course, alongside decarbonisation plans. Initial research work by the University of Southampton into the risk exposure to overheating in schools has been completed, and discussions are ongoing regarding progressing this with a funded research programme for the wider estate.
<b>Planning</b>	Preparation of design guides and bulletins for land release / development sites - establishing parameters that encourage robust GI, connectivity for walking/cycling routes etc, and promoting the benefits offered by landscape and biodiversity for ameliorating climate within urban areas.	Planning and Environment	Environmental (E), Economic (Ec), Social (S), Health (H), Biodiversity (B)	County Council appointed as provisional "Responsible Authority" for the preparation of a LNRS for Hampshire.  The most valuable existing habitat has been mapped and will continue to be updated.
<b>Planning</b>	Work with the Environment Agency, local planning authorities and other partners to develop the planning skills and capabilities to advise developers on how adaptive approaches should inform strategic local plans, and enable climate resilient places.	Planning and Environment	Economic, social, health, wider environmental benefits	Collaborating with HIPOG planning reform and Levelling-up and Regeneration Bill. Regular meetings with the EA re: . Collaborating with Partnership for South Hampshire on publication of design bulletins. Commitment to building capacity for adaptive approaches captured in Policy 4 of the new Local Flood and Water Management Strategy.

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Project Area	Action	Service delivering	Co-benefits	Progress 21-22
Planning policy	<p><b>HCC Policy</b> - Better implementation of Hampshire Minerals and Waste Policy Climate Change Policy (validation), increased emphasis on recycled aggregates / DM event - highlight policy requirements / Review and update of HMWP Climate Change policies / Plan as a whole (e.g. net gain) / Seek formal consultation response from Climate Change experts?</p> <p><b>HCC Influence</b> on Local Plan making and major development proposals - encourage and promote use of smart and challenging planning policies with CC emphasis that are enforced.</p> <p><b>HCC provided data/evidence</b> (demography, land supply, HBIC, HE, transport etc.) <b>HCC State of the Environment</b> report and <b>HCC Spatial Framework</b> to better inform decision making.</p>	Strategic planning	A successful planning system (planning policies) should deliver Economic, Social and Environmental benefits as envisaged in the NPPF. Quality of place - natural & built environment - should improve health and wellbeing, create a sense of community and reduce the need to travel etc.	Work has commenced on reviewing the validation checklist. Work ongoing on the partial update of the HMWP. Looking to improve engagement with LPAs on local plans and major developments. Engagement with PfSH and HIPOG on climate issues. Hampshire Framework due to be completed by Summer 2022.
Planning policy	Review Hampshire Minerals & Waste Plan policies to ensure suitable consideration given to location of minerals and waste infrastructure to be resilient to climate change.	Strategic Planning	Economic, social	Work is ongoing on the Partial Update of the Plan however, this has been subject to delay. A revised Local Development Scheme will be subject to Cabinet and County Council decisions in June/July 2022.
Landscape	Review and update Landscape and Development Checklist - To include requirement for development to demonstrate a net environmental gain	Planning and Environment	Economic, social, mental health	Review and updating of the Landscape and Development Checklist being progressed.
Landscape	Review and revise Hampshire Townscape Character Assessment to assess sensitivity to climate related changes.	Environment	Economic, social, health	No progress to date.
Preservation of historic buildings	<ol style="list-style-type: none"> <li>1. Commitment to maintaining the HER as the evidence base to monitor the state of the historic environment ,and any decline and the efficacy of any intervention/project /strategy.</li> <li>2. Support Citizen programme or equivalent (community based archaeological recording of archaeology revealed in erosion)</li> </ol>	Environment	Economic, social, health, wider environmental benefits	Histroic Environment Record is maintained and up to date
Preservation of historic buildings	<ol style="list-style-type: none"> <li>1. Identify and map areas of wetland with this potential, map on to HER.</li> <li>2. Programme of precautionary palaeo environmental sampling before loss.</li> </ol>	Environment	Social, mental health	No progress to date.

Project Area	Action	Service delivering	Co-benefits	Progress 21-22
Preservation of historic buildings	Ensure that Defra have an active policy regarding historic landscape resilience (and within their stewardship schemes) and understanding and measuring change. Ensure designated landscapes (National Parks and AONBs) have an active policy as above	Environment	Social, mental health	currently historic environment issues are being addressed in the ELMs pilot

Project Area	Action	Service delivering	Co-benefits	Progress 21-22
<b>Resilient Transport Systems and Highways Infrastructure</b>				
Highways Materials	Amend design commission Task Orders to include a Climate Change section requiring design for effects of climate change (higher temperatures for longer periods / more intense rainfall / coastal erosion).	Highways (commissioning)		Commissions now having climate change or carbon considerations included where relevant.
Highways drainage	Improve Drainage systems as issues are identified	Highways (commissioning)	Economic	Works completed, reviewed progress and changes implemented in 22/23 around assessment of future drainage schemes. This will be reviewed again in 23/24.
Highways drainage	Increase capacity of soakaways / SUDs	Highways (commissioning)	Economic, social	ETE TG completed.
Highways drainage	Consider use of new and emerging sensors to help manage just in time cleansing of gullies etc	Highways (commissioning)		Delayed due to capacity and availability of the correct sensors post Brexit. To be implemented in 22/23.
Highways drainage	SUDS - use of open drainage systems, to encourage greener space, bio diversity and tie in the LLFA's also to plan layout with regards to flood events.	Highways (commissioning), Planning and Environment	Social, mental health	Local Flood and Water Management Strategy published in 2020-21.
Highways drainage	Tree pits/attenuation built into one system along side of highways	Highway (Commissioning)		No progress to date.
Network resilience	Consider design of new schemes to ensure long-term durability of carriageways and footways in clay soil areas	Highways (commissioning)	Long-term benefit to maintenance costs	No progress to date.
Network resilience	Identification of routes on the highway network prone to treefall. Include in Network Resilient Plan and Weather Emergency Plan. Develop mitigation measures	Highways (commissioning)	Increased safety for highway users and reduction in network disruption	Part completed - ongoing review of the resilient network following the storms in Feb 22.
Network resilience	Ensure Winter Emergency Plan is fit for purpose and link to the Network Resilient Plan (review both regularly). Identify hotspots on resilient network and develop mitigation measures.	Highways (commissioning)	Increased safety for highway users and reduction in network disruption	Review completed some actions underway and further actions for 2023 year.
Network resilience	Ensure flooding events and high risk areas are recorded on GIS. Data collection, routine cleansing and schemes to be prioritised accordingly. Develop and implement a Network Resilience Plan	Highways (commissioning)	Minimise disruption on the highway network and limit the number of highway claims relating to flooding	Ongoing mapping as part of the resilient network review and hot spots with Asset Management. Amended the web form for reporting flooding so that flooding hotspots can be accurately plotted, and so that it provides the necessary info for the new drainage scheme submission and prioritisation process

Project Area	Action	Service delivering	Co-benefits	Progress 21-22
Network resilience	Identification of routes on the highway network prone to groundwater flooding. Include in Network Resilient Plan and Weather Emergency Plan. Develop mitigation measures	Highways (commissioning)	Increased safety for highway users and reduction in network disruption	Ongoing mapping as part of the resilient network review and hot spots with Asset Management.  Amended the web form for reporting flooding so that flooding hotspots can be accurately plotted, and so that it provides the necessary info for the new drainage scheme submission and prioritisation process
Weather resistant network	Potentially increase SCRIM and other technical survey frequency to monitor impact and risk	Highways (commissioning)	Increased safety for highway users	Financial impacts not taken forward.
Weather resistant network	Consider increasing survey regime in potentially affected structures	Highways (commissioning)	Increased safety for highway users	Financial impacts not taken forward.
Weather resistant network	Consider increase in surveys/monitoring and cross party collaboration with EA and other appropriate bodies	Highways (commissioning)	Minimise disruption on the highway network; Economic	Collaborating with Coastal Protection Authorities, Coastal Partners and Environment Agency on coastal defence projects for areas at risk e.g. Hayling Island / Langstone, Stokes Bay, Hurst Spit to Lymington
Weather resistant network	Identification of embankments and assessment of slope stability and establish routine surveys	Highways (commissioning)	Increased safety for highway users	No progress to date.
Claims	Review claims processes and procedures. Review Insurance type and cover.	Highways (commissioning)	Minimise highway authority's liability and reduction in payouts	Review undertaken with legal and actions completed. This was linked to the Highway Inspections process review.
Highways infrastructure	Upgrade/modify susceptible equipment/install fans	Highways (traffic)	Economic	Installation would be subject to operational issues anticipated in the future and pro-active installation is not considered necessary at this time. This will be kept under review.
Highways infrastructure	Enhanced base seals/fit mesh to air vents	Highways (traffic)	Economic	Installation would be subject to operational issues anticipated in the future and pro-active installation is not considered necessary at this time. This will be kept under review.
Highways infrastructure	Enhanced base seals/raise cabinets	Highways (traffic)	Economic	Installation would be subject to operational issues anticipated in the future and pro-active installation is not considered necessary at this time. This will be kept under review.



Project Area	Action	Service delivering	Co-benefits	Progress 21-22
Highways infrastructure	Upgrade electrical installations to extra low voltage	Highways (traffic)	Economic	New and replacement installations are extra low voltage where technically feasible.
Scheme programming	Investigate impact of climate change on scheme programming (ecology windows / weather / temperature)	Engineering Consultancy	Economic	No progress to date.
Governance	Project development - Review and update Good Governance / Gateway process to recognise importance of Climate Change adaptation / mitigation objectives	Strategic Transport	Economic, social, health, wider environmental benefits	Project gateway review is on-going. Climate change adaption / mitigation tool included in all formal decisions associated with the Capital Transport Programme.
Data	Adopt Ecosystems Services tool to establish baseline value of existing natural environment assets e.g. CAVAT	Highways (Commissioning - Arboriculture) and Environment	Economic, social, health, wider environmental benefits	No progress to date.
Strategy	Ensure Highways Management Action Plan integrates countywide Green Infrastructure Strategy	Highways (Commissioning), Planning and Environment	Economic / Social / Health	Hampshire Spatial Framework for the environment and infrastructure work completed in 2021.

Project Area	Action	Service delivering	Co-benefits	Progress 21-22
<b>Waste and Circular Economy (inc water resource)</b>				
<b>Water recycling</b>	Grey water recycling in ETE depots	Highways (commissioning)	Economic	Highways are also looking at other ways to harvest the water for our use within its own operations.
<b>Waste infrastructure</b>	Review, baseline (where we are now) and develop appropriate plans. Use previous work undertaken on NI188 to help identify risks and mitigations	Waste & resource management	Economic, wider environmental benefits, social and possibly health	Heat: Veolia assesses risk to staff and mitigate, including provision of sun protection, appropriate shelter and hydration. Flood: flood maps have been produced to assess all infrastructure and identify at-risk sites. Any future developments will be assessed as part of EIA. The proposed building for the reuse service has been retrofitted with new facilities and measures to reduce its carbon footprint.
<b>Closed landfill</b>	Review, baseline (where we are now) and develop appropriate plans. Use previous work undertaken on NI188 to help identify risks and mitigations	Waste & resource management	Economic, social, health, wider environmental benefits	Flood maps have been produced to assess all infrastructure and identify at-risk sites. Efford closed landfill site is included in the Environment Agency's Keyhaven to Lymington review of sea defences project.
<b>Behaviour change</b>	Education of staff, families and children about the impact of climate change on the availability of water supplies and encouragement of water saving strategies across all settings (eg. Turn tap off when brushing teeth).	Childrens' services	Reduction in water costs through more efficient use	Water stations are available in CSD buildings and remote working arrangement have supported the saving of water across CSD office spaces. Our children's homes encourage young people to participate in the development of new ideas for more sustainable living arrangements in the homes
<b>Water storage</b>	Planting trees: increase shading, reduce temperatures, increase evapotranspiration, increase water infiltration, reduce speed of overland flows, improve biodiversity etc.	Highways (Commissioning) and Environment	Economic / Social / Health	Increase tree planting to double in the 22/23 tree planting season.

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Project Area	Action	Service delivering	Co-benefits	Progress 21-22
<b>Resilient Natural Environment</b>				
<b>Biodiversity/habitat preservation or restoration</b>	Provision of data and specialist advice: to protect all remaining areas of priority habitat, and to restore and re-create new areas of native habitat and green infrastructure to improve overall resilience to climate change through being 'more, bigger, better, joined up'; ensuring a more permeable landscape of sufficient habitat connectivity and quality to facilitate species dispersal and adaptation as their climatic space moves, to improve capacity of land to absorb more carbon, and to provide cooling and improved air quality in urban areas	Environment	Economic - more attractive place to live and work, Social/health - wellbeing - more accessible habitats & greenspace to visit, to absorb/spread recreational disturbance, improved water and air quality	Annual Biodiversity Monitoring Report updated for 2021/22, includes stats of all SSSIs in favorable condition and gains/losses in SINC's. Habitat mapping being updated to inform new Nature Recovery Network as part of the forthcoming LNRS. Carbon Storage and Sequestration Maps produced for Hampshire. Natural Capital Plan produced for Hampshire & IoW. HBIC data made available to 25 funding partners and over 600 developer requests.
<b>Biodiversity/habitat preservation or restoration</b>	Review Hampshire Minerals & Waste Plan to ensure restoration policies given suitable consideration to climate change resilience e.g. flood attenuation storage, green/blue infrastructure networks etc.	Strategic Planning	Social and health benefits.	Ecological Network Mapping updated.
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 267</p> <b>Biodiversity/habitat preservation or restoration</b>	<p style="text-align: center;">Increased resilience through expanding and connecting habitats. Opportunities for nature recovery and rewilding identified. Adaptive and updated management practices reviewed through updated management plans. Adopted Pollinator Action Plan</p>	CCBS	<p>Natural capital benefits in appropriately managed habitats are relatively cost effective and sustainable in the long term. Public awareness, support and action re: Pollinators</p>	<p>For the Parish pollinator project, enquiries have been received from 11 parishes. Projects underway with 6 parishes. Agreeing a joint approach with Highways. Working with Hampshire Biodiversity Information Centre (HBIC) on Road Verges of Environmental Importance (RVEI) and advice on seed mixes. Met with Hampshire and Isle of Wight Wildlife Trust (HloWWT) to agree the wider campaign and joint working. Starting to bring in site staff and local access team to act as local contacts to enable the pollinator project.</p> <p>Reflections and Connections Woodland underway at River Hamble feeds into this.</p> <p>Resilience discussions have taken place with ETE around flood management.</p>

Project Area	Action	Service delivering	Co-benefits	Progress 21-22
Biodiversity/habitat preservation or restoration	Later and reduced frequency of mowing on highways verges to enable plants to flower and set seed, to increase biodiversity and pollinator species	Highways (commissioning) and Environment	Economic - more attractive place to live and work,	<p>trailing several sites for rural locations with contractor Milestone and some urban sites under the agency agreement with the districts.</p> <p>Carbon storage mapping (by habitat type) available to inform habitat restoration/re-creation proposals.</p> <p>Improved data on Road Verge of Ecological Importance to also protect and retain biodiversity.</p>
Biodiversity/habitat preservation or restoration	look at separating footpaths and cycle ways out and crafting corridors of trees to filter pollutants from cars	Highways (Commissioning - Arboriculture) and Environment	Air quality	No progress to date.
Management of coastal habitats	Joint departmental / long term strategic planning to prioritise key sites for change including those holding the line, managed retreat etc. May include need for adaptation and mitigation measures on reserves and/or adjacent/local sites and coastal access. Long term strategy required.	CCBS	Access to the coast providing health and social benefits.	Work continues with partner organisations. An initial concept briefing has taken place and a consultant has been commissioned to deliver a landscape-scale strategy for the Hook to Titchfield area.
Management of coastal habitats	Provision of data and specialist advice: to protect undeveloped areas of coastline & estuary from development to; allow 'managed retreat', 'managed realignment', and restoration/re-creation of coastal habitats, to allow habitats to 'roll back' and link to others to improve overall resilience through being 'more, bigger, better, joined up'; will reduce nitrates levels reaching coastal waters; and improve capacity of land to absorb more flood water and carbon. More natural habitats such as wetlands and woodland have the potential to soak up water and mitigate flooding elsewhere	Environment	Economic - more attractive place to live and work, Social/health - more attractive and accessible for coastal visits/exercise - more habitat to absorb/spread recreational disturbance, improved water quality	Refresh of North Solent Shoreline Management Plan commenced in 2021
Management of coastal habitats	Understanding of impacts of sea level rise and climate change on the Hampshire coastline and landscape character areas.	Environment	Economic / Social / Health	Hampshire Spatial Framework for the environment and infrastructure work completed.

Project Area	Action	Service delivering	Co-benefits	Progress 21-22
Management of coastal habitats	Raise awareness and understanding of the impacts of Climate Change on the Solent and appropriate mitigation, resilience and adaptation measures (Solent Forum Business Plan: Objective 6)	Environment	Economic, social, health, wider environmental benefits	Continued progress at meetings
Management of coastal habitats	Collaborate on review of strategically important Shoreline Management Plans where significant infrastructure and HCC landholdings are implicated e.g. Hayling Island, Hurst Spit, Calshot etc	Environment and CCBS	Economic, social, health, wider environmental benefits	A review has started on all three areas: Calshot, Hurst Spit and Hayling Island. Hurst Spit- Data collection and analysis and local stakholder engagement underway. A stakeholder Advisory group has been set up. Starting to consider options analysis. Review of Calshot and Hayling Island (Billy line) is underway.
Management of coastal habitats	Support Regional Flood and Coastal Committees for Southern, Thames and Wessex regions	Environment	Economic, social, health, wider environmental benefits	Ongoing officer and member attendance at RFCC meetings
Resilient trees	Increase appropriate standard tree planting Highway and non-highway land	Highways (Commissioning) and Environment	Economic - more attractive place to live and work, Social/health - wellbeing - more accessible habitats & greenspace to visit, to absorb/spread recreational disturbance Urban cooling, shading, flood attenuation	On going in 21/22 and for 22/23. Increase tree planting to double in the 22/23 tree planting season.
Adaptive management of rural estate	Adaptive management practices, review of cropping, livestock type and disease resistant varieties / breeds / crops. Animal health status set up.	CCBS	Improved animal health / zoonotic control. Public health.	The new County Farms Policy is in place. Currently working through implementation of this Policy, including the establishment of climate change targets in partnership with farm tenants.
Highways vegetation	Cut and collect trails of grass verges.	Highways (commissioning)	Social and health benefits.	Cut and collect for rural areas – cut vegetation is being removed from site to be turned into compost. Removing the mown vegetation allows the verge space for wildflowers to grow, promoting pollinator populations and increasing biodiversity.
Highways vegetation	Ensure sufficient resources are in place to secure management, maintenance and benefits of ecosystem services i.e. new planting and grass, for at least a period equivalent to that required in planning approval.	Highways (Commissioning) and Environment	Economic, social, health, wider environmental benefits	Trials of rewilding due Autum 2023 with possible further link to the RHS live lab rural verges.

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Project Area	Action	Service delivering	Co-benefits	Progress 21-22
Flood and water management	Publication and application of new Local Flood and Water Management Strategy and surface water policies to ensure development is designed to reduce flood risk i.e. Policies written to ensure that only developments which can prove they have enough attenuation on site for a 1% probability rainfall event plus a 40% upgrade for climate change (guidance from EA re percentages for different sites – anywhere between 20 and 40%); Undertake research for Defra (current).	Environment	Economic, social, health, wider environmental benefits	Local Flood and Water Management Strategy published in 2020-21.
Flood and water management	Develop 18 prioritised Catchment Area Action Plans - Working with communities to highlight flood and water management issues; Support for Parish Lengthsman schemes	Environment	Social, health and wider environmental benefits	Suite of 18 Catchment Management Plans (CMPs) prepared covering all catchments in Hampshire. Plans highlight areas most at risk and policies to reduce risk. Hampshire Strategic Flood and Water Management Partnership relaunched. Worked with Environment Agency on preparation of the Flood Risk Management Plan (FRMP) for the Farnborough area.
Flood and water management	Promote delivery of biodiversity, tree planting programmes and landscape enhancement to support flood risk reduction outcomes; Use of landholdings for flood attenuation; on-line storage, reed bed systems (flood attenuation and filtration) e.g. Education Estate, County Farms, Country Parks etc; application of Natural Flood Management principles e.g. Watercress and Winterbournes project.	Environment	Social, health and wider environmental benefits	Working with Countryside and the Climate Change team on producing infographics, videos and podcasts on Natural Flood Management and Working with Natural Processes (WWNP).
Flood and water management	Implement and adopt Sustainable Drainage Systems (drainage hierarchy) to reduce flood risk, reduce maintenance and increase ecology and biodiversity. Promote better management / control through policies in new Local Flood and Water Management Strategy and Catchment Management Plans.	Environment	Social, health and wider environmental benefits	Suite of 18 Catchment Management Plans (CMPs) prepared covering all catchments in Hampshire.
Flood and water management	Refresh and relaunch Hampshire Strategic Flood and Water Management Partnership Board as annual FWM conference	Environment	Economic, social, health, wider environmental benefits	Hampshire Strategic Flood and Water Management Partnership relaunched.
Flood and water management	Advising riparian owners on maintaining and managing watercourses; Regulation and consent for work on Ordinary Watercourses	Environment	Economic, social, health, wider environmental benefits	New guidance developed and made available through website and social media platforms
Flood and water management	Plan, develop and deliver flood risk and coastal defence schemes	Environment	Economic, social, health, wider environmental benefits	Flood alleviation schemes undertaken at Eversley, Farnborough, Outer Winchester and Farringdon.
Flood and water management	Review of Hampshire Minerals & Waste Plan to ensure steady and adequate supply of aggregates to ensure availability of material for flood event materials e.g. sand bags, beach replenishment etc.	Strategic Planning	Social	Work is ongoing on the Partial Update of the Plan however, this has been subject to delay and a revised Local Development Scheme will be subject to Cabinet and County Council decisions in June/July 2022.

Project Area	Action	Service delivering	Co-benefits	Progress 21-22
Landscape	Develop countywide Green and Blue Infrastructure Strategy integrating Ecological Network mapping and Nature Recovery Networks etc	Environment	Economic, social, health, wider environmental benefits	County Council appointed as provisional "Responsible Authority" for the preparation of a Local Nature Recovery Strategy for Hampshire. The most valuable existing habitat has been mapped and will continue to be updated.
	Develop and implement Tree Strategy including 1 million trees on the Highways project.	Environment	Economic, social, health, wider environmental benefits	Work started on Hampshire Tree Strategy Action Plan. Collaboration with LNP, Wildlife Trust, Forestry Commission, Streets for Trees, Greening Campaign and other partners

Project Area	Action	Service delivering	Co-benefits	Progress 21-22
<b>Resilient Communities</b>				
Community planning and resilience	Emergency planning for a range of events that may occur secondary to climate related adverse weather conditions that can impact on health such as: heatwaves; cold weather; mosquitos; ticks; and flooding. This also encompasses providing information about the physical and mental health effects of emergencies such as flooding.	Adults' health and care/public health	Health (to protect from physical and mental harms of adverse weather events)	Public Health have increased capacity to look at emergency planning and map previous work around flooding, heat stress, mental health and climate, etc.
Community planning and resilience	Generate and issue regular communications and incorporate into audits to check it is not missed or overlooked. Plans include measures to mitigate effects of global warming such as extreme weather and personal resilience. Service business continuity plans to include consideration of how the service will remain resilient in the face of climate change impacts.	Adults' health and care/public health	Health, economic	New action
Community planning and resilience	Meals on Wheels service delivering hot nutritious meals who need support to manage and maintain nutrition. Procedures in place to deliver accessible meals to these individuals even in severe weather and highlight if support is required from local friends or relatives	Adults' health and care	Supporting customers to manage and maintain their nutrition has significant health benefits. In addition, the interaction with the driver provides social contact and the opportunity to carry out a wellbeing check, with any concerns raised and addressed. Action taken to address loneliness where identified	An average of 1236 clients were being supported at the end of each quarter. 351,640 meals were delivered during 2021/22. Although meals may have been delivered slightly outside the agreed timeframe, even in severe weather all meals were delivered as required.
Community planning and resilience	Visits are prioritised according to need and risk Business continuity plans are updated regularly for priority services Alternative, flexible working arrangements are embedded so more local travel is possible Where appropriate, other methods of contact such as Skype are used to engage with families	Childrens' services	Reduction in travel costs Children's wellbeing is promoted through contact via digital methods where physical contact is not possible Children remain well	Behavioural change has been a direct result of the pandemic resulting in flexible working arrangements and contact with families virtually which has accelerated the achievement of this action.
Health	Develop Air Quality Management Plan including working with schools, workplaces and communities to raise awareness of air quality issues and what can be done to reduce exposure to pollutants through the routes taken, green walls, turning engines off and so on.	Strategic Transport	Physical health, mental health, congestion, air quality, life skills, road safety, carbon reduction, efficient and cleaner vehicles,	In development

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Project Area	Action	Service delivering	Co-benefits	Progress 21-22
Health	Education of carers and staff to ensure appropriate use of sunblock and increased fluid intake	Childrens' services	Health	There is advice available to foster carers; this will be made more explicit within the Foster Carers' Handbook. It is embedded practice that guidance and advice is given each time we receive a heatwave alert. [Public Health also issues alerts to childcare settings and schools, issue public facing comms, and training support to early years settings].
Health	Reduce exposure by i) using more efficient protective clothing ii) consider greater use of evening/overnight working in summer months.	Highways (commissioning)	Health	Milestone now utilise twilight gangs when possible.
Energy efficiency and reduction	A freephone advice line and online advice service delivered by The Environment Centre. Providing straightforward advice about climate change and sustainability, including energy efficiency and home insulation, to support communities involved with the Greening Campaign	Climate Change	Cost savings, health, social	The Environment Centre have responded to 136 telephone enquiries in 21-22, mainly regarding insulation and renewable energy generation.  Over 65,000 people were engaged over their social media channels, and 4,799 viewed the webpages.  The Environment Centre's website will be undergoing development and will include web-based tools such as webchat. The new website will also directly support the New Economics Foundation recommendation for a "One-Stop Shop" for retrofit to create a central hub of information.
Community energy	Establishing a Community Energy Network across Hampshire with Community Energy South.	Climate Change	Cost savings, health, social	Community Renewal Funding awarded to support the development of 5 community energy projects from concept to fruition. The Overton community project – Test Source Community Energy is in the final stages of reaching a share offer stage. Executive Member ETE decision was taken in January 2022 to invest £10k when the share offer for Test Source Community Energy is launched. Two masterclasses for communities interested in developing community energy schemes have been delivered during the CRF funding period, with each having ~60 attendees.
Community energy	Solar Together group-buying scheme.	Climate Change	Cost savings, health, social	Some delays to the scheme caused by covid, Brexit and supply chain issues have now been resolved with 848 residents' solar PV installations planned to be completed by Autumn 2022

Project Area	Action	Service delivering	Co-benefits	Progress 21-22
<b>Behaviour change</b>	Greening Campaign - supporting community groups, via parish councils, progress through a series of phases to make carbon savings in their homes and within communities. Each Phase contains an Information Pack, on-line resources, videos and supports residents by email. Training is also provided.	Climate Change	Cost savings, health, social	<p>Community Renewal Funding awarded to work with more communities. 11 communities have so far signed up to phase 1. 5 communities have completed phase 1, with 977 households choosing carbon saving behaviours and placing the card in their window. An estimated 818.25 tonnes of carbon have been saved by the 5 communities, with an approximate annual cost saving of over £300,000. A further 9 communities have joined phase 2.</p> <p>Parish event delivered in November 2021 with 58 parish council representatives attending.</p>
<b>Residential homes</b>	Providing input into local plans including the design of new build homes and their heating, cooling and ventilation systems as well as influencing the role of community development workers and how this may link with emergency planning	Planning and Environment	Health	<p>Primarily Local Planning Authority issue but HCC will influence where possible through Hampshire &amp; Isle of Wight Planning Officers Group, and where extra care/supported housing is planned. Public Health also review large scale planning applications (housing) to consider health impact in relation to dwellings but also active travel, access to green/blue space etc.</p>

Project Area	Action	Service delivering	Co-benefits	Progress 21-22
<b>Resilient Businesses &amp; Green Economy</b>				
Skills	Initiate roundtable discussions with key business leaders to discuss their role in working with us to maintain local economic resilience whilst adapting to climate change impacts and putting in place preventative and mitigating measures. Engage with FSB and Chamber of Commerce and others to reach SMEs	Economic development	Businesses are able to continue to operate and or adapt operations without adverse impact on or disruption to the business, staff and customers	<p>A COP26 event was delivered with businesses at Queen Elizabeth County Park - 'The Journey to Carbon Neutral'.</p> <p>Aligned with the UN Climate Change Conference, the event attracted 50 Hampshire based businesses, sharing their innovative ideas and technologies to showcase solutions to achieving sustainable carbon neutral targets.</p> <p>Speakers from Marwell Zoo, Amiri, Lionel Hitchen, and powerQuad outlined how they were striving to become more sustainable and reach climate targets. The event provided an opportunity for businesses to network and build relationships to support one another in achieving carbon neutrality and sustainability.</p>
Page 275 Skills	Encourage businesses, through our partner networks, to recognise the longer-term benefit and business sense of adapting to lower dependency on fossil fuel energies, adopting rainwater harvesting, switching off the lights, etc.	Economic development	Businesses become more resilient to potential climate change impacts, save money in the longer term to re-invest in the business and continue to serve their customers and retain staff	<p>A COP26 event was delivered with businesses at Queen Elizabeth County Park - 'The Journey to Carbon Neutral'.</p> <p>Aligned with the UN Climate Change Conference, the event attracted 50 Hampshire based businesses, sharing their innovative ideas and technologies to showcase solutions to achieving sustainable carbon neutral targets.</p> <p>Speakers from Marwell Zoo, Amiri, Lionel Hitchen, and powerQuad outlined how they were striving to become more sustainable and reach climate targets. The event provided an opportunity for businesses to network and build relationships to support one another in achieving carbon neutrality and sustainability.</p>

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# Climate Change Framework for Strategic Programmes 2020-2025


## Carbon Mitigation



These Strategic Programmes have been designed to deliver outcomes to reach our targets in 2050 and are therefore very long term and extensive in nature. As this is the first of the Frameworks to 2025 it mainly focuses on setting the foundations for these longer term programmes. Therefore many of the milestones will go beyond 2025, will overlap in terms of delivery and will be interdependent.

**KEY - progress against milestones**

Green - good progress	Amber - some progress	Red - minimal progress	Yellow - interdependent action
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Key Policy Area	Programme	Key milestones	Progress 2021-2022
<b>Transport</b> 	Local Transport Plan 4	<ol style="list-style-type: none"> <li>1. Carbon from transport research - Identify measures most likely to achieve carbon reduction.</li> <li>2. Deliver tranche 2 emergency active travel scheme if bid is successful.</li> <li>3. All districts to have local Cycling Walking and Implementation plans.</li> <li>4. Agree new Active Travel design principles and implement.</li> <li>5. Develop an Electric vehicle strategy and action plan.</li> <li>6. Deliver Transforming Cities programmes.</li> </ol>	<p>1 - DfT have published a decarbonisation toolkit. Work is also evolving with transport for the South East who are looking to develop a regional centre of excellence also looking at this issue. Across the sector various new assessment tools are also being developed and HCC officers are reviewing which ones may be applicable in a HCC context.</p> <p style="text-align: center;">2. Complete</p> <p style="text-align: center;">3. Ongoing</p> <p>4. The plan is to adopt them alongside the LTP4 in Early 2023 subject to DfT LTP4 guidance being issued. In the meantime they are being applied in current practice anyway.</p> <p>5. The Draft LTP sets a good policy framework but in addition to that TfSE have been asked by Government to develop a regional electric vehicles strategy. HCC will be inputting into that. Further to this Government are considering imposing a new statutory duty on Local Transport Authorities. The details of this are to be announced. When they are clear further HCC action will follow.</p> <p>6. Still on track although inflationary cost increases and reduced availability of materials in the construction sector may result in a need for the programme to be extended</p>

<p><b>Residential</b></p> 	<p>Hampshire-wide retrofit programme</p>	<ol style="list-style-type: none"> <li>1. Map energy efficiency of Hampshire's housing stock, understand potential for improvement and target energy efficiency solutions.</li> <li>2. Design retrofit programme, making use of existing successful approaches (e.g. Energiesprong), and identifying potential pots of funding.</li> <li>3. Engage with net zero hubs to support delivery of retrofit for low income households.</li> </ol>	<ol style="list-style-type: none"> <li>1. Parity Projects were commissioned to produce a Pathways Report that detailed the energy efficiency status of every residential property in the pan-Hampshire area. An overall report was produced as well as reports for each district/borough. The report summarised the total interventions required to bring the housing stock in Hampshire to net zero. The total cost would be between £17.3bn and £29.6bn and the number of tradespeople required would be between 2,220 and 6,170 per year to 2050, depending on the scope of intervention.</li> <li>2. The climate change team has commissioned Parity Projects to develop a Residential Retrofit Programme for Hampshire. They have previously developed RetrofitWorks in London and Cosy Homes in Oxfordshire, which became the first profit making retrofit scheme in the county in December 2021. A six month consultation period will lead to the presentation of a bespoke business plan for Hampshire that could be launched in early 2023. This work will consider suitable funding and governance mechanisms, ensuring a sustainable outcome for Hampshire.</li> <li>3. Central government provides funding to assist low-income households living in EPC rated E, F and G properties. This is primarily delivered through the Net Zero Hubs as the Local Authority Delivery (LAD) schemes. LAD3 is due to start in 2022. The Home Upgrade Grant and Boiler Upgrade Schemes offer grant funding to support households to install energy efficiency measures. The Environment Centre supports Hampshire residents in navigating these schemes. The Parity Project Pathways Report also identifies the lowest rated properties allowing for targeted interventions, helping to shape district/borough activities on retrofit.</li> </ol>
<p><b>Buildings &amp; Infrastructure</b></p> 	<p>Strategic Planning to support climate change</p>	<ol style="list-style-type: none"> <li>1. Working with the Hampshire &amp; Isle of Wight Planning Officers' Group to develop a consistent approach with districts for setting energy efficiency levels on both domestic and commercial developments.</li> <li>2. Working with the Hampshire &amp; Isle of Wight Planning Officers' Group to develop practical guidance for planning authorities on how to leverage planning requirements to drive climate action.</li> <li>3. Encourage land use planning that take into account carbon sequestration, renewables, nature, agriculture and promotes net environmental gain.</li> <li>4. Encourage local authorities within the county to use their planning and procurement powers to support the development of the zero carbon homes market in the region.</li> </ol>	<p>HIPOG are working together to understand the implications of new and emerging legislation and guidance (such as the Environment Act and Levelling-Up and Regeneration Bill) and that tools are available to tackle climate change mitigation through land use planning. Forthcoming Building Regs changes are expected to help move towards net zero carbon homes with improved energy efficiency.</p>

<p><b>Energy Generation &amp; Distribution</b></p> 	<p>Developing a local area energy strategy</p>	<ol style="list-style-type: none"> <li>1. Develop a Hampshire energy strategy to cover generation, distribution and efficiency.</li> <li>2. Engage Hampshire residents on energy issues, from efficiency to community renewable energy generation.</li> <li>3. Continue to support installation of solar panels and batteries for Hampshire households.</li> <li>4. Liaise with LEP's, Local Net Zero Hubs etc to identify funding opportunities, partnerships and expertise.</li> </ol>	<ol style="list-style-type: none"> <li>1. The University of Southampton completed a report mapping the current energy landscape in Hampshire in December 2021. A further three years of work packages have been agreed with Southampton to provide a robust evidence base for an energy strategy and action plan for Hampshire to 2050.</li> <li>2. Provide trusted advice to residents on a range of issues including Government's Green Homes Grant schemes, energy efficiency and renewable energy generation to support behaviour and lifestyle changes in partnership with The Environment Centre. Development of a new website will directly support the ongoing work on retrofit alongside helping to signpost residents to upcoming grants/funding and how to access them and provide guidance on the most appropriate financing for their circumstances. See also below section on community energy.</li> <li>3. The Solar Together scheme is continuing to install solar PV on private homes with an average discount on the going market rate. Over 700 installations are expected by Autumn 2022.</li> <li>4. The Council is working with Community Energy South, the University of Southampton, SSEN, the Local Net Zero Hubs, and the district and borough councils to forward the agenda.</li> </ol>
<p><b>Energy Generation &amp; Distribution</b></p> 	<p>'Support and Scale' Community energy programme</p>	<ol style="list-style-type: none"> <li>1. Review outcome of Community Energy South project to identify opportunities going forward for new community energy projects, providing community resilience.</li> <li>2. Design a targeted technical support programme around the findings, building awareness for community groups, and providing information or financing routes</li> </ol>	<ol style="list-style-type: none"> <li>1. The Community Energy South (CES) project, funded by the Community Renewal Fund, Oct 21-Oct 22, is continuing to help 5 core community groups reach viability. A Hampshire Community Energy Steering group has been established to share best practice and to develop a community energy network. Masterclasses continue to spread the word and coordination with the Greening Campaign allows for more communities to become involved.</li> <li>2. The £250,000 Revolving Community Energy Fund allows the council to invest up to £25,000 into any community energy company that reaches the share offer stage through the CES pathways programme. These small investments will signal Hampshire's belief in community energy and encourage further private investment. The steering group is also considering how to incorporate a Community Benefit Policy into the DNA of current and future community energy companies to ensure all communities are supported in developing energy projects and the benefits of renewable energy projects are seen across the community.</li> </ol>
<p><b>Waste &amp; circular economy</b></p> 	<p>Work with districts within Hampshire Waste Partnership to transition towards a carbon-driven waste system</p>	<p>Consistent recycling collections due to be introduced nationally from 2023.</p>	<p>Twin stream recycling collections were established by Woods as the preferred environmental and economic option for Hampshire authorities to meet the requirements of the consistency agenda. National timescales have been delayed, with Hampshire authorities set to transition to twin stream collections from April 2024. National requirements for food waste collections will see a shift from energy recovery incineration to Anaerobic digestion for the treatment of food waste. Changes to red diesel usage mean that WCAs are looking at alternative fuels for collection vehicles. The Project Integra Joint Municipal Waste Management Strategy aligns itself with the waste hierarchy, with partnership working is a key objective of the strategy. This may provide opportunities for cross border working.</p>

<p>Natural environment</p> 	<p>Carbon sequestration opportunities</p>	<ol style="list-style-type: none"> <li>1. Understand the role of carbon sequestration and agree a monitoring and measurement framework.</li> <li>2. Map out all potential areas for action.</li> <li>3. Maximise appropriate opportunities for tree planting, rewilding, and biodiversity net gain etc to support carbon sequestration.</li> </ol>	<p>1 &amp; 2. The County Council has worked closely with Districts, Parishes and other partners such as the Hampshire and Isle of Wight Local Nature Partnership, Natural England and the Forestry Commission on a range of initiatives including carbon storage mapping and the preparation of a natural capital plan (<a href="https://hantswightlnp.wordpress.com/projects/">https://hantswightlnp.wordpress.com/projects/</a>).</p> <p>3. The County Council is currently implementing a further £1.2million investment to protect and enhance the natural environment, and tackle climate change, including projects such as rewilding and creating a propagation unit at Sir Harold Hillier Gardens to nurture plants at risk from rising temperatures.</p> <p>3. County Council appointed as provisional Responsible Authority for the preparation of the Local Nature Recovery Strategy for Hampshire.</p> <p>In July 2021, the County Council committed to prepare an Environment Strategy that would create a shared vision and outcomes across the County Council that will help tackle key challenges and opportunities through collaboration, embedding environmental issues, considerations and thinking in all that we do. It will recognise Hampshire’s environment’s fundamental importance to our economy and productivity, health &amp; wellbeing, and climate resilience. It will identify key objectives and outcomes which will be delivered through existing or emerging strategies (e.g., economic strategy, Local Nature Recovery Strategy etc.).</p>
<p>Business &amp; green economy</p> 	<p>Energy Efficiency in businesses</p>	<ol style="list-style-type: none"> <li>1. Identify businesses and networks.</li> <li>2. Scope out resources and information already available, to produce information about energy efficiency aimed at businesses.</li> </ol>	<p>A COP26 event was delivered with businesses at Queen Elizabeth County Park - 'The Journey to Carbon Neutral'. Aligned with the UN Climate Change Conference, COP26, the event attracted 50 Hampshire based businesses, sharing their innovative ideas and technologies to showcase solutions to achieving sustainable carbon neutral targets.</p> <p>Speakers from Marwell Zoo, Amiri, Lionel Hitchen, and powerQuad outlined how they were striving to become more sustainable and reach climate targets. The event provided an opportunity for businesses to network and build relationships to support one another in achieving carbon neutrality and sustainability.</p>
<p>Business &amp; green economy</p> 	<p>Developing a Hampshire green economy</p>	<ol style="list-style-type: none"> <li>1. Working with businesses etc, including those in rural areas, to understand the opportunities to develop a green economy in Hampshire.</li> </ol>	<p>An Economic Strategy is currently being developed, with a draft presented to the Hampshire 2050 Partnership in July 2022. The Strategy will cover the Hampshire County Council area, though recognises the important links elsewhere, particularly with Pan-Hampshire partners, many of whom represent the Hampshire 2050 Partnership.</p> <p>Increasingly, environmental crises around the world are a reminder of how much economic damage natural disasters can cause. Designing an economic strategy for Hampshire needs to respond to this complexity. This strategy will help guide and shape our decisions to ensure that Hampshire continues to thrive and support the wellbeing of all our residents and our unique place.</p>



Business & green economy



Developing a Hampshire green economy

1. Engage with businesses to develop a Hampshire-wide retrofit programme and to identify necessary skills to deliver.



Following recommendations from the New Economics Foundation and analysis from Parity Projects a clear picture of the trades and skills required to deliver retrofit has emerged to guide our future programme of work.




As part of the home retrofit for the able to pay market, engagement and exploration being undertaken by Parity Projects and the climate change team there is a focus on the skills required and how to bolster the training and learning. Engagement of further education and technical colleges will inform the business case to be presented to HCC at the end of 2022.




A licence agreement has been entered into with the Retrofit Academy to begin developing training and skills for retrofit in Hampshire.

# Climate Change Framework for Strategic Programmes 2020-2025

## Climate Change Resilience

Key Policy Area	Programme	Key milestones	Lead Department	Progress 2021-2022
<b>Transport</b> 	Highways Infrastructure (Management)	<ol style="list-style-type: none"> <li>1. Identify and map highway assets most at risk from weather fluctuations.</li> <li>2. Develop existing highway asset data sets to identify required maintenance interventions.</li> <li>3. Identify appropriate material treatment and/or mitigation measures.</li> <li>4. Identify appropriate design standards and materials for new capital infrastructure.</li> <li>5. Embed life cycle and investment planning across all assets to optimise resilience of the network.</li> </ol>	ETE	<ol style="list-style-type: none"> <li>1. A highway resilient network (including assets) is ongoing, but capacity issues means this will be progressed in 22/23.</li> <li>2. Development is on going with mapping. Gully sensors trial will commence in 22-23 to ensure more effective routine cleansing. However, there have been issues with a lack of chips available globally.</li> <li>3. Little progress on this item to date - see material comments in item 4 below.</li> <li>4. Review of materials has commenced with some trials and these are being written into the technical guidance. Most Technical Guidance Notes are now published and these in conjunction with the Asset Management scheme consultation process ensure that new highway infrastructure (added from the capital programme or developer led schemes) consider the lifecycle of the new asset and are designed to limit whole life costs and future maintenance requirements which will reduce the carbon footprint of the highway service and limit network disruption.</li> <li>5. Life cycle tools and investment planning for ITS assets is almost complete. This means the department has life cycle plans for C/W's, F/W's, Structures and ITS. This will help investment planning at budget setting stage for all assets to optimise resilience of the network.</li> </ol>
<b>Residential</b> 	Hampshire-wide retrofit programme	<ol style="list-style-type: none"> <li>1. Map energy efficiency of Hampshire's housing stock, understand the potential for improvement, ensuring resilience to overheating etc. is considered, and target solutions.</li> <li>2. Design retrofit programme, including resilience measures, making use of existing successful approaches (e.g. Energiesprong), and identifying potential pots of funding</li> <li>3. Engage with net zero hubs to support delivery of retrofit for low income households.</li> </ol>	ETE	<ol style="list-style-type: none"> <li>1. Parity Projects were commissioned to produce a Pathways Report that detailed the energy efficiency status of every residential property in the pan-Hampshire area. An overall report was produced as well as reports for each district/borough. While resilience is not the focus of this work, more energy efficient homes will be more resilient to both the impacts of climate change (such as extreme heat) and to energy supply/price shocks.</li> <li>2. The development of the residential retrofit scheme is engaging with stakeholders from a broad section of society, including advocacy groups, universities, practitioners and utilities. This process will inform the nature of the programme and resilience will be a consideration in this process.</li> <li>3. Central government provides funding to assist low-income households living in EPC rated E, F and G properties. This is primarily delivered through the Net-Zero Hubs as the Local Authority Delivery (LAD) schemes. LAD3 is due to start in 2022. The Home Upgrade Grant and Boiler Upgrade Schemes offer grant funding to support households to install energy efficiency measures. The Environment Centre supports Hampshire residents in navigating these schemes. The Parity Project Pathways Report also identifies the lowest rated properties allowing for targeted interventions, helping to shape district/borough activities on retrofit.</li> </ol>

<p><b>Buildings &amp; Infrastructure</b></p> 	<p>Urban resilience targets</p>	<p>1. Engage with district councils on urban resilience, understand their current level, planned activities and general appetite.</p>	<p><i>ETE</i></p>	<p>HIPOG are working together to understand the implications of new and emerging legislation and guidance (such as the Environment Act and Levelling-Up and Regeneration Bill) and that tools are available to help deliver urban resilience.</p>
<p><b>Buildings &amp; Infrastructure</b></p> 	<p>Flood risk management</p>	<p>1. Engagement with district councils and developers regarding new developments on flood risk land.</p>	<p><i>ETE</i></p>	<p>Suite of 18 Catchment Management Plans (CMPs) prepared covering all catchments in Hampshire. Plans highlight areas most at risk and policies to reduce risk. Hampshire Strategic Flood and Water Management Partnership relaunched. Worked with Environment Agency on preparation of the Flood Risk Management Plan (FRMP) for the Farnborough area.</p>
<p><b>Buildings &amp; Infrastructure</b></p> 	<p>Strategic Planning to support climate change</p>	<p>1. Encourage local planning authorities to create an evidence base of existing green corridors as well as potential urban heat island.</p> <p>2. Establishing a spatial framework to steer sustainable and resilient development, to include consideration of the impacts of climate change on development.</p> <p>3. Encourage through the Hampshire &amp; Isle of Wight Planning Officers' Group the development of guidance for planning authorities on how to leverage planning requirements to drive climate action that addresses resilience.</p>	<p><i>ETE</i></p>	<p>1. PFSH has commissioned a green-belt study for the south of the County which is looking at opportunities for protecting and enhancing green corridors. Emerging local plans provide the evidence base for green infrastructure strategies and plans. The Local Nature Recovery Strategy will also provide a county-wide evidence base.</p> <p>2. The Hampshire Framework: Towards 2050 has been prepared.</p> <p>3. HIPOG are working to understand what tools are available through new and emerging legislation and policy which will help planning address climate change requirements.</p>

<p><b>Energy Generation and Distribution</b></p> 	<p>'Support and Scale' Community energy programme</p>	<ol style="list-style-type: none"> <li>1. Review outcome of Community Energy South (CES) project to identify opportunities going forward for new community energy projects, providing community resilience.</li> <li>2. Design a targeted technical support programme around the findings of the CES project, building awareness for community groups, and providing information or financing routes.</li> </ol>	<p>ETE</p>	<ol style="list-style-type: none"> <li>1. The Community Energy South project, funded by the Community Renewal Fund, Oct 21-Oct 22, is continuing to help 5 core community groups reach viability. A Hampshire Community Energy Steering group has been established to share best practice and to develop a community energy network. Masterclasses continue to spread the word and coordination with the Greening Campaign allows for more communities to become involved in energy generation. Local, community owned energy adds resilience at the community level to future energy shocks.</li> <li>2. The £250,000 Revolving Community Energy Fund allows the council to invest up to £25,000 into any community energy company that reaches the share offer stage through the CES pathways programme. The steering group is also considering how to incorporate a Community Benefit Policy into the DNA of current and future community energy companies to ensure all communities are supported in developing energy projects and the benefits of renewable energy projects are seen across the community. Resilience is a major consideration for any community benefit policy.</li> </ol>
<p><b>Waste &amp; Circular Economy</b></p> 	<p>Work with districts within Hampshire Waste Partnership to create a more resilient waste system</p>	<ol style="list-style-type: none"> <li>1. Identify critical points of vulnerability in the waste collection and treatment process.</li> <li>2. Identify where circular practices and principles can be adopted or adapted to reduce their exposures. This includes looking at potential synergies and efficiencies across district boundaries.</li> </ol>	<p>ETE</p>	<p>The Project Integra Joint Municipal Waste Management Strategy (JMWMS) aligns itself with the waste hierarchy, with partnership working is a key objective of the strategy. The JMWMS has been refreshed, with collection authorities agreeing to move to twin stream recycling collections which are the preferred option in carbon terms and may provide opportunities for cross boundary working. The Hampshire waste strategy will be updated later this year. The Hampshire Waste Prevention Programme incorporates circular practice ambitions. Hampshire has responded to government consultations on packaging reforms and national waste prevention plan to encourage greater focus on circular practices.</p>
<p><b>Natural Environment</b></p> 	<p>Green infrastructure opportunities</p>	<ol style="list-style-type: none"> <li>1. Understand the role of green infrastructure in reducing climate impacts (e.g minimising flooding and overheating) and agree a monitoring and measurement framework.</li> <li>2. Maximise appropriate opportunities for tree planting, rewilding, and biodiversity net gain etc to support benefits such as habitat creation and flood management.</li> </ol>	<p>ETE/CCBS</p>	<p>Excellent feedback from partner organisations on the Hampshire Flood and Water Management Strategy.</p> <p>Suite of 18 Catchment Management Plans (CMPs) covering all catchments in Hampshire, highlighting areas most at risk of planning and focussing on working with natural processes and the drainage hierarchy to reduce risk.</p> <p>Pilot project looking at Natural Flood Management opportunities within the Itchen catchment to reduce flood risk down stream including in the city of Winchester.</p> <p>Working with Countryside and the Climate Change team on producing infographics, videos and pod casts on Natural Flood Management and Working with Natural Processes (WWNP).</p> <p>County Council appointed as provisional Responsible Authority for the preparation of the Local Nature Recovery Strategy for Hampshire. As part of its commitment to protecting the county's ecological diversity and cultural heritage, the County Council has signed an agreement with the Woodland Trust, working with Natural England and all the District and Unitary Councils, to produce an updated ancient woodland inventory.</p>

<p><b>Business &amp; Green Economy</b></p> 	<p>Developing a resilient Hampshire green economy</p>	<p>1. Understand opportunities and barriers to developing a resilient green economy in Hampshire.</p>	<p>ETE</p>	<p>An Economic Strategy is currently being developed, with a draft presented to the Hampshire 2050 Partnership in July 2022. The Strategy will cover the Hampshire County Council area, though recognises the important links elsewhere, particularly with Pan-Hampshire partners, many of whom represent the Hampshire 2050 Partnership.</p> <p>Increasingly, environmental crises around the world are a reminder of how much economic damage natural disasters can cause. Designing an economic strategy for Hampshire needs to respond to this complexity. This strategy will help guide and shape our decisions to ensure that Hampshire continues to thrive and support the wellbeing of all our residents and our unique place.</p>
<p><b>Public Health</b></p> 	<p>Health co-benefits</p>	<p>Through the Health and Wellbeing Board, agree joint priorities between partners that both benefit health and mitigate climate change, including air quality, active travel, healthy homes: Review Hampshire Corporate Climate Change Strategy and Public Health actions / value adding opportunities</p>	<p>Adults' Services/Public Health</p>	<p>In progress. Public Health have built relations with partners across the system, championing co-benefits of actions which support both health and the environment. With Transport and the Town and Country Planning Association, PH have delivered four workshops focusing on air quality and health, recommendations from which are now in the process of being implemented strategically.</p> <p>PH have also contributed to Transport strategic frameworks such as Local Transport Plan 4 (LTP4) and emerging Local Cycling and Walking Infrastructure Plans (LCWIPs) to ensure a Health in All Policies Approach is being taken. With spatial planning and Housing colleagues, the importance of sustainable design for both health and climate change resilience has been highlighted and considered when planning new developments.</p>
<p><b>Public Health</b></p> 	<p>Inequalities</p>	<p>Use a data-driven approach to identify the most significant inequalities in relation to climate change: Consider broader workforce and developing competence/confidence in climate change; Create short document including key reports, literature and e-learning for the benefit of Public Health shared learning; Scoping review and evidence summary on the health impacts of climate change</p>	<p>Adults' Services/Public Health</p>	<p>Data is being gathered and scoped to ensure a data-driven approach is being used. This includes data on social vulnerability, flood risk, heat stress risk and mental health impacts.</p>
<p><b>Public Health</b></p> 	<p>Joint working with the NHS</p>	<p>Take a system approach to climate change, working with the NHS to identify shared priorities</p>	<p>Adults' Services/Public Health</p>	<p>PH and AHC are supporting the implementation of NHS Greening Plan.</p>

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