

EXECUTIVE DECISION DAY NOTICE

Leader and Executive Member for Hampshire 2050 and
Corporate Services & Deputy Leader and Executive Member for
Hampshire 2050 and Corporate Services Decision Days

Date and Time Thursday, 19th January, 2023 at 2.00 pm

Place Remote Decision Day

Enquiries to 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

DEPUTATIONS

To receive any deputations notified under Standing Order 12.

KEY DECISIONS (NON-EXEMPT/NON-CONFIDENTIAL)

1. TFSE STRATEGIC INVESTMENT PLAN APPROVAL (Pages 5 - 142)

To consider a report seeking approval for the Strategic Investment Plan prepared by Transport for the South East (TfSE).

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

**2. 2023/24 REVENUE BUDGET REPORT FOR HAMPSHIRE 2050
DIRECTORATE (Pages 143 - 154)**

To consider a report setting out proposals for the 2023/24 revenue budget for the Hampshire 2050 Directorate in accordance with the Council's Medium Term Financial Strategy (MTFS) approved by the County Council in November 2021.

**3. 2023/24 REVENUE BUDGET REPORT FOR CORPORATE SERVICES
(Pages 155 - 172)**

To consider a report setting out proposals for the 2023/24 revenue budget for Corporate Services in accordance with the Council's Medium Term Financial Strategy (MTFS) approved by the County Council in November 2021.

4. COMMUNITY ENERGY SOUTH GRANT FUNDING (Pages 173 - 184)

To consider a report seeking grant funding from the climate change budget, to continue to support the priority work with Community Energy South in Hampshire to engage and support communities to develop a community energy network.

5. PARISH AND TOWN COUNCIL INVESTMENT FUND - APPROVAL OF LARGER GRANTS (Pages 185 - 190)

To consider a report seeking approval of grants from the Parish and Town Council Investment Fund.

6. THE LEADER'S COMMUNITY GRANTS (Pages 191 - 206)

To consider a report detailing applications received for the Leader's Community Grants fund.

7. CHIEF OFFICER DELEGATIONS REGISTER (Pages 207 - 240)

To consider a report seeking approval to redelegate existing Executive Member authority to the Director of Hampshire 2050 and the Director of People and Organisation.

8. APPOINTMENTS TO OUTSIDE BODIES, STATUTORY JOINT COMMITTEES, PANELS AND PARTNERSHIP BOARDS

To consider a report on proposed appointments to Outside Bodies, Statutory Joint Committees, Panels and Partnership Boards. **(To follow).**

EXCLUSION OF THE PRESS AND PUBLIC

RECOMMENDATION:

That the public be excluded from the meeting during the following items of business, as it is likely, in view of the nature of the business to be transacted or the nature of the proceedings, that if members of the public were present during these items there would be disclosure to them of exempt information within Paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972, and further that in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information, for the reasons set out in the reports.

KEY DECISIONS (EXEMPT/CONFIDENTIAL)

9. STRATEGIC LAND UPDATE (Pages 241 - 260)

To consider an exempt report giving an update on Strategic Land matters.

10. WOODHOUSE MEADOWS, HEDGE END – PROJECT UPDATE (Pages 261 - 272)

To consider an exempt report giving an update on Woodhouse Meadows, Hedge End.

NON KEY DECISIONS (EXEMPT/CONFIDENTIAL)

None

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 SESSION:

The press and public are welcome to observe the public sessions of the decision day via the webcast.

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Leader and Executive Member for Hampshire 2050 and Corporate Services
Date:	19 January 2023
Title:	TfSE Strategic Investment Plan Approval
Report From:	Director of Hampshire 2050 and Assistant Chief Executive

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Purpose of this Report

1. The purpose of this report is to seek approval for the Strategic Investment Plan prepared by Transport for the South East (TfSE).

Recommendation

2. That the Leader and Executive Member for Hampshire 2050 and Corporate Services notes the revisions made by Transport for the South East in response to consultation comments and approves the revised draft document (as set out in Appendix B) as a key delivery component of the Regional Transport Strategy.

Executive Summary

3. The Strategic Investment Plan is a key element of the Regional Transport Strategy and was the subject of recent consultation. A final draft version has been prepared and this paper seeks approval of that draft. It also sets out how the County Council's consultation comments have been addressed.

Contextual information

4. A report was considered at the Executive Lead Member for Economy, Transport, and Environment Decision Day on 3 October 2022 that set out a proposed response to consultation on the draft regional Strategic Investment Plan published by Transport for the South East (TfSE) in the Summer. It was intended at this time that the final document should be signed off through the cabinet and full council process on the basis that the SIP formed part of the Strategy. Subsequent clarification has established that the SIP is in fact a stand alone document and is therefore being recommended for final sign off by the Executive Lead Member for Hampshire 2050. The response to consultation was approved, subject to the inclusion of two additional

references, as recommended by the Transport and Environment Select Committee. The two proposed references, and TfSE's accommodation of them, are detailed in Appendix A.

5. TfSE is the Sub-National Transport Body (SNTB) for South East England. It encompasses a partnership of sixteen local transport authorities, including Hampshire County Council. County Council Officers have been actively engaged in the work of TfSE including the preparation of the evidence base in support of the Strategic Investment Plan (SIP). The County Council is also represented on the TfSE Partnership Board.
6. The main role of TfSE is to advise the Government and 'to speak as one voice' on behalf of the region on transport investment priorities. Following final approval by TfSE, once all constituent authorities have considered the proposed draft, the finalised SIP will be submitted to Government as the region's co-ordinated proposition for funding, powers and resources.
7. TfSE published a Regional Transport Strategy (RTS) in 2020. The SIP is a key document for the region and it demonstrates how TfSE intends to deliver the RTS objectives. The SIP will set out how TfSE and partners will deliver the aims of the RTS, bringing together the outputs from the area studies and thematic studies, to become the blueprint for investment in the South East for the next thirty years.
8. TfSE is a sub national transport body in shadow form and so has no statutory status. The constituent authorities have been requested to agree the SIP prior to final ratification at the TfSE Partnership Board on 13 March 2023.
9. Consultation on the draft took place from 20 June – 12 September this year. An overview of the consultation process is presented below. Appendix A sets out a schedule summarising the County Council's consultation responses and also indicates how each comment has been addressed by TfSE. As can be seen, most of the specific comments have been addressed and the text of the SIP has been amended accordingly. Only two consultation points from Hampshire County Council have not been fully adopted. They are covered in the following paragraphs.
10. The first relates to congestion charging. Hampshire County Council responded to the consultation stating that TfSE should not be promoting road user charging at this time and that doing so was not the current policy of the County Council or national Government. The SIP states "*We encourage the UK government to develop a national road user charging system to provide an alternative source of funding to fuel duty and to help manage demand in parallel to integrated local measures.*"
11. Whilst it is not current policy and a very emotive topic, it is inevitable that Government will need to consider the tax impact of the circa £30billion lost fuel duty as the national vehicle fleet converts to electric or other clean fuel technology over time. The Government has recently indicated it will add Vehicle Excise Duty to electric vehicle sales giving an indication of a direction of travel. It is worth noting that tax raised from fuel duty is linked to the national roads fund which pays for the National Highways, Large Local Majors

and Major Road Network funding. Without it or a replacement source of funding such programmes may be reduced.

12. It is noted that the introduction of a national road pricing scheme would require a significant change in Government policy, further consultation, and almost certainly new primary legislation. On this basis, this consultation point would not prevent the County Council from supporting the overall proposals of the SIP.
13. The second relates to TfSE taking a lighter approach to the request to upgrade the A34 to motorway standard, which is the current Hampshire County Council position. Instead, TfSE uses text which supports more modest improvements. In reality the TfSE wording is more pragmatic and closer to what might be funded in the medium term and the County Council ask is more aspirational and longer term. This does not put the County Council in a contradictory position with TfSE, as both see a need for improvement, but it does mean that the County Council has a different perspective as to what scale of investment is required.
14. A revised draft of the SIP was presented to the Partnership Board meeting and the final version is attached as Appendix B. In the light of the generally positive response to the County Council's consultation response, and the revisions made to the draft, it is recommended that the Strategic Investment Plan is approved. As noted above, all constituent authorities within TfSE have been asked to approve the plan.
15. An Integrated Sustainability Appraisal (ISA) has been prepared to support the SIP. This includes full environmental and equality assessments of the proposals. The preparation of an ISA is a standard process in plan making that helps ensure that decisions are made fairly and contribute to achieving sustainable development.

Finance

16. There are no direct financial implications arising from the proposed response to the SIP consultation. However, the proposals within the SIP could, if supported by Government, bring substantial future investment in transport measures to Hampshire and the South-East region generally. Moving forward, the County Council may choose to develop business cases for some of the schemes in the SIP in the future role of a promoting authority.

Consultation and Equalities

17. As noted elsewhere in the report, consultation on the draft SIP was undertaken by TfSE. TfSE undertook an Integrated Sustainability Appraisal (ISA) to support the SIP. This includes full environmental and equality assessments of the proposals.
18. TfSE's overview of the consultation is as follows.
19. The main mechanism for obtaining feedback was via an online survey, accessed via a dedicated online engagement platform. Some email and postal responses were also received as well as a number of templated email

responses via a campaign response platform developed by Transport Action Network (TAN).

20. The survey recorded responses about demographics, type of stakeholder, geographical area, comments on the SIP chapters and the ISA. It mirrored the structure of the SIP and included a combination of single selection answers (or 'tick all that apply'), response options as well as free-text responses.
21. During the twelve-week consultation period, TfSE engaged with multiple stakeholders through a variety of channels. The draft SIP was officially launched at TfSE's 'Connecting the South East' event at G-Live in Guildford on 5 July 2022. Two virtual webinars were held in July 2022, with nearly 300 attendees across all events. A parliamentary reception was also held at Portcullis House on 22 June 2022 for MPs and their researchers.
22. The consultation was widely promoted via the TfSE newsletter, press releases, social media (paid and unpaid) and through partner communications. All the region's MPs, LEPs and local authorities were sent a dedicated email containing a link to the consultation material.
23. There were 640 responses to the consultation. A total of 422 respondents completed the questionnaire, with a further 87 submitting individual letters or emails. In addition, 131 individual petition responses were received as a result of a campaign organised by Transport Action Network (TAN). It is worth noting that the respondents include a disproportionate number of responses from some campaign/topic groups, that they include a relatively small sample of people or organisations responding from the Hampshire area and to the consultation overall. This is not unusual for a strategy of such a strategic nature, but it does mean that decision makers give appropriate weight to the results of the consultation. It is also worth noting the responses rate was lower than that received to the County Council's consultation on LTP4. The themes of response to that were largely supportive of plans to develop rail, mass transit, active travel and targeted highways schemes. They are not dissimilar to the TfSE responses, set out below and so, to some extent, corroborate the results of the TfSE consultation.
24. All consultation responses have been considered and the following provides a short summary of the overall key findings from the consultation:
 - support shown to investment proposals to improve public transport in the south east, for example, 34% of those that participated via email/letter explicitly stated they welcomed the investment into public transport;
 - respondents welcomed the focus on Active Travel schemes, with between 51% and 79% of respondents who participated in the survey supporting the proposed Active Travel schemes across the four geographies;
 - respondents welcomed the recognition of importance of the need to tackle climate change, with analysis showing that 76% of respondents to the survey stated 'Decarbonisation & Environment' is the most important investment priority for the Strategic Investment Plan to deliver; and
 - of those respondents that participated via the survey, 49% of respondents were in agreement that the Strategic Investment Plan makes a good case

for investing in transport infrastructure in the south east, with 'Somewhat agreed' at 31% and 'Definitely agreed' at 18%.

25. Although 'decarbonisation and the environment' was selected as the most important overall investment priority for the SIP to deliver by respondents to the survey, qualitative responses to the same question showed that support for other investment priorities was also considered important. This highlighted that TfSE should prioritise improvements to public transport, in turn reducing car use and tackling climate change. The support for public transport fares was further evidenced when respondents to the online survey chose this above decarbonisation, as the most important global policy intervention (78%/72%) and the most frequently received comment in email and postal responses was around support for investment in public transport (34%).
26. When asked to what extent they agreed that the packages of interventions for a geography delivered on the priorities of the SIP, the online survey submissions showed that:
 - 42% somewhat or definitely agreed for Kent, Medway and East Sussex and 26% definitely disagreeing;
 - 68% somewhat or definitely agreed for Wessex Thames, with less than 1% definitely disagreeing;
 - 60% somewhat or definitely agreed for London – Sussex Coast, with 16% definitely disagreeing; and
 - 58% somewhat or definitely agreed for Solent and Sussex Coast, with 15% definitely disagreeing.
27. This would indicate that the most contentious geography in terms of proposed interventions is the Kent, Medway and East Sussex area, largely because of the inclusion of some contentious road schemes.
28. In terms of the study areas impacting Hampshire feedback for the Wessex Thames areas area, impacting north Hampshire, demonstrated strong support for rail, mass transit and active travel. The most frequent comments were surrounding a desire for greater investment in public transport and a greater focus on active travel. Rail schemes were most supported interventions for the Solent and Sussex Coast area, followed by mass transit and active travel. The most frequent comment for this geography was a desire to see more sustainable modes of transport prioritised.
29. At its meeting on 14 November 2022, the TfSE Partnership Board agreed the final draft SIP, which is attached as Appendix B.
30. As noted in the report, an Integrated Sustainability Assessment has been carried out for the SIP. This concluded that "The assessment of packages has identified generally positive effects on health and equalities". As an initial assessment, this seems fair and reasonable. There will be fuller assessments undertaken, specifically for Hampshire residents, as local schemes come forward and more detail is known.

Climate Change Impact Assessments

31. The ISA identifies that the proposals will have both positive and negative effects on climate change. It notes that “The assessment has identified a range of effects depending on the typology of interventions within packages. There may be positive effects from transport schemes such as active travel, smart motorways, support of public transport and ultra-low emission zones, demand management (roadspace reallocation), electrification of railways and specific rail options including Grain Branch Services, New HS1 Services, BRT which will all contribute to improving greenhouse gas emissions.

“Conversely, the construction of road schemes... could increase uptake of vehicular traffic which could lead to negative cumulative effects. These options are likely to have high levels of embodied carbon associated with both construction and operation.” The vulnerability of the transport options will depend on whether the location and the resilience of the design and materials used to withstand chronic and acute effects of climate change (e.g., future precipitation and temperatures changes). Interventions within areas of flood risk include Western and Southern Rail Links to Heathrow, Reading - South Reading - Basingstoke (A33/B3031), Wokingham - Blackwater Valley MRT (A321 or B327/B3016), Mere oak (South Reading) Strategic Mobility Hub, Farnborough Strategic Mobility Hub, East Sussex Regional Cycleways, Surrey Regional Cycleways, West Sussex regional cycleways, A23 Gatwick – Crawley, A23/A27 Patcham Junction and major rail upgrades of SWML (Southwest Main Line upgrades Woking and London, South of Woking and Portsmouth line upgrades).”

Climate Change Adaptation

32. The ISA identifies that “The vulnerability of the transport options will depend on whether the location and the resilience of the design and materials used to withstand chronic and acute effects of climate change (e.g., future precipitation and temperatures changes). Interventions within areas of flood risk include Western and Southern Rail Links to Heathrow, Reading - South Reading - Basingstoke (A33/B3031), Wokingham - Blackwater Valley MRT (A321 or B327/B3016), Mere oak (South Reading) Strategic Mobility Hub, Farnborough Strategic Mobility Hub, East Sussex Regional Cycleways, Surrey Regional Cycleways, West Sussex regional cycleways, A23 Gatwick – Crawley, A23/A27 Patcham Junction and major rail upgrades of SWML (Southwest Main Line upgrades Woking and London, South of Woking and Portsmouth line upgrades).
33. It goes on to say “Climate change generally negatively affects the operation of the rail and road network, for example, flooding, snowfall, high temperatures and wind. Climate change adaptation measures are likely to be specific to each development, but there may be benefits if implemented across multiple interventions.”

Conclusion

34. TfSE has, overall, responded positively to Hampshire County Council's previous consultation response on the draft plan. Although there are a couple of issues that have not resulted in changes, as discussed in the report, this is not felt to be sufficient reason to withhold support for the SIP overall. It is therefore recommended that the revised Strategic Investment Plan be approved.

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:	Yes

Other Significant Links

Links to previous Member decisions:	
<u>Title</u> TfSE Strategic Investment Plan Consultation	<u>Date</u> 3 October 2022
Direct links to specific legislation or Government Directives	
<u>Title</u>	<u>Date</u>

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:

As referenced in the report, an Integrated Sustainability Appraisal (ISA) has been carried out on the SIP, which included an Equalities Impact Assessment. Based on this, it is concluded that the SIP overall has neutral impact on people with protected characteristics.

Appendix A

Schedule of Hampshire County Council consultation responses and TfSE responses

General	It would be interesting to compare how investment in the South East ranks with other regions.	These figures can be found within the Transport Strategy which can be found on the TfSE website.
General	The promotion of road user charging is not supported at this time, and the strategy should instead refer to the need for additional Government investment funds for transport and infrastructure.	TfSE have not made changes to the SIP which states about road user charging that "We encourage the UK government to develop a national road user charging system to provide an alternative source of funding to fuel duty and to help manage demand in parallel to integrated local measures."
General	As the SIP progresses, TfSE will need to keep potential Government funding streams and development of national policy under review, and potentially undertake sensitivity analysis should it not happen, as this is likely to require the strategy and area packages to be reviewed.	Noted
General	The income from taxation is expected to cover the costs of making public transport cheaper. This is a desirable use of such income. However, the County Council again has concerns this may not happen in practice and that the real terms cost of using public transport, particularly buses, will continue to rise faster than other modes of travel.	Noted
Corridor Packages	The County Council has been well engaged and involved in the development of the corridor packages. Hampshire County Council considers the packages to be extensive and comprehensive. In particular, it welcomes the inclusion of the measures in the two corridor studies most relevant to Hampshire. The County Council considers them as a state in time view of what is needed. However, it is expected that this will change over time and that all the packages will need to be periodically reviewed and reassessed. New schemes may be added when needed or ones which have been delivered	The SIP has been updated to include a 'next steps' section which highlights the plan as a document that will be reviewed and updated on a regular basis.

	removed, and the remaining projects re-assessed against prevailing funding conditions.	
Corridor Packages	Across the corridor packages there is some inconsistency as to what certain measures mean. For example, the term 'Mass Transit' seems to mean different things in different parts of the region.	This has been checked and mass transit has been defined in the executive summary to clarify what it includes.
General	The SIP has identified a large potential programme of scheme development work. TfSE is not a scheme promoter in its own right and so the investment in business cases and scheme development sits with the promoting highway authority/TfSE member. In securing future funding, the County Council requests that TfSE make a case to Government to support scheme development funding to enable the programme to be developed further.	Agreed, this has been clarified within the 'next steps' section of the document.
p.42	Hampshire County Council strongly supports the focus on mass transit and public transport. These sustainable modes will need to do the "heavy lifting" in terms of decarbonisation and particularly in enabling the integration of land use and transport planning. In light of this, the County Council would welcome a small change to the text on page 42 of the SIP to reflect that the mass transit proposals for the cities of Portsmouth and Southampton both include the County Council as a major delivery partner and span way beyond the city boundaries	Agreed, the SIP has been updated to reflect this.
General	The National Highways work looking at the South West Quadrant identified that the stretch of the M25 between the M3 and M4 links and junctions was the busiest section of road network in the UK. Whilst recognising there are no easy solutions to the capacity issue, it remains an unresolved critical network capacity and resilience issue. It is not adequately addressed in the SIP at this time and should be given further consideration as the SIP evolves.	Throughout the development of the SIP we have worked closely with local stakeholders including the Berkshire authorities. Throughout this engagement support for a new link was lacking, but there was support for multi-modal solutions on the existing network which have been included in the SIP.
Proposal R12 - A34	Hampshire County Council welcomes the proposals for Junction and Safety Enhancements to the A34. The County Council understands this	This intervention is not as comprehensive as an upgrade to motorway standard. It constitutes introduction of 'crawler' lanes and safety

	includes proposals to deal with the sub-standard gradient issues which cause Heavy Goods Vehicles (HGVs) to block the two running lanes whilst overtaking slowly, which then causes delay and frustration for drivers with potential resultant safety implications. The County Council also welcomes recognition of the need to improve junctions. The County Council would therefore welcome a more comprehensive project description to "A34 upgrade to motorway standard".	enhancements at junctions and so no change is proposed.
p.59	The County Council welcomes the rail package in the Wessex Corridor Study. It has all the core elements of the rail package that the County Council sees as important. However, there is a lack of clarity in the scheme descriptions relevant to a New Rail station at Chineham. Hampshire County Council would welcome reference to the long-standing consideration of the potential for a new rail station at Chineham (north of Basingstoke) possibly as a named element of O3 or O11. It is noted that the diagram on page 59 of the SIP includes a notation 'O19' within the Basingstoke area – there is not a corresponding entry in the list of interventions on the previous page.	We have changed the intervention description from Basingstoke to Reading 'rail electrification' to 'rail enhancements' and reference electrification and new stations to support developments within the delivery plan and SIP.
General	The SIP is concerned with new investments in infrastructure and as such strategic asset management issues are largely out of scope of the SIP as written. It is accepted that a line must be drawn somewhere but adding additional infrastructure when Government funding for maintaining existing transport assets is woefully inadequate is not seen as a sensible or sustainable position. The County Council would like to see TfSE develop a stream of work that looks at the asset management challenge we all face in a strategic way and supports the need for adequate funding for proper long-term management and maintenance of the railway and highway network, intelligent transport systems and other key transport assets.	Agreed, TfSE has noted this as a potential workstream to explore outside with the Senior Officer Group for 2023/24.
Freight	The strong emphasis on accommodating freight movements in a more sustainable way is welcomed and, in particular, the inclusion of	A reference to freeports has been added alongside 'global gateways' and

	proposals for investment to facilitate greater use of rail freight. However, the County Council notes that there are no references to the proposed Freeports in the region, including the Solent Freeport. TfSE is requested to reference the various Freeport sites and the need for investment in the facilitating infrastructure required to deliver them.	we will ask for freeport locations to be added to the relevant map(s).
General	The County Council strongly supports the investment package approach for key settlements. The Council would, however, suggest additional wording to reinforce the fact that these packages will need to reflect the needs of the communities beyond the immediate settlement boundary, whether that be in suburban areas or the rural fringes. This would include complimentary investment, to ensure that the 'core investment' would benefit the widest number of people possible.	We feel that this is already covered under the packages of interventions introduction on Page 11, however we have strengthened the wording on this section.

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A Strategic Investment Plan for the South East

Transport for the South East
Our ref: 24137701

A Strategic Investment Plan for the South East

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Contents

Foreword.....	iii
Executive Summary.....	v
Investment Opportunities.....	viii
Introduction	1
Transport for the South East	1
Transport Strategy Vision.....	1
The Strategic Investment Plan	2
How the plan was developed.....	2
Local and national policy context.....	4
Investment priorities.....	6
Benefits of investing in the South East.....	8
The Size of the Prize	8
Doing nothing is not an option.....	9
Packages of interventions	11
1. Global package interventions	12
2. Solent and Sussex Coast.....	14
3. London to Sussex Coast	25
4. Wessex Thames.....	31
5. Kent, Medway and East Sussex.....	36
Benefits and Costs	43
Estimating costs	43
Funding and Financing	48
Context	48
The SIP's funding requirement in context.....	49
Funding the investment programme	51
WORKED EXAMPLE 1: Crossrail – Extension from Abbey Wood to Dartford/Ebbsfleet.....	56
WORKED EXAMPLE 2: A34 Junction and Safety Enhancements	58
WORKED EXAMPLE 3: A27 Long Term Worthing Solution.....	59
WORKED EXAMPLE 4: South East Hampshire Rapid Transit	60

WORKED EXAMPLE 5: Avenue Verte.....	61
WORKED EXAMPLE 6: Isle of Wight ferries	62
TfSE’s role in supporting the ‘funding journey’	63
Delivery	65
Roles and Responsibilities	65
Timing and phasing	75
Governance	76
Stakeholder engagement	77
Monitoring and evaluation.....	77
Next steps.....	80
Appendices	82
Appendix A: List of interventions by package	82
Appendix B: Summary of Evidence Base Reports	108

Foreword

I am delighted to introduce our Strategic Investment Plan (SIP). The culmination of five years of technical work, stakeholder engagement and institutional development.

Underpinned by a credible, evidence based technical programme our SIP presents a compelling case for future-decision making which will help us create a more productive, healthier, happier and more sustainable South East.

This plan sets out our thirty-year vision for the region – it aligns with and supports government priorities to rapidly decarbonise the transport system, improve public health outcomes, reduce congestion and improve road safety, level-up left-behind communities and facilitate sustainable economic growth in the South East.

It has been developed in partnership and written for and on the behalf of the South East's residents, communities, businesses and political representatives.

From 20 June to 12 September 2022, we consulted on the draft of this plan inviting everyone that it affects to read the draft and respond.

We received a lot of support for the SIP as making the best case possible for investing in transport infrastructure in the south east. We also received a number of comments around key themes such as decarbonisation, public transport and active travel and we acknowledge there is potential for us to go further in addressing these key issues with our partner organisations. We commit to exploring this through the development of the SIP delivery action plan and the development of policy statements on active travel, rural mobility and decarbonisation. We have listened, and reviewed all of the feedback received, and amended the plan accordingly.

We are immensely proud of the TfSE partnership and of the work that has gone into developing this bold and ambitious plan. We believe it truly puts the South East and its communities at the centre, connecting people and business, improving access to education, healthcare, jobs and our green spaces. It will support the South East's economy to more than double over the next thirty years. It provides the potential for new jobs, new homes and new opportunities – all supported by a modern, integrated transport network. Creating a prosperous, confident South East where people want to live, work, study, visit and do business.

We are clear that implementing this plan and achieving the vision set out in our Transport Strategy won't happen overnight and that it cannot be growth at any cost. The first step on this journey is simple; we must make better use of what we have. The packages of interventions outlined in this plan do just this. It isn't about building new roads or railways. It is about making better use of existing assets and corridors and about making sure new and emerging technology is used to its full potential, to boost physical and digital connectivity. It is about more joined up planning, particularly between transport and housing, to help build more sustainable communities and enable more efficient business operations. It's about putting the strategic transport infrastructure in place that enables communities to thrive and live happier, healthier, more active lives.

Not only does this plan set out the interventions we believe are needed over the next thirty years, but it also explores opportunities for funding that will allow us to realise these ambitions and ensure the reliance isn't solely on government funding. This of course will continue to be explored beyond publication of this plan and it is our expectation that the funding sought to deliver this plan is above and beyond the funding (both revenue and capital) required to steady our networks and address the substantial challenge of maintaining and bolstering local transport services and maintaining our highways and related assets. In short, local transport authorities must be adequately funded to maintain their existing assets alongside our plan to deliver transformational packages of interventions.

We are publishing this plan during a time of unprecedented change. The Covid-19 pandemic has changed the way that people travel, public services are under great financial strain, including public transport services, and we face a cost of living crisis that will impact on the lives of many of our residents and communities. As we adapt to a new normal in response to these challenges new data will become available to support the evidence base underpinning the case for change and investment in the TfSE area. We remain certain that our Transport Strategy and SIP offer the right approach to achieve our 2050 vision. They are live documents and will be reviewed periodically.

Next, we will present this plan to government on behalf of our partners and our communities across the region, in support of our shared ambitions and as advice to the secretary of state. In doing so we ask the secretary of state to have regard to this plan as priorities are set, policies are developed, and investment decisions are made in addition to existing funding in order to deliver the schemes within this plan and realise their benefits.

Implementing this plan will be challenging at times but we owe it to the generation coming behind us to put in place a transport system that leaves no one behind and provides the framework for a prosperous South East.

I firmly believe that together, we can achieve the aims of this ambitious plan.

Keith Glazier, Chair of Transport for the South East

Executive Summary

Transport for the South East (TfSE) is the Sub-national Transport Body for the South East of England. We work across boundaries, think long term and advocate for bold action in the interest of our communities.

TfSE holds a pivotal role in ensuring the infrastructure needs of the South East are well understood, that investment opportunities in the region have a robust evidence base, and that there is close alignment between local and national government in both the development of relevant policy and delivery of projects.

Developed with stakeholders, our vision is that by 2050, the South East of England will be a leading global region for net-zero carbon, sustainable economic growth where integrated transport, digital and energy networks have delivered a step-change in connectivity and environmental quality. A high-quality, reliable, safe, and accessible transport network will offer seamless door-to-door journeys enabling our businesses to compete and trade more effectively in the global marketplace, improve public health outcomes, and give our residents and visitors the highest quality of life.

This Strategic Investment Plan (SIP) for South East England provides a framework for investment in strategic transport infrastructure, services, and regulatory interventions in the coming three decades.

The plan is supported by a large amount of detailed work informed by consultation over several years. It is aligned with and supports wider policy and government priorities at multiple levels and across multiple transport modes, most notably the need to rapidly decarbonise our transport networks in response to the climate emergency (which has even been formally declared by some TfSE councils). This includes increasingly close alignment between the TfSE Transport Strategy, this plan and with Local Transport Plans. Ensuring individual community needs are well understood and that projects at every scale complement each other, avoids waste and duplication of effort wherever possible.

The plan presents 24 regional *packages* of investment opportunities across the key modes or infrastructure networks of rail, mass transit (in this SIP mass transit is defined as high quality buses or ferries providing an uplift in public transport provision on a corridor and benefitting from segregation or priority infrastructure where appropriate. The mass transit system supports multi-modal travel and seamless transfer between modes which includes rail and bus services), active travel (e.g. walking, wheeling, cycling, horse-riding) and highways. To avoid increasing congestion, improve road safety, increase access to affordable transport options, and further support decarbonisation, highways opportunities in the SIP have a particular focus on those facilitating freight and bus movements to make the best use of the roads in our region.

Within each package are a collection of well-considered *interventions* that seek to address the key *investment priorities* for the South East including:

- **Decarbonisation and environment:** accelerate decarbonisation of the South East, enabling the UK to achieve net zero carbon (“net zero”) by 2050 at the latest, recognising that some areas have set an earlier target, notably some urban areas which have set a 2030 target, and the SIP can be complementary to those areas moving faster both in terms of Global Policy Interventions and packages of interventions. This priority also supports the delivery of a transport network with greater use of public transport, powered by decarbonised energy sources (e.g. electricity and green hydrogen), and active travel, as well as behaviour change measures and reduction in the need to travel. All schemes should have regard to Section 62 duty of the Environment Act (1995) and incorporate measures to deliver biodiversity net gain, and enhance the landscape, from the outset.
- **Adapting to a new normal:** enable the South East’s economy and transport systems to adapt sustainably to changing travel patterns and new ways of working as we learn to live with Covid and changing trading relationships between the UK and the EU, and steadying our networks after a period of flux.

- **Levelling up left behind communities:** deliver a more affordable and accessible transport network for the South East that addresses deprivation, promotes social inclusion, improves public health and individual wellbeing, and reduces barriers to employment, learning, social, leisure, physical and cultural activity for all rural and urban communities.
- **Regeneration and growth:** attract investment to grow our economy, better compete in the global marketplace, unlock regeneration and growth opportunities and address housing shortages where this has been held back by inadequate infrastructure or poor integration between land use and transport planning – and plan to help reduce the need to travel by car and other motor vehicles.
- **World class urban transport systems:** deliver world class and seamlessly integrated, sustainable urban transport systems (rail, bus, tram, ferry, cycling, and walking) for the South East's largest conurbations, to enable residents of all ages and levels of ability, businesses, and visitors to travel easily, safely, and sustainably within and between built up areas.
- **Transforming east – west connectivity:** enhance our east – west corridors (also included amongst these corridors are London Orbital corridors which may be north-south corridors to the east and west of London) to same level as radial links to and from London to boost connectivity between our major economic hubs, international gateways (ports, airports, and rail terminals) and their markets.
- **Resilient radial corridors:** deliver an increasingly reliable a transport network that is smarter at managing transport demand, and more resilient to accidents as well as climate related incidents, such as disruption to energy supplies, extreme weather, and the impacts of a changing climate, to strengthen the South East's key role supporting the capital and connecting the UK to the rest of the world.
- **Global gateways and freight:** enhance the capacity and contribution of the freight and logistics sector to the South East's economy through improved connectivity to Global Gateways, including Freeports, and adapt to changing patterns of freight demand and trade, including making the most of innovations in sustainable first and last mile delivery.

In general, the vast majority of interventions will be delivered through existing frameworks and investment cycles, with a small number of particularly complex and/or large-scale projects possibly requiring bespoke procurement and delivery arrangements.

With a total capital cost of £45 billion over 27 years – about £1.5bn a year – delivery of the interventions in this plan could deliver by 2050:

- 21,000 additional new jobs
- An additional £4bn in GVA each year by 2050
- £1.4 mega tonnes less CO₂e emitted and the scope to reach net zero with national, local and private sector partners by 2050

Delivery of the interventions would see each weekday in 2050:

- 500,000 more rail trips
- 1.5 million more trips by bus, mass transit and ferry
- 4 million fewer car trips

Timing the delivery of each intervention will also need to be carefully considered to avoid unintended negative consequences and ensure the greatest possible value.

The following table and map provide an overview of the packages, how they align with the Investment priorities as well as their expected costs and benefits.

A full list of interventions within each package can be found in [Appendix A](#)

Investment Opportunities

Table 1: Packages and their Benefit and Capital Costs

Packages of Interventions*	Global Policy interventions (see main section for further detail)	Solent and Sussex Coast		A. South Hampshire Rail (Core)	B. South Hampshire Rail (Enhanced)	C. South Hampshire Mass Transit	E. South Hampshire Active Travel	D. Isle of Wight Connections	F. Sussex Coast Rail	G. Sussex Coast Mass Transit	H. Sussex Coast Active Travel	I. Solent and Sussex Coast Highways
Implementation Timeframe	Ongoing			Short – Medium	Medium – Long	Short – Medium	Short	Short – Medium	Short – Medium	Short – Medium	Short Term	Short – Long
Decarbonisation and Environment	✓			✓	✓	✓	✓	✓	✓	✓	✓	-
Adapting to a New Normal	✓			✓	✓	✓	✓	✓	✓	✓	✓	-
Levelling Up Left Behind Communities	✓			✓	✓	✓	✓	✓	✓	✓	✓	-
Regeneration and Growth	✓			✓	✓	✓	✓	✓	✓	✓	✓	✓
World Class Urban Transit Systems	✓			✓	✓	✓	✓	✓	✓	✓	✓	-
East – west connectivity	✓			✓	✓	✓	✓	-	✓	✓	✓	-
Resilient radial corridors	✓			✓	✓	-	✓	✓	✓	-	✓	✓
Global gateways and freight	✓			✓	✓	✓	-	✓	-	-	-	✓
Capital Construction Cost in £millions*	-	11,200		600	3,700	1,800	350	250	50	450	250	3,500
Gross Value Added (GVA) in £millions per annum in 2050	720	1,250		285	305	165	10	165	80	120	-	200
Additional new local residents by 2050 (Compared to Do Nothing Scenario in 2050)	-52,500	6,350		1,050	1,150	1,300	150	1,950	700	850	-	250
Additional full time-equivalent jobs by 2050 (Compared to Do Nothing Scenario in 2050)	-1,600	7,900		1,550	2,000	1,000	50	1,500	350	550	<50	700
Change in Carbon Emissions in 2050 (Nearest 5,000 Kilo-Tonnes CO ₂ e)	-1.4m	-10,000		-	-	-30,000	-10,000	-	-	-10,000	-5,000	45,000
Change in average weekday return trips	-1.4m	35,000		5,000	10,000	5,000	-	5,000	5,000	5,000	-	5,000

Figures rounded to nearest: £50m for Capital Cost; £5m for GVA; 50 new residents /jobs; 5,000 tonnes CO₂e; and 5,000 daily return trips

*A full list of proposed interventions within each package can be found in Appendix A

**Assumes High Speed Rail option goes via Chatham rather than Medway City Estate or Rochester

***Assumes assignment of 40% of Lower Thames Crossing capital to Kent geographically

Page 29

Packages of Interventions*	J. London – Sussex Coast	K. London – Sussex Coast Rail	L. London – Sussex Coast Mass Transit	M. London – Sussex Coast Active Travel	N. London – Sussex Coast Highways	Wessex Thames	O. Wessex Thames Rail	P. Wessex Thames Mass Transit	Q. Wessex Thames Active Travel	R. Wessex Thames Highways
Implementation Timeframe		Short – Medium	Short – Medium	Short	Medium – Long		Short – Long	Short – Medium	Short	
Decarbonisation and Environment		✓	✓	✓	-		✓	✓	✓	-
Adapting to a New Normal		-	✓	✓	-		✓	✓	✓	-
Levelling Up Left Behind Communities		-	-	✓	-		-	✓	✓	-
Regeneration and Growth		✓	✓	✓	✓		✓	✓	✓	✓
World Class Urban Transit Systems		-	✓	✓	-		-	✓	✓	-
East – west connectivity		-	✓	✓	-		-	✓	✓	✓
Resilient radial corridors		✓	✓	✓	✓		✓	✓	✓	✓
Global gateways and freight		✓	✓	-	✓		✓	-	-	✓
Capital Construction Cost in £millions*	3,600	500	400	1,100	1,600	10,400	7,200	1,000	400	1,800
Gross Value Added (GVA) in £millions per annum in 2050	615	400	100	10	100	1,205	850	245	35	90
Additional new local residents by 2050 (Compared to Do Nothing Scenario in 2050)	8,100	6,250	1,340	50	700	7,100	3,100	3,300	500	200
Additional full time-equivalent jobs by 2050 (Compared to Do Nothing Scenario in 2050)	4,550	2,350	800	<50	1,350	5,600	3,750	1,300	<50	450
Change in Carbon Emissions in 2050 (Nearest 5,000 Tonnes CO ₂ e)	-10,000	-10,000	-15,000	-10,000	20,000	-60,000	-5,000	-55,000	-30,000	25,000
Change in average weekday return trips	4,150	30,000	5,000	-	-	50,000	35,000	10,000	-	5,000

Figures rounded to nearest: £50m for Capital Cost; £5m for GVA; 50 new residents /jobs; 5,000 tonnes CO₂e; and 5,000 daily return trips

*A full list of proposed interventions within each package can be found in Appendix A

**Assumes High Speed Rail option goes via Chatham rather than Medway City Estate or Rochester

***Assumes assignment of 40% of Lower Thames Crossing capital to Kent geographically

Packages of Interventions*	Kent, Medway, and East Sussex (KMES)	S. KMES Rail	U. KMES High Speed Rail East	U. KMES High Speed Rail North	V. KMES Mass Transit	W. KMES Active Travel	Y. Lower Thames Crossing	X. KMES Highways
Implementation Timeframe		Short – medium	Short – Medium	Medium - Long	Short- Medium	Short	Medium – Long	Medium – Long
Decarbonisation and Environment		✓	✓	✓	✓	✓	-	-
Adapting to a New Normal		✓	✓	✓	✓	✓	✓	✓
Levelling Up Left Behind Communities		✓	✓	✓	✓	✓	✓	✓
Regeneration and Growth		✓	✓	✓	✓	✓	✓	✓
World Class Urban Transit Systems		✓	-	-	✓	✓	-	-
East – west connectivity		✓	✓	✓	-	✓	-	-
Resilient radial corridors		✓	✓	✓	✓	✓	✓	✓
Global gateways and freight		✓	✓	✓	✓	-	✓	✓
Capital Construction Cost in £millions*	19,400	3,700	1,000	7,300***	700	100	2,800***	3,800
Gross Value Added (GVA) in £millions per annum in 2050	745	140	125	225	45	15	105	90
Additional new local residents by 2050 (Compared to Do Nothing Scenario in 2050)	28,400	6,150	5,800	11,700	1,550	450	1,600	1,200
Additional full time-equivalent jobs by 2050 (Compared to Do Nothing Scenario in 2050)	8,400	1,500	1,400	2,450	400	250	1,400	950
Change in Carbon Emissions in 2050 (Nearest 5,000 Tonnes CO ₂ e)	30,000	-15,000	-15,000	-15,000	-25,000	-10,000	45,000	65,000
Change in average weekday return trips	155,000	20,000	15,000	35,000	-	-	75,000	5,000

Figures rounded to nearest: £50m for Capital Cost; £5m for GVA; 50 new residents /jobs; 5,000 kilo-tonnes CO₂e; and 5,000 daily return trips

*A full list of proposed interventions within each package can be found in Appendix A

**Assumes High Speed Rail option goes via Chatham rather than Medway City Estate or Rochester

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Figure 1: South East packages of interventions



[Map of TfSE region using coloured lines to indicate types of rail, highway, mass transit and active travel interventions. Shaded areas indicate protected areas such as South Downs National Park as well as active travel and mass transit corridors]

Introduction

Transport for the South East

Transport for the South East (TfSE) is the Sub-national Transport Body for the South East of England.

TfSE works across boundaries, thinks long term, and advocates for bold action in the interest of its communities.

We were established in 2017 to determine what transport infrastructure is needed to boost the region's economy.

Our role is to add strategic value to local and national decision making and project delivery by making sure funding and strategy decisions about transport in the South East are informed by local knowledge and priorities.

As a partnership, we also ensure there is close alignment – a 'golden thread' – between local and national government in both the development of relevant policy and delivery of projects. For example, between local transport plans and national rail investment strategies.

Transport Strategy Vision

In our 2020 Transport Strategy we outline our vision for the South East as:

By 2050, the South East of England will be a leading global region for net-zero carbon, sustainable economic growth where integrated transport, digital and energy networks have delivered a step-change in connectivity and environmental quality. A high-quality, reliable, safe, and accessible transport network will offer seamless door-to-door journeys enabling our businesses to compete and trade more effectively in the global marketplace and giving our residents and visitors the highest quality of life.

The vision is underpinned by **three strategic goals**:

- **Economic:** Improve productivity and attract investment to grow our economy and better compete in the global marketplace;
- **Social:** Improve health, safety, wellbeing, quality of life, and access to opportunities for everyone; and
- **Environmental:** Protect and enhance the South East's unique natural and historic environment.

The Strategic Investment Plan

We are delighted to introduce our **Strategic Investment Plan (SIP) for South East England**, which provides a framework for investment in strategic transport infrastructure, services, and regulatory interventions in the coming three decades.

This plan provides a framework for delivering our Transport Strategy, which:

- is a blueprint for investment in the South East;
- shows how we will achieve our ambitions for the South East;
- is owned and delivered in partnership;
- as set out in the legislation to establish sub-national transport bodies, this document is intended to provide advice to the Secretary of State for Transport;
- is a regional plan with evidenced support, to which partners can link their own local strategies and plans – a golden thread that connects policy at all levels;
- provides a sequenced plan of multi-modal investment packages that are place based and outcome focused; and
- examines carbon emissions impacts as well as funding and financing options.

This plan presents a compelling case for action for investors, including government departments – notably the Treasury and Department for Transport (DfT) – as well as private sector investors. It is written for and on behalf of the South East's residents, communities, businesses and political representatives.

The SIP also does **not**:

- detail or prioritise a list of specific scheme options;
- duplicate or detract from the established roles of our Local Transport Authorities and other partners;
- focus on local transport schemes without wider strategic impact; nor
- ask Treasury to fund the entire infrastructure requirement for the South East.

As we adapt to a new normal in response to the Covid-19 pandemic new data will become available to support the evidence base underpinning the case for change and investment in the TfSE area. The Transport Strategy and SIP, as such, are live documents and will be reviewed periodically.

How the plan was developed

This plan represents the culmination of five years of technical work, stakeholder engagement, and institutional development.

It is underpinned by a credible, evidence-based technical programme that has enabled TfSE and our partners to:

- understand the current and future challenges and opportunities in the South East;
- identify stakeholder priorities for their respective areas of interest;
- evaluate the impacts of a wide range of plausible scenarios on the South East's economy, society, and environment;
- develop multi-modal, cross-boundary interventions;
- assess the impact of proposed interventions on transport and socio-economic outcomes; and

- prioritise the interventions that best address the South East's most pressing challenges and unlock the South East's most promising opportunities.

A list of the documents that constitute the robust **Evidence Base** that has informed the development of this plan is provided in [Appendix B](#)

Local and national policy context

This plan is aligned with and supports wider policy and government priorities at multiple levels and across multiple transport modes, including but not limited to:

National - Transport

- [Decarbonising transport: a better, greener Britain](#) (2021)
- [Great British Railways: The Williams-Shapps plan for rail](#) (2021)
- [Bus Back Better: national bus strategy for England](#) (2021)
- [Gear Change: Cycling and walking plan for England](#) (2020)
- [Transport Investment Strategy](#) (2017)
- Government Road Investment Strategies and the Rail Network Enhancements Pipelines

National – Wider Policy

- [Levelling Up the United Kingdom White Paper](#) (2022)
- [Net Zero Strategy: Build Back Greener](#) (2021)
- [National planning Policy Framework](#) (2021)
- [Clean Air Strategy](#) (2019)
- [A Green Future](#) (2018)
- planning frameworks for Nationally Significant infrastructure Projects

Regional

- [TfSE Transport Strategy](#) (2020)
- Local Enterprise Partnership priorities for their areas
- National Park Authority planning policies

Local

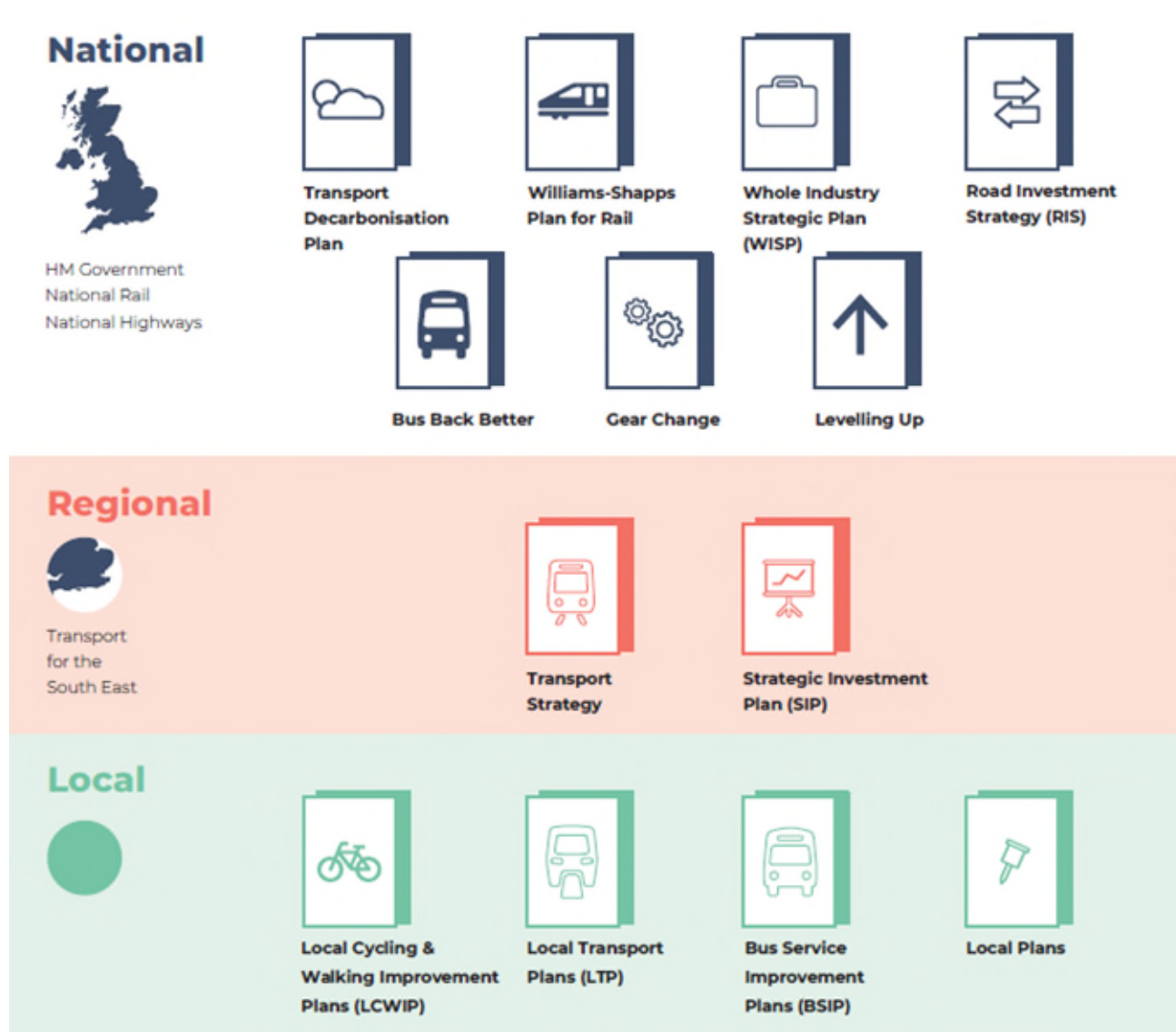
- Local Transport Plans
- Bus Service Improvement Plans
- Local Cycling & Walking Infrastructure Plans
- Local Plans

This SIP sits at the regional planning level, bridging the gap between national and local government.

An illustration of the position of this document within the wider policy landscape is provided in **Figure 2**.

This approach includes increasingly close alignment between the TfSE Transport Strategy and this plan with local transport plans to ensure individual community needs are well understood and that projects at every scale complement each other, avoiding waste and duplication of effort wherever possible.

Figure 2: Wider policy context



[A three row graphic image divided between National, Regional and Local levels. National includes reference to HM Government, National Rail and National Highways and notes the policies of the Transport Decarbonisation Plan, Williams-Shapps Plan for Rail, Whole Industry Strategic Plan (WISP), Road Investment Strategy (RIS), Bus Back Better, Gear Change, and Levelling Up. Regional includes reference to Transport for the south East and notes the policies of the Transport Strategy and Strategic Investment Plan (SIP). Local notes the policies of Local Cycling & Walking Improvement Plans (LCWIP), Local Transport Plans (LTP), Bus Service Improvement Plans (BSIP) and Local Plans.]

Investment priorities

The packages detailed in this plan address **eight investment priorities** aligned with the vision and strategic goals of the TfSE Transport Strategy and the wider regional and national policy context with which both are aligned.

Decarbonisation and environment

- **Decarbonisation and environment:** accelerate decarbonisation of the South East, enabling the UK to achieve net zero carbon (“net zero”) by 2050 at the latest, recognising that some areas have set an earlier target, notably some urban areas which have set a 2030 target, and the SIP can be complementary to those areas moving faster both in terms of Global Policy Interventions and packages of interventions. This priority also supports the delivery of a transport network with greater use of public transport, powered by decarbonised energy sources (e.g. electricity and green hydrogen), and active travel, as well as behaviour change measures and reduction in the need to travel. All schemes should have regard to Section 62 duty of the Environment Act (1995) and incorporate measures to deliver biodiversity net gain, and enhance the landscape, from the outset.

Adapting to a new normal

Enable the South East’s economy and transport systems to adapt sustainably to changing travel patterns and new ways of working as we learn to live with Covid and changing trading relationships between the UK and the EU, and steadying our networks after a period of flux.

Levelling up left behind communities

Deliver a more affordable and accessible transport network for the South East that addresses deprivation, promotes social inclusion, improves public health and individual wellbeing, and reduces barriers to employment, learning, social, leisure, physical and cultural activity for all rural and urban communities.

Regeneration and growth

Attract investment to grow our economy, better compete in the global marketplace, unlock regeneration and growth opportunities and address housing shortages where this has been held back by inadequate infrastructure or poor integration between land use and transport planning.

World class urban transport systems

Deliver world class and seamlessly integrated, sustainable urban transport systems (rail, bus, tram, ferry, cycling, and walking) for the South East’s largest conurbations, to enable residents of all ages and levels of ability, businesses, and visitors to travel easily, safely, and sustainably within and between built up areas. The TfSE Rail, Strategic Active Travel and Micro-mobility and the Bus, Shared Mobility and Mass Transit plans provide more detail as to the rationale and priority areas for intervention across these modes, including how TfSE supports the delivery of Bus Service Improvement Plans and Enhanced Partnerships.

Transforming east – west connectivity

Enhance our east – west corridors (also included amongst these corridors are London Orbital corridors which may be north-south corridors to the east and west of London) to same level as radial links to and from London to boost connectivity between our major economic hubs, international gateways (ports, airports, and rail terminals) and their markets.

Resilient radial corridors

Deliver an increasingly reliable a transport network that is smarter at managing transport demand, and more resilient to accidents as well as climate related incidents, such as disruption to energy supplies, extreme weather, and the impacts of a changing climate, to strengthen the South East's key role supporting the capital and connecting the UK to the rest of the world.

Global gateways and freight

Enhance the capacity and contribution of the freight and logistics sector to the South East's economy through improved connectivity to Global Gateways, including Freeports, and adapt to changing patterns of freight demand and trade, including making the most of innovations in sustainable first and last mile delivery.

Benefits of investing in the South East

In combination with other strategies and activities, improving the region's transport networks through the investment opportunities set out in this plan will help enable the UK to:

- Reach net-zero by 2050 at the latest and support the development of low-carbon industries;
- Level up left behind communities – particularly in urban and coastal areas;
- Deliver affordable housing for the South East's current and future residents;
- Build thriving new communities inclusive of people of all ages and levels of ability and regenerate town and city centres and key sites;
- Boost the productivity of the area through delivering more reliable, resilient, better connected transport networks;
- Encourage behaviour change to more sustainable modes and patterns of activity and travel; and
- Increase the volume and value of trade with the rest of the world.

Comparing the high-level benefits and costs of the packages of interventions shows how they will help us achieve our strategic vision and objectives for the South East and support wider government policy.

The Size of the Prize

TfSE's Economic Connectivity Review identified opportunities to significantly grow the economy in the South East. With the right investment and policies, this study found there is potential to more than double the South East's GVA to £500 billion a year by 2050.

Our own modelling suggests the transport interventions included in this plan alone will enable 21,000 new jobs; an additional £4.5 billion growth in GVA a year by 2050; 1.4 mega tonnes less CO₂e; and additional 550,000 rail trips a day and 1.6 million bus, mass transit and ferry trips a day, and take over four million car trips a day off the roads of the South East.

This growth will not come from transport alone, but transport will be an important part of the jigsaw and an enabler of growth in other sectors.

Realising this opportunity will require an integrated approach to investment and delivery. It will require working across institutional, sectoral, and spatial boundaries.

There are several drivers of growth that transport investment supports:

- **Connecting businesses** with faster and more reliable travel times. This plan enables the South East's towns and cities to boost their productivity by better integrating and sharing their economic assets, wider sharing of resources and knowledge, and will provide businesses with easier access to a large, diverse, highly educated work force.
- **Expanding the workforce** by easier matching of jobs to people. This plan will enable firms to access and recruit a larger labour supply, and provide wider employment opportunities for workers and those seeking to work.
- **Enabling development** through unlocking sites and locations that were previously poorly connected. This plan will provide the sustainable transport capacity and connectivity for net zero growth and development.

- **Accessing global gateways** to increase domestic and international trade by reducing trading costs. This plan facilitates trade in the South East and – at a much larger scale – between the UK and Mainland Europe. This will enable the UK to prosper as it adapts to a new trading relationship with the European Union and recovers from the global Covid pandemic.
- **Directing investment to level-up left behind communities.** This plan makes the South East an even more attractive place to invest. It will bring areas up that are left behind relative to some other areas of the UK due to structural disadvantages (i.e., poor connectivity to the rest of the UK) or places that are held back by transport network constraints (e.g., where development opportunities are stalled due to traffic constraints or local access to key services aren't there by public transport).

Investing in the South East will yield material economic, social, and environmental returns for our residents, businesses, and visitors, improved public health outcomes and supporting the UK economy and enabling Government to achieve its wider carbon, trade, and levelling-up objectives.

This plan does not just focus on new-build infrastructure. Packages include measures that make better use of existing assets and corridors, and support more efficient business and operating models. For example, there are proposals to enhance cross-regional rail and freight services using the existing rail network without having any detrimental impact on passenger services by utilising capacity released from a decline in five-day commuting.

There will be opportunities for revenue generation and the private sector to invest. While support from government will be sought for some packages, this plan utilises all sources of funding to realise TfSE's ambitions for the South East. This includes opportunities to use transport to generate more revenue as well as alternative funding streams to those that currently rely on duties on fossil fuels.

Doing nothing is not an option

We believe a range of multi-modal and wider policy interventions are needed to realise our vision.

Using Department for Transport data to model future transport and socioeconomic outcomes for the South East shows that if the South East continues on a "Business as Usual" trajectory, by 2050:

- the number of car trips will grow 23%;
- the number of rail trips will (only) grow 31%;
- the number of bus trips will (only) grow 26%;
- the number of active travel trips will decline 10%;
- carbon emissions will (only) decline by 35%; and
- structural inequalities and areas of deprivation will persist and restrict economic growth.

Furthermore, if we do not act then many of the investment priorities will not be addressed, and associated opportunities will not be realised. More specifically, there is a material risk that:

- the South East will not decarbonise its transport system fast enough;
- the South East's transport systems will not adapt to a post-pandemic, post-Brexit environment;
- housing growth will stall and house prices will remain unaffordable for too many of the South East's residents (and potential residents);

- the South East's left behind and more deprived communities will be unable to "catch up"; and
- improved public health outcomes will not be achieved, with disproportionate negative impact on the most vulnerable.

Packages of interventions

TfSE has worked with partners, stakeholders and technical advisors to develop 24 coherent packages of complementary, multi-modal interventions that aim to deliver on our vision and objectives for the South East.

These packages have been developed through workshops, discussions, and careful analysis of results of the assessment of the long list of interventions described earlier. In essence, these provide a ‘golden thread’ between top-down, vision-led goals and a bottom-up assessment of individual interventions.

This combination of strategic investments will allow TfSE to achieve its objectives and, in doing so, support wider local, regional and national policy and priorities. This includes addressing local issues while also strengthening the South East’s key role in supporting the capital and connecting the UK to the rest of the world.

A full list of proposed interventions within each package can be found in [Appendix A](#)

Packages are multi-modal – presenting a transformational opportunity to enhance travel for people of all ages and levels of ability, including the significant increase in people aged over 65.

Whilst most interventions focus on sustainable modes in rural and urban areas, targeted interventions to deliver a high-quality east – west connections and more resilient radial highways corridors have been identified. All highways interventions are multi-modal as well accommodating zero emission vehicles. The Highways Thematic Plan provides further information on the context in which highways intervention is justified.

The packages broadly split into two groups:

- **1 global package of interventions** consisting of national regulatory and policy activity and local action.
- **24 place-based packages of interventions** presented at a sub-regional level, with many being multi-modal or mode-agnostic.

Investing in these effective, deliverable, and good value for money transport interventions in the South East will have a material and positive impact across the wider South East and UK.

Highways packages are, in themselves, multi-modal, make best use of existing infrastructure and comply with the highest standards and guidelines, including the requirements for biodiversity net gain and LTN 1/20 for the provision of high-quality, segregated active travel infrastructure. Where identified they support:

- safer roads, notably in urban areas;
- improved access to international gateways, for passengers and freight, and supporting domestic, road reliant sectors, allowing for more efficient trade;
- de-conflicting of private and mass transit vehicle flows between local and longer-distance routes, with the greatest benefit when freed up road space is reallocated and supported by public transport and active travel improvements (including those being delivered by councils at a local level);
- improved environments, public transport and active travel facilities for existing residents;
- unlocking of housing/regeneration/growth area; and
- placemaking (e.g., investing in public spaces) making them more inclusive of people of all ages and levels of ability.

These packages are a step-change away from traditional “predict and provide” capacity enhancements of previous decades. They support our vision and support not only strategic movement of vehicles but our places and communities.

They have been refined to minimise increases in carbon emissions and the impact of these interventions on the wider environment, but all highways packages do result in small increases based on the existing vehicle fleet. While emissions will improve with time as more vehicles are electric or hydrogen, the need to manage congestion and facilitate freight and bus movements will remain a particular focus within the SIP.

Further mitigation will be needed as these packages and interventions are developed. They will also be complimented by a number of global package interventions, which will, promote demand management and digital technology to reduce the number of trips, accelerate the decarbonisation of road vehicles, and promote sustainable travel.

1. Global package interventions

The Global Policy interventions are designed to address the challenges and opportunities that affect the whole of the South East and the wider UK. These include existential challenges such as global warming and opportunities such as new mobility technologies providing an increasing variety of ways to travel and access transport opportunities beyond traditional hire or ownership.

The key Global Policy interventions that would help deliver the investment priorities of the South East are:

- 1.1. Decarbonisation:** We aspire to deliver a faster trajectory towards net-zero than current trends, including rapid adoption of zero emission technologies, to avoid the worst effects of human-induced climate change. This includes working with partners at all scales of government and the private sector through the regional transport decarbonisation forum to decarbonising energy production to infrastructure for electric vehicles and green hydrogen refuelling.
- 1.2. Public Transport Fares:** We wish to reverse the increase in real terms of the cost of public transport compared to motoring and increase ticket integration to reduce barriers to use.
- 1.3. New Mobility:** We see great potential for new mobility technologies (e.g., electric bikes and scooters) and access opportunities (e.g., subscription models, car clubs and Mobility as a Service (MaaS)) to support decarbonisation of travel in the South East.
- 1.4. Road User Charging:** We encourage the UK government to develop a national road user charging system to provide an alternative source of funding to fuel duty and to help manage demand in parallel to integrated local measures. Local authorities also have the opportunity to investigate workplace parking levies and Low Emission Zones in their areas where appropriate.
- 1.5. Virtual Access:** The past two decades, amplified by the global Covid pandemic have shown how virtual working can help reduce demand for transport services.
- 1.6. Integration:** We wish to see improvements in integration across and between all modes of transport in terms of infrastructure, services, ticketing, and accessibility, supporting seamless journeys and improved first and last mile connectivity.

In particular, these interventions deliver **very significant reductions in carbon emissions**. This is achieved through reducing overall demand (virtual working), managing demand (road pricing), and making lower-carbon transport options more attractive (new mobility options and public transport fares that are more integrated and seen as better value for money).

We believe most of these policies can be carefully designed to ensure there is – eventually, at least – no net change in cost to government based on:

- Assumption that new mobility technologies and ways to access them will be delivered primarily through private investment, supported by the active travel packages described in this plan as well as those walking and cycling schemes being delivered by councils at a local level.
- Virtual living is funded almost entirely through businesses providing appropriate technology to their employees and individuals ordering more goods online.
- Future road pricing policy will be designed to leave the transport systems user (as a whole) no worse off (e.g., road charges used to reduce public transport fares).
- Expectation that public transport will become more cost efficient (on a passenger kilometre basis) with increased patronage achieved through existing planned investment and the interventions detailed in this plan.
- Assumption that the interventions will be applied across the UK, ensuring a level playing field to avoid possible detrimental impacts on our residents and businesses (e.g., if Road User Charging were only applied in the South East).

2. Solent and Sussex Coast

The Solent and Sussex Coast area includes the two largest conurbations in the South East – South Hampshire (Southampton, Portsmouth, and surrounding built up areas) and what TfSE terms the “Sussex Coast Conurbation” (Littlehampton – Worthing – Brighton). It spans from the New Forest in the west to Hastings in the east. It also includes the Isle of Wight.

TfSE has developed nine packages of interventions for this area with a total expected capital investment of £11.8 billion and £1.3 billion in additional economic value each year by 2050.

The Solent rail packages significantly boost the number of rail trips in the Solent and Sussex Coast area (by 12% altogether) and deliver a significant uplift in GVA (£600m a year by 2050).

Packages of intervention are displayed in **Figure 3** for South Hampshire, **Figure 4** for Isle of Wight, and **Figure 5** for the Sussex Coast.

Figure 3: South Hampshire packages of interventions

[Map of South Hampshire region including Portsmouth and Southampton using coloured lines to indicate types of rail, highways, mass transit and strategic active travel interventions. Shaded areas indicate protected areas as well as active travel and mass transit corridors]



Core Rail Package

- **A1** Solent Connectivity Strategic Study
- **A2** Botley Line Double Tracking
- **A3** Netley Line Signalling and Rail Service Enhancements
- **A4** Fareham Loop / Platform

- **A5** Portsmouth Station Platforms
- **A6** South West Main Line - Totton Level Crossing Removal
- **A7** Southampton Central Station Upgrade and Timetabling
- **A8** Eastleigh Station Platform and Approach Flyover Enhancement
- **A9** Waterside Branch Line Reopening
- **A10** West of England Service Enhancements
- **A11** Additional Rail Freight Paths to Southampton

Enhanced Rail Package

- **B1** Southampton Central Station - Woolston Crossing
- **B2** New Southampton Central Station
- **B3** New City Centre Station
- **B4** South West Main Line - Mount Pleasant Level Crossing Removal
- **B5** West Coastway Line - Fareham to Cosham Capacity Enhancements
- **B6** West Coastway Line - Cosham Station Relocation
- **B7** Eastleigh to Romsey Line - Electrification
- **B8** Havant Rail Freight Hub
- **B9** Fratton Rail Freight Hub
- **B10** Southampton Container Port Rail Freight Access and Loading Upgrades
- **B11** Southampton Automotive Port Rail Freight Access and Loading Upgrades

Mass Transit

- **C1** Southampton Mass Transit
- **C2** South East Hampshire Rapid Transit
- **C3** New Southampton to Fawley Waterside Ferry Service
- **C4** Southampton Cruise Terminal Access for Mass Transit
- **C5** M271 Junction 1 Strategic Mobility Hub
- **C6** M27 Junction 5 / Southampton Airport Strategic Mobility Hub
- **C7** M27 Junction 7/8 Strategic Mobility Hub
- **C8** M27 Junction 9 Strategic Mobility Hub
- **C9** M275 Junction 1 Strategic Mobility Hub
- **C10** Clarence Pier Bus-Hovercraft Interchange
- **C11** Improved Gosport - Portsmouth and Portsmouth - Hayling Island Ferries

Active Travel

- **E1** Solent Active Travel (including LCWIPs)

Highways

- **I1** M27 Junction 8 (RIS2)
- **I2** A31 Ringwood (RIS2)
- **I6** Southampton Access (M27 Junction 2 and Junction 3) (RIS3 Pipeline)
- **I9** A326 Capacity Enhancements (LLM)
- **I10** West Quay Realignment (LLM)
- **I11** Portsmouth City Centre Road (LLM)
- **I12** Northam Rail Bridge Replacement and Enhancement (MRN)
- **I13** New Horsea Bridge and Tipner Bridge
- **I19** M27/M271/M275 Smart Motorway(s)

2.1. South Hampshire Rail (Core)

Network Rail, Solent Transport, and the Solent Authorities have developed a comprehensive package of interventions that will deliver improvements to urban and inter-urban rail journeys that form part of the Solent Connectivity Strategic Study, formerly Continuous Modular Strategic Plan (CMSP), including:

- Increasing capacity on the Botley line to twin tracks.
- Adding platform capacity at Portsmouth Harbour.
- Improving signalling on the Netley Line.
- Timetable changes to maximise capacity at Southampton Central; and possible additional platform capability Sidings at Totton and a solution to a level crossing constraint in this area.

This package is complemented with an intervention to enable passenger rail services to be introduced to the Fawley Branch Line and serve a large, planned development in this area, with other key benefits including:

- Capacity enhancements across the whole Solent conurbation.
- Improvements in service frequencies.
- Better interchange and service quality at Southampton Central Station.
- More communities will have access to the national rail network.

Key benefits include, by 2050:

- 35,000 additional rail trips a day
- 1,000 additional residents and 1,500 new jobs created

2.2. South Hampshire Rail (Enhanced)

Solent Transport and Local Transport Authorities have previously stated an ambition to deliver a level of service on urban metro routes comparable to suburban London of a “turn-up-and-go” service provided by at least four trains per hour.

There are also aspirations to increase capacity for freight movements and provide better connectivity between South Hampshire, the West of England, the Midlands, and beyond. This requires more capacity than the current network can provide. The key bottleneck preventing this from being realised is the tunnel between Southampton Central and St Denys.

To realise these ambitions, a longer- term package of interventions is needed to unlock significant capacity and, potentially, shorter journey times between Southampton and Portsmouth City Centres. This could include developing an entirely new rail link (most likely underground) between Southampton Central and the Netley Line.

The key benefits of this package are:

- Transformational capacity and connectivity benefits – especially on east-west rail journeys (30 to 35 minute Southampton – Portsmouth journeys every 15 minutes).
- Supports regeneration of Southampton City Centre and other growth areas.
- Boosts to GVA in a relatively deprived part of the South East.
- Enables a large reduction in carbon emissions.

Key benefits include, by 2050:

- Over 2,000 further jobs created
- 1,000 more new residents

2.3. South Hampshire Mass Transit

TfSE and key partners in the South Hampshire area believe the South Hampshire conurbation is large enough and dense enough to support world-class mass transit systems.

Portsmouth City Council is developing and delivering a comprehensive high quality bus rapid transit that will serve the Portsmouth City Region.

Southampton City Council also aspires to develop a Mass Transit System for their city region – which could take the form of a tram, ferries, and/or Bus Rapid Transit. Mass Transit proposals would span beyond the City boundaries into neighbouring parts of Hampshire.

This package also includes interventions to develop strategic mobility hubs to improve access while helping to reduce vehicle traffic in urban areas, and improve access for peninsulas/islands, in particular, through improving and expanding bus and ferry services.

Key benefits include, by 2050:

- Over 100,000 more mass transit trips each weekday
- With 65,000 fewer car trips each weekday

2.4. South Hampshire Active Travel

All three Local Transport Authorities in the South Hampshire area have ambitious plans to reduce congestion and public health outcomes by increasing rates of cycling and walking in their areas.

This ambition is supported by this study as improving the quality and attractiveness of active travel infrastructure, particularly in urban areas and where it improves links with public transport options, is a highly cost-effective way to give people greater choice and reduce the demand for private vehicle trips on local roads and the strategic highways network. Reducing unnecessary trips in this way helps make best use of existing roads and reduce or even remove the need for some more expensive highways capacity improvements.

Several highways interventions – including the Southampton West Quay scheme – unlock opportunities for pedestrians and cyclists by freeing up more public space in town and city centres. The key benefits of this package are:

- Material improvements to the urban realm of the Solent Built Up Area, unlocking active travel and regeneration opportunities.
- Better air quality in urban areas.
- Significant mode shift from car to active travel, with associated health and wellbeing and road space efficiency benefits.

These interventions significantly boost active travel demand by over 80,000 trips a day and reduce car travel by a similar margin, by 2050. This package also leads to a significant reduction in carbon emissions.

Almost 40,000 tonnes less CO₂e equivalent emitted a year in by 2050.

2.5. Isle of Wight Connections

Based on stakeholder feedback and available opportunities, TfSE has developed a combined package to improve connectivity between the Isle of Wight and the Mainland and boost connectivity within the Isle of Wight itself.

The first area focuses on improving the quality, connectivity and frequency of ferry crossings through increasing frequency, extending hours of operation, opening new routes and subsidising ferry fares.

Given the island's size and population density there is a large market for public transport, and the absence of a fixed link to the mainland suppresses the availability of cars to many visitors.

This package includes a proposal to provide mass transit between Newport and Sandown as well as the seamless integration between ferry and public transport on the mainland and the Isle of Wight to support sustainable onward connectivity as well as encouraging increased tourism in the area.

Key benefits include, by 2050:

- An additional £165 million GVA annually
- 70,000 fewer car trips on the island each weekday

Figure 4: Isle of Wight packages of interventions

[Map of Isle of Wight and connections with mainland using coloured lines to indicate types of rail, highways, mass transit and strategic active travel interventions. Shaded areas indicate protected areas as well as active travel and mass transit corridors]



Note: List of interventions refers to the Isle of Wight area only (Packages D — E).

Connectivity Package

- **D1 New Isle of Wight Mass Transit System and Active Travel Enhancements**

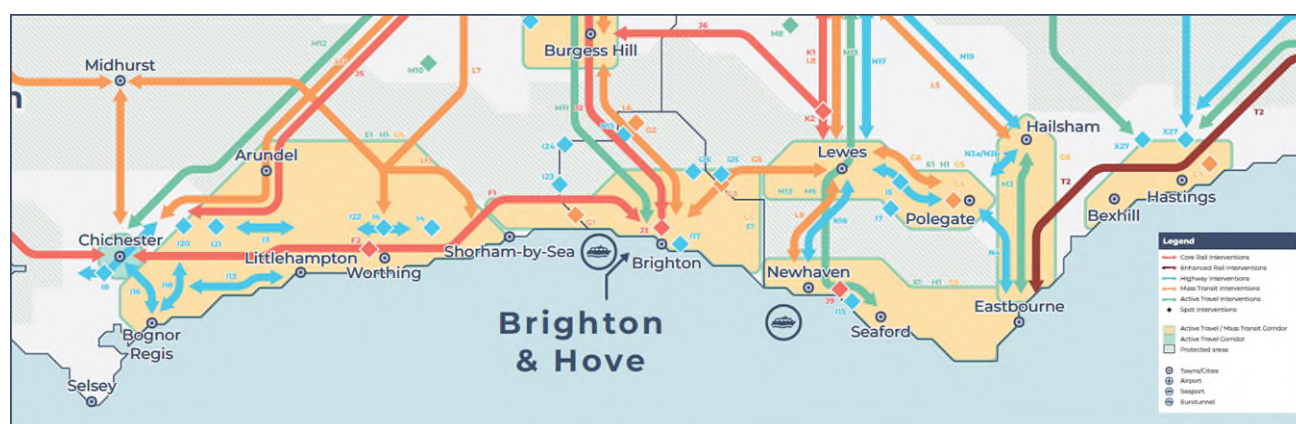
- **D1a** Bus Mass Transit - Newport to Yarmouth
- **D1b** Bus Mass Transit - Newport to Ryde
- **D1c** Bus Mass Transit - Newport to Cowes
- **D1d** Isle of Wight Railway Service Enhancements
- **D1e** Isle of Wight Railway Extensions or Mass Transit alternative - Shanklin to Ventnor
- **D1f** Isle of Wight Railway Extensions or Mass Transit alternative - Shanklin to Newport
- **D2** Isle of Wight Ferry Service Enhancements
- **D2a** Operating Hours and Frequency Enhancements
- **D2b** New Summer Route - Ryde to Southampton

Active Travel

- **E1** Solent Active Travel (including LCWIPs)

Figure 5: Sussex Coast packages of interventions

[Map of Sussex Coast showing area between Chichester and Hastings including Brighton & Hove using coloured lines to indicate types of rail, highways, mass transit and strategic active travel interventions. Shaded areas indicate protected areas as well as active travel and mass transit corridors]



Note: List of interventions refers to the Sussex Coast area only (Packages E — I).

Rail Package

- **F1** West Coastway Strategic Study
- **F2** West Worthing Level Crossing Removal

Active Travel

- **E1** Solent Active Travel (including LCWIPs)
- **H1** Sussex Coast Active Travel Enhancements (including LCWIPs)

Mass Transit

- **G1** Shoreham Strategic Mobility Hub
- **G2** A27/A23 Patcham Interchange Strategic Mobility Hub
- **G3** Falmer Strategic Mobility Hub
- **G4** Eastbourne/Polegate Strategic Mobility Hub
- **G5** Sussex Coast Mass Rapid Transit
- **G6** Eastbourne/Wealden Mass Rapid Transit
- **G7** Hastings/Bexhill Mass Rapid Transit
- **G8** A27 Falmer – Polegate Bus Stop and Layby Improvements

Highways

- **I1** M27 Junction 8 (RIS2)
- **I2** A31 Ringwood (RIS2)
- **I3** A27 Arundel Bypass (RIS2)
- **I4** A27 Worthing and Lancing Improvement (RIS2)
- **I5** A27 East of Lewes Package (RIS2)
- **I6** Southampton Access (M27 Junction 2 and Junction 3) (RIS3 Pipeline)
- **I7** A27 Lewes - Polegate (RIS3 Pipeline)
- **I8** A27 Chichester Improvements (RIS3 Pipeline)
- **I9** A326 Capacity Enhancements (LLM)
- **I10** West Quay Realignment (LLM)
- **I11** Portsmouth City Centre Road (LLM)
- **I12** Northam Rail Bridge Replacement and Enhancement (MRN)
- **I13** New Horsea Bridge and Tipner Bridge
- **I14** A259 Bognor Regis to Littlehampton Enhancement (MRN)
- **I15** A259 South Coast Road Corridor - Eastbourne to Brighton (MRN)
- **I16** A259 Chichester to Bognor Regis Enhancement (MRN Pipeline)
- **I17** A259 (King's Road) Seafront Highways Structures Renewal Programme (MRN)
- **I18** A29 Realignment including combined Cycleway and Footway
- **I19** M27/M271/M275 Smart Motorway(s)
- **I20** A27 Tangmere Junction Enhancements
- **I21** A27 Fontwell Junction Enhancements
- **I22** A27 Worthing (Long Term Solution)
- **I23** A27 Hangleton Junction Enhancements

- **I24** A27 Devils Dyke Junction Enhancements
- **I25** A27 Falmer Junction Enhancements
- **I26** A27 Hollingbury Junction Enhancements

2.6. Sussex Coast Rail

Network Rail has worked with Local Transport Authorities to develop a package of improvements in the West Coastway Strategic Study, formerly Connectivity Modular Strategic Study Plan (CMSP) that deliver faster journeys and more capacity between Brighton and Hove and Southampton. This will support faster inter-urban and long-distance journeys between the South East's two largest conurbations.

The key benefits of this package are:

- Faster journeys between Brighton, Chichester, Portsmouth and Southampton.
- Potentially more frequent longer distance services between Brighton, Chichester, Portsmouth, and Southampton.
- Additional capacity between Worthing and Brighton for shorter journeys.

This package makes a significant contribution to strengthening east – west connectivity between the two largest conurbations in the South East as well as encouraging increased tourism in the area.

Key benefits include, by 2050:

- £80 million GVA annually
- 10,000 additional rail trips each weekday

2.7. Sussex Coast Mass Transit

Brighton and Hove City Council is developing plans for a high-quality public transport system along the Brighton seafront. The details are to be finalised, but the topology of the city lends itself strongly to bus rapid transit (e.g., more frequent “turn up and go” and faster services on dedicated bus lanes and other priority infrastructure).

TfSE and its partners have carefully considered whether this system could also serve East and West Sussex. At this stage, extending to East Sussex appears to be more feasible than West Sussex.

Additionally, East Sussex is developing proposals for improved public transport services in Eastbourne and Hastings. All these systems could be supported by general improvements to other local bus services buses and Strategic Mobility Hubs, notably at Falmer and Polegate (options for other hubs are more challenging but should be explored). These hubs will improve access while helping to reduce vehicle traffic in urban areas.

It delivers a “world class” mass transit system with significant mode shift from car to bus services and provides an attractive and sustainable option for east – west local journeys along the South East coast. It also reduces carbon and boosts GVA by over £100m each year by 2050.

Key benefits include over 100,000 more mass transit trips each weekday, with 65,000 fewer car trips by 2050.

2.8. Sussex Coast Active Travel

All three Local Transport Authorities on the Sussex Coast have ambitious plans to reduce congestion and public health outcomes by increasing rates of cycling and walking in their areas. This package aims to help these authorities realise this ambition.

Improving the quality and attractiveness of active travel infrastructure will give people greater transport choice and reduce the demand for private vehicle trips on local roads and the strategic highways network, making better use of existing roads and reducing the need for some more expensive highways capacity improvements.

Several smaller scale highways interventions are also included to support housing growth along the Sussex Coast. Most of these interventions also include public transport and active travel elements.

The key benefits of this package are:

- Material improvements to the urban realm of the Sussex Coast built up area, unlocking active travel and regeneration opportunities as well as encouraging increased tourism in the area.
- Improvements in air quality in urban areas.
- Significant potential mode shift from car to active travel, with associated health and wellbeing and road space efficiency benefits.

Key benefits include:

- 5,000 tonnes less CO₂e emitted a year by 2050
- Over 40,000 fewer car trips each weekday by 2050
- Significant public health benefits

2.9. Solent and Sussex Coast Highways

Targeted, integrated interventions to deliver high-quality east – west connections for freight, private and mass transit vehicles (notably, buses) that de-conflict local and longer-distance traffic, with the greatest benefit when supporting and supported by public transport improvements.

Interventions that deliver safer highways, notably in urban areas, and support access to international gateways, housing/ regeneration/growth areas, and placemaking (e.g., unlocking public spaces) are featured.

This package has been refined to minimise carbon emissions and the impact of these interventions on the wider environment. The interventions aim to deliver modest improvements to the Strategic Road Network that focus on segregating strategic and regional traffic rather than materially lifting capacity along the whole corridor.

Further mitigation will be needed as these schemes are developed. They will also be complimented by the Global Policy interventions discussed above, which will accelerate the decarbonisation of road vehicles and mitigate the adverse impacts of this package.

A better designed highways network will deliver improved air quality in urban areas and reduce impact of road traffic on the South Downs National Park.

3. London to Sussex Coast

The London to Sussex Coast area covers the key corridors between London and the Sussex Coast conurbation (from Chichester to Eastbourne). It focusses on interventions in East Surrey, West Sussex and East Sussex (excluding the Hastings area).

TfSE has developed five packages of interventions for this area with a total expected capital investment of £3.6 billion and £0.6 billion in additional economic value each year by 2050.

Figure 6 displays the packages of interventions for the London to Sussex Coast area.

Figure 6: London to Sussex coast packages of interventions

[Map of area between London and Sussex Coast including Brighton & Hove using coloured lines to indicate types of rail, highways, mass transit and strategic active travel interventions. Shaded areas indicate protected areas as well as active travel and mass transit corridors]



Note: List of interventions refers to London to Sussex Coast area only (Packages J — N).

Rail Packages

- **J1** Croydon Area Remodelling Scheme
- **J2** Brighton Main Line - 100mph Operation
- **J3** Brighton Station Additional Platform
- **J4** Reigate Station Upgrade
- **J5** Arun Valley Line - Faster Services
- **J6** East Coastway Line - Faster Services
- **J7** Brighton Main Line - Reinstate Cross Country Services
- **J8** New Station to the North East of Horsham
- **J9** Newhaven Port Capacity and Rail Freight Interchange Upgrades
- **J10** Uckfield Branch Line - Hurst Green to Uckfield Electrification
- **J11** Redhill Aerodrome Chord
- **K1** Uckfield - Lewes Wealden Line Reopening - Traction and Capacity Enhancements
- **K2** Uckfield - Lewes Wealden Line Reopening - Reconfiguration at Lewes
- **K3** Spa Valley Line Modern Operations Reopening - Eridge to Tunbridge Wells West to Tunbridge Wells

Active Travel

- **M1** Burgess Hill/Haywards Heath Local Active travel infrastructure
- **M2** East Grinstead Local Active travel infrastructure
- **M3** Eastbourne/Hailsham Local Active travel infrastructure
- **M4** Gatwick/Crawley Local Active travel infrastructure
- **M5** Horsham Local Active travel infrastructure
- **M6** Lewes/Newhaven Local Active travel infrastructure
- **M7** Reigate/Redhill Local Active travel infrastructure
- **M8** East Sussex Inter-urban Active travel infrastructure
- **M9** Surrey Inter-urban Active travel infrastructure
- **M10** West Sussex Inter-urban Active travel infrastructure
- **M11** New London - Brighton National Cycle Network Corridor
- **M12** New Crawley - Chichester National Cycle Network Corridor
- **M13** London - Paris New "Avenue Verte"

Mass Transit

- **L1** Fastway Extension: Crawley - Horsham

- **L2** Fastway Extension: Crawley - East Grinstead
- **L3** Fastway Extension: Haywards Heath - Burgess Hill
- **L4** Fastway Extension: Crawley - Redhill
- **L5** A22 Corridor Rural Bus Service Enhancements
- **L6** A23 Corridor Rural Bus Service Enhancements
- **L7** A24 Corridor Rural Bus Service Enhancements
- **L8** A26 Corridor Lewes - Royal Tunbridge Wells Rural Bus Service Enhancements
- **L9** A26 Corridor Newhaven Area Rural Bus Service Enhancements
- **L10** A272 Corridor Rural Bus Service Enhancements
- **L11** A264 Corridor Rural Bus Service Enhancements
- **L12** A29 Corridor Rural Bus Service Enhancements
- **L13** A283 Corridor Rural Bus Service Enhancements
- **L14** A281 Corridor Rural Bus Service Enhancements
- **L15** Three Bridges Strategic Mobility Hub

Highways

- **N1** A22 N Corridor (Tandridge) - South Godstone to East Grinstead Enhancements (LLM Pipeline)
- **N2** A24/A243 Knoll Roundabout and M25 J9A (MRN Pipeline)
- **N3a** A22 Corridor Package
- **N3b** A22 Corridor - Hailsham to Uckfield
- **N4** A2270/A2101 Corridor Movement and Access Package (MRN Pipeline)
- **N5** M23 Junction 8a New Junction and Link Road - Redhill
- **N6** M23 Junction 9 Enhancements - Gatwick
- **N7** A23 Carriageway Improvements - Gatwick to Crawley
- **N8** A264 Horsham - Pease Pottage Carriageway Enhancements
- **N9** A264 Crawley - East Grinstead Dualling and Cycleway
- **N10** Crawley Western Link Road and Active Travel Infrastructure
- **N11** A24 Dorking Bypass
- **N12** A24 Horsham to Washington Junction Improvements
- **N13** A24 Corridor Improvements Horsham to Dorking (LLM Pipeline)
- **N14** A23 Hickstead and Bolney Junction Enhancements
- **N15** A23/A27 Patcham Interchange Junction Enhancements
- **N16** A26 Lewes - Newhaven Realignment and Junction Enhancements

- **N17** A26 Lewes - Uckfield Enhancements
- **N18** A22 Uckfield Bypass Dualling
- **N19** A22 Smart Road Trial Proposition Study

3.1. London – Sussex Coast Rail

This package addresses key bottlenecks on the Brighton Main Line, enabling faster, more reliable services and increases in decarbonised capacity across rail operations in the region.

Additionally, there are aspirations to reinstate the railways between Uckfield – Lewes and, potentially, Tunbridge Wells West – Tunbridge Wells to increase resilience of rail connectivity between the South Coast and London whilst creating a new east – west passenger rail service.

These results should give investors confidence in the level of growth that could be realised through investing in the Brighton Main Line corridor.

This package could deliver a very significant 20% increase in rail patronage compared to “Business as Usual” forecasts

Key benefits include, by 2050:

- At least 20,000 fewer car trips each weekday
- More than 85,000 additional trips by rail each weekday

3.2. London – Sussex Coast Mass Transit

Infrastructure improvements and increased service frequency will bring transformational growth in bus journeys – almost 120,000 additional trips a day by 2050.

This package builds on the success of the Fastway bus rapid transit system in Crawley/Gatwick and will be supported by improvements to local buses and Strategic Mobility Hubs at Falmer and Three Bridges to improve access while helping to reduce vehicle traffic in urban areas.

The overall mass transit network and service provision will be designed to provide an integrated network which facilitates seamless journeys across the area and beyond.

The interventions in this package will bring significant mode shift from car to bus through better interchange and journey experiences with improvements in the speed, frequency and connectivity of mass transit services.

Key benefits include, by 2050:

- 15,000 tonnes less CO₂e emitted a year
- 130,000 fewer car trips each weekday

3.3. London – Sussex Coast Active Travel

Active travel investment will be a significant contribution towards reducing carbon emissions along the London – Sussex Coast corridor.

All four Local Transport Authorities in the area have ambitious plans to improve cycling and walking in their areas. This package expands on current plans by delivering improvements to the National Cycle Network routes and continued roll-out of regional cycleways with consistent branding and wayfinding.

Improving the quality and attractiveness of active travel infrastructure will give people greater transport choice and reduce the demand for private vehicle trips on local roads and the strategic highways network, making better use of existing roads and reducing the need for some more expensive highways capacity improvements.

Active travel investment would boost cycling and walking by 3.5% and encourage further mode shift from car to active travel modes. It would also offset some of the abstraction from active travel generated by improvements in Public Transport

Improvements to the urban and rural public realm will improve air quality (particularly in urban areas) and quality of life while unlocking less car-dependent regeneration opportunities as well as encouraging increased tourism in the area.

Key benefits include:

- Significant public health benefits
- 70,000 fewer car trips each weekday by 2050
- Over 80,000 additional active travel trips expected by 2050

3.4. London – Sussex Coast Highways

This package includes interventions that support access to international gateways (M23 Junction 9), regeneration areas (Crawley Western Link Road) and placemaking (Uckfield and Godstone Bypasses unlocking public spaces). It also includes junction improvements and possible new roads to help relieve pressure on the existing network (for example, to increase the speed and reliability of bus services).

This package also looks to relieve pressure where road and rail interact at level crossings in particular and unlock opportunities to reallocate road-space to active travel and public transport.

By strengthening the resilience of transport networks, and by supporting housing and employment growth, this package unlocks significant economic benefits (up to £140m GVA per annum) but does yield an increase in carbon emissions – which may be mitigated through a combination of the Global Policy interventions discussed above and improved integration with rail and mass transit for all or part of journeys.

Key benefits include:

- A more reliable and resilient highways network – including a high-quality secondary route from the Sussex Coast to the M25.
- 1,300 additional jobs created by 2050
- An additional £140m of GVA a year by 2050

4. Wessex Thames

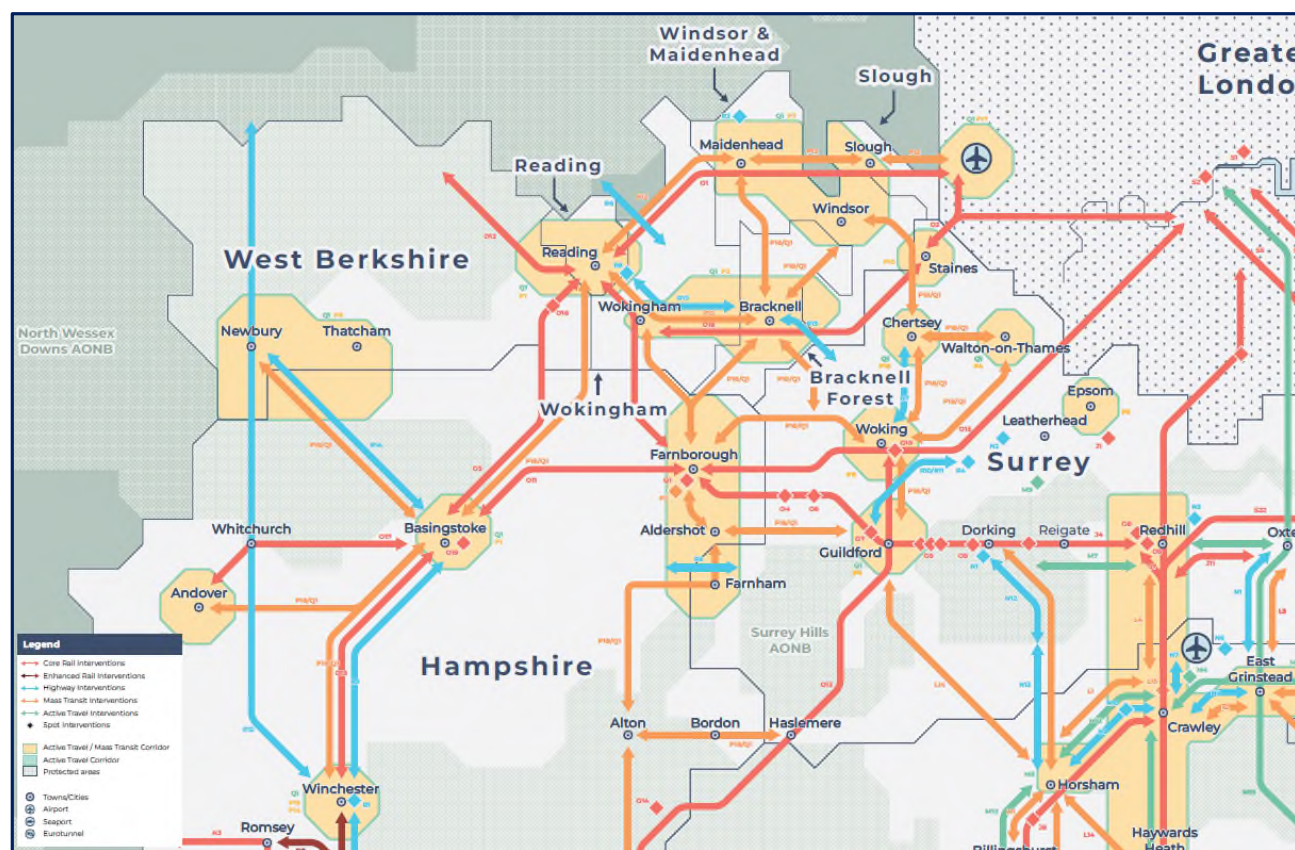
The area TfSE refers to as Wessex Thames includes the whole of Berkshire, North Hampshire, and West Surrey. It's boundaries broadly align with the Berkshire Thames Valley and Enterprise M3 Local Enterprise Partnerships.

TfSE has developed three packages of interventions for this area with a total expected capital investment of £10.4 billion and £1.2 billion in additional economic value each year by 2050.

Figure 7 shows the packages of interventions for the Wessex Thames area.

Figure 7: Wessex Thames packages of interventions

[Map including areas of West Berkshire, Surrey and Hampshire including Reading and Woking using coloured lines to indicate types of rail, highways, mass transit and strategic active travel interventions. Shaded areas indicate protected areas as well as active travel and mass transit corridors]



Note: List of interventions refers to the Wessex Thames area only (Packages O — R).

Rail Package

- **O1** Western Rail Link to Heathrow
- **O2** Southern Rail Link to Heathrow
- **O3** Reading to Basingstoke Enhancement
- **O4** North Downs Line - Electrification
- **O5** North Downs Line - Level Crossing Removals

- **O6** North Downs Line - Service Level and Capacity Enhancements
- **O7** Guildford Station Upgrade
- **O08** New Station Guildford West (Park Barn)
- **O09** New Station Guildford East (Marrow)
- **O10** Redhill Station Upgrade
- **O11** Dorking Deepdene Station Upgrade
- **O12** South West Main Line / Portsmouth Direct Line - Woking Area Capacity Enhancement
- **O13** South West Main Line / Basingstoke Branch Line - Basingstoke Enhancement Scheme
- **O14** Cross Country Service Enhancements
- **O15** Portsmouth Direct Line - Line Speed Enhancements
- **O16** Portsmouth Direct Line - Buriton Tunnel Upgrade
- **O17** South West Main Line - Dynamic Signalling
- **O18** Theale Strategic Rail Freight Terminal
- **O19** West of England Main Line - Electrification from Basingstoke to Salisbury
- **O20** Reading to Waterloo Service Enhancements

Mass Transit

- **P1** Basingstoke Mass Rapid Transit
- **P2** Blackwater Valley Mass Rapid Transit
- **P3** Bracknell/Wokingham Bus Enhancements
- **P4** Elmbridge Bus Enhancements
- **P5** Epsom/Ewell Bus Enhancements
- **P6** Guildford Sustainable Movement Corridor
- **P7** Slough/Windsor/Maidenhead Area Bus Enhancements
- **P8** Newbury/Thatcham Bus Enhancements
- **P9** Reading Mass Rapid Transit
- **P10** Spelthorne Bus Enhancements
- **P11** Woking Bus Enhancements
- **P12** A4 Reading - Maidenhead - Slough - London Heathrow Airport Mass Rapid Transit
- **P13** A329/B3408 Reading - Bracknell/ Wokingham Mass Rapid Transit
- **P14** Winchester Bus Enhancements
- **P15** Andover Bus Enhancements
- **P16** Runnymede Bus Enhancements

- **P17** London Heathrow Airport Bus Access Enhancements
- **P18** Berkshire, Hampshire and Surrey Inter-urban Bus Enhancements

Active Travel

- **Q1** Berkshire, Hampshire and Surrey Urban and Inter-urban Active Travel Infrastructure

Highways

- **R1** M3 Junction 9 (RIS2)
- **R2** M3 Junction 9 - Junction 14 Smart Motorway (SMP)
- **R3** A404 Bisham Junction (RIS3 Pipeline)
- **R4** A3/A247 Ripley South (RIS3 Pipeline)
- **R5** A31 Farnham Corridor (LLM)
- **R6** New Thames Crossing East of Reading (LLM)
- **R7** A320 North Corridor (HIF)
- **R8** M4 Junction 10 Safety Enhancements
- **R9** M3 Junction 7 and Junction 8 Safety and Capacity Enhancements
- **R10** A3 Guildford Local Traffic Segregation
- **R11** A3 Guildford Long Term Solution
- **R12** A34 Junction and Safety Enhancements
- **R13** A322 and A329(M) Smart Corridor
- **R14** A339 Newbury to Basingstoke Safety Enhancements
- **R15** M4 Junction 3 to Junction 12 Smart Motorway (SMP)

4.1. Wessex Thames Rail

A transformational change in orbital and east-west rail connectivity. The package includes new infrastructure interventions with significant regional, national and international benefit, with the largest being to establish new rail links between the region and Heathrow Airport, and enhancing onward connectivity through the wider South East.

Targeted infrastructure enhancements will also translate to more capacity, improved resilience and reliability, and more frequent passenger and freight services, including to the Solent Ports.

This package boosts the number of rail trips enabling residents, employees and visitors to sustainably engage with the regional economy by rail from all directions.

The packages combine to increase the number of local and strategic orbital rail trips by 13,500. They also deliver a boost to the economy, generating more employment opportunities and growing GVA by £850m a year by 2050.

Key benefits include by 2050:

- At least 90,000 additional rail trips each weekday
- More than 3,700 new jobs created
- More than 3,000 new residents accommodated
- 15,000 tonnes less of CO₂e emitted a year

4.2. Wessex Thames Mass Transit

Better interchange and service quality will be provided at Strategic Mobility Hubs, integrating bus services with the national rail networks and local active travel, as well as opportunities for shared mobility services such as e-bike hire, local “click and collect” facilities, and co-location with convenience stores and cafes.

This package aims to increase frequency, operating hours, reliability, and catchment of bus services, supported with bus priority infrastructure where appropriate, to improve interurban bus services between the major economic hubs in Berkshire, North Hampshire and West Surrey.

Interventions in this package will help the region achieve a significant mode shift from car to bus and active travel that will reduce congestion on the existing road network.

Key benefits include, by 2050:

- Almost 450,000 more bus and mass transit trips expected each weekday
- At least 250,000 fewer car journeys each weekday
- 1,300 more jobs supported
- At least 50,000 fewer tonnes CO₂e emitted a year

4.3. Wessex Thames Active Travel

Better infrastructure for walking and cycling will improve the interchange experience and community value. These will improve access while helping to reduce vehicle traffic in urban areas.

This package aims to support the Wessex Thames rail and mass transit interventions by improving the quality of cycling and walking infrastructure to further reduce car dependency in the region, give people greater transport choice, and improve public health outcomes.

The provision of quality active travel infrastructure will improve the efficiency of the existing road and highways network by creating more capacity for those who live further away from rail or mass transit services or for whom walking or cycling may not be a suitable option for all or even part of a given journey. Reducing unnecessary trips in this way also helps reduce or even remove the need for some more expensive highways capacity improvements.

Key benefits include, by 2050:

- 270,000 more active travel trips a day
- 240,000 fewer car journeys each weekday
- 30,000 tonnes less CO₂e emitted a year

4.4. Wessex Thames Highways

This package delivers targeted improvements which support strategic passenger and freight movements through de-conflicting local and longer-distance traffic and supports safety and air quality objectives.

This package includes interventions that support better access to the Solent Ports, a significant contributor to economic growth in the region, as well as interventions which support the sustainable regeneration of areas and local placemaking, such as A3 Guildford, the A320 North Corridor and a new River Thames Cross in the east of Reading.

These schemes are designed to unlock opportunities to reallocate road-space to active travel and buses to deliver complementary public transport improvements.

Some highways interventions can present a trade-off between economic growth and carbon emissions. The economic benefit of accommodating more freight and unlocking growth in this area is a key objective for TfSE, and this package helps towards that.

Key benefits include:

- Improved air quality in urban areas
- An additional £90 million GVA a year by 2050

5. Kent, Medway and East Sussex

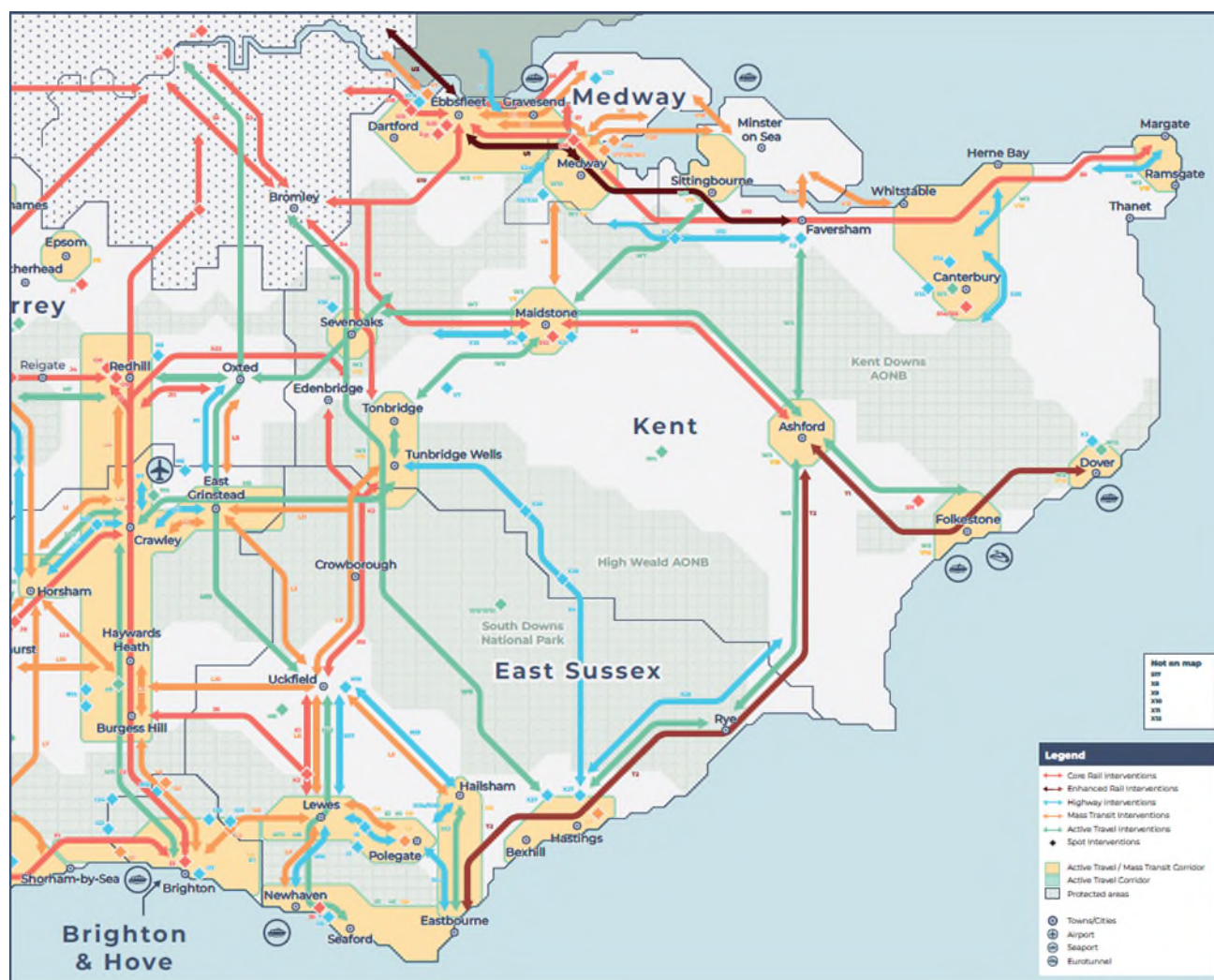
This area covers the whole of Kent and Medway, and the Hastings and Rother areas of East Sussex. It broadly reflects the Network Rail “Kent” Route and the area in the South East served by the “Integrated Kent” passenger rail franchise.

TfSE has developed seven packages of interventions for this area with a total expected capital investment of £19.4 billion and £0.75 billion in additional economic value each year by 2050, along with the long-term capacity and resilience required to keep the country’s most important gateway to trade with mainland Europe operating efficiently.

Figure 8 provides the packages of interventions proposed over the next 30 years.

Figure 8: Kent, Medway and East Sussex packages of interventions

[Map including areas of Medway, Kent and East Sussex including Ebbsfleet, Ashford and Eastbourne using coloured lines to indicate types of rail, highway, mass transit and strategic active travel interventions. Shaded areas indicate protected areas as well as active travel and mass transit corridors]



Note: List of interventions refers to the Kent, Medway, and East Sussex area only (Packages S — Y).

Classic Rail Package

- **S1** St Pancras International Domestic High Speed Platform Capacity
- **S2** London Victoria Capacity Enhancements - Signalling and Digital Rail
- **S3** Bakerloo Line Extension
- **S4** South Eastern Main Line - Chislehurst to Tonbridge Capacity Enhancements
- **S5** London Victoria to Shortlands Capacity Enhancements
- **S6** Hoo Peninsula Passenger Rail Services
- **S7** North Kent Line / Hundred of Hoo Railway - Rail Chord
- **S8** Thameslink - Extension to Maidstone and Ashford
- **S9** North Kent Line - Service Enhancements
- **S10** North Kent Line / Chatham Main Line - Line Speed Enhancements
- **S11** Otterpool Park/Westenhanger Station Platform Extensions and Station Upgrade **S12** Integrated Maidstone Stations
- **S13** Dartford Station Remodelling/ Relocation
- **S14** Canterbury Interchange Rail Chord
- **S15** New Station - Canterbury Interchange
- **S16** New Strood Rail Interchange
- **S17** Rail Freight Gauge Clearance Enhancements
- **S18** Crossrail - Extension from Abbey Wood to Dartford/Ebbsfleet
- **S19** High Speed 1 / Waterloo Connection Chord - Ebbsfleet Southern Rail Access
- **S20** Ebbsfleet International (Northfleet Connection)
- **S21** Ebbsfleet International (Swanscombe Connection)
- **S22** Gatwick - Kent Service Enhancements

High Speed Rail Package

- **T1** High Speed East - Dollands Moor Connection
- **T2** High Speed 1 / Marsh Link - Hastings, Bexhill and Eastbourne Upgrade
- **U1** High Speed 1 - Link to Medway (Chatham)
- **U2** High Speed 1 - Additional Services to West Coast Main Line

Mass Transit

- **V1** Fastrack Expansion - Swanscombe Peninsula
- **V2** Fastrack Expansion - Northfleet to Gravesend
- **V3** Fastrack Expansion - Medway

- **V4** Medway Mass Transit
- **V5** Medway Mass Transit - Extension to Hoo Peninsula
- **V6** Medway to Maidstone Bus Priority
- **V7** Medway Mass Transit - Chatham to Medway City Estate New Bridge
- **V8** Medway Mass Transit - Chatham to Medway City Estate Water Taxi
- **V9** Maidstone Bus Enhancements
- **V10** Dover Bus Rapid Transit
- **V11** Sittingbourne Bus Enhancements
- **V12** Sevenoaks Bus Enhancements
- **V13** Thanet Bus Enhancements
- **V14** Folkestone Bus Enhancements
- **V15** Ashford Bus Enhancements
- **V16** Royal Tunbridge Wells/Tonbridge Bus Enhancements
- **V17** Thames Gateway/Gravesham Bus Enhancements
- **V18** Canterbury/Whitstable/Herne Bay Bus Enhancements
- **V19** Ferry Crossings - New Sheerness to Hoo Peninsula Service
- **V20** Ferry Crossings - Sheerness to Chatham/Medway City Estate/ Strood Enhancements
- **V21** Ferry Crossings - Ebbsfleet - Tilbury Enhancements
- **V22** Inland Waterway Freight Enhancements

Active Travel

- **W1** Medway Active Travel Enhancements
- **W2** Medway Active Travel - Chatham to Medway City Estate River Crossing
- **W3** Kent Urban Active Travel Infrastructure
- **W4** Kent Inter-urban Active Travel Infrastructure
- **W5** Faversham - Canterbury - Ashford - Hastings National Cycle Network Enhancements
- **W6** Tonbridge - Maidstone National Cycle Network Enhancements
- **W7** Sevenoaks - Maidstone - Sittingbourne National Cycle Network Enhancements
- **W8** Bromley - Sevenoaks - Royal Tunbridge Wells National Cycle Network Enhancements
- **W9** East Sussex Local Active Travel Infrastructure
- **W10** East Sussex Inter-urban Active Travel Infrastructure
- **W11** Royal Tunbridge Wells - Hastings National Cycle Network Enhancements
- **W12** Canterbury Placemaking and Demand Management Measures

- **W13** Medway Placemaking and Demand Management Measures
- **W14** Dover Placemaking and Demand Management Measures

Highways

- **X1** M2 Junction 5 (RIS2)
- **X2** A2 Brenley Corner Enhancements (RIS3 Pipeline)
- **X3** A2 Dover Access (RIS3 Pipeline)
- **X4** A21 Safety Enhancements (RIS3 Pipeline, brought forward to RP2)
- **X5** A229 Bluebell Hill Junction Upgrades (LLM)
- **X6** A28 Birchington, Acol and Westgate-on-Sea Relief Road (MRN)
- **X7** A228 Colts Hill Strategic Link (MRN Pipeline)
- **X8** Digital Operations Stack and Brock
- **X9** A20 Enhancements for Operations Stack & Brock
- **X10** Kent Lorry Parks (Long Term Solution)
- **X11** Dover Freight Diversification
- **X12** A2 Canterbury Junctions Enhancements
- **X13** M2 Junction 4 - Junction 7 Smart Motorway (SMP)
- **X14** M20 Junction 6 Sandling Interchange Enhancements
- **X15** M20 Junction 3 - Junction 5 Smart Motorway
- **X16** M25 Junction 1a Enhancements
- **X17** M25 Junction 5 Enhancements
- **X18** Herne Relief Road
- **X19** Canterbury East Relief Road
- **X20** New Maidstone South East Relief Road
- **X21** A228 Hoo Peninsula Enhancements
- **X22** A228 Medway Valley Enhancements
- **X23** Strood Riverside Highways Enhancement and Bus Lane
- **X24** A259 Level Crossing Removals – East of Rye
- **X25** A21 Kippings Cross to Lamberhurst Dualling and Flimwell and Hurst Green Bypasses
- **X26** Hastings and Bexhill Distributor Roads
- **Y1** Lower Thames Crossing (costings for Kent-side only)

5.1. Kent, Medway and East Sussex Classic Rail

A significant boost for employment and economic growth, unlocking £139 million in GVA per annum by 2050.

This package adds capacity to the classic rail network in the South East Area and has strong synergies with the Kent, Medway, and East Sussex high speed rail package which aims to serve communities further away from the Capital.

This package includes several interventions that will increase service capacity and others that will improve integration of the rail system – notably at Ebbsfleet, Canterbury, Maidstone, and Strood – where several railways cross each other without providing easy interchange from one railway to another.

It also includes the introduction of passenger rail services on the Grain Branch on the Hoo Peninsula and direct services between Gatwick Airport and Mid/East Kent.

Key benefits include, by 2050:

- 35,000 additional weekday rail trips
- Over 1,500 new jobs created
- 6,000 new residents
- 15,000 tonnes less CO₂e emitted a year

5.2. Kent, Medway and East Sussex High Speed Rail East

Along with “High Speed Rail North”, this package includes some of the more radical interventions in the Long List for this study.

The “High Speed Rail East” package would deliver direct High Speed services from London to Eastbourne via Ashford and Hastings, reducing journey times from Hastings/Bexhill to London by 20 minutes.

It would also deliver faster journey times to Dover using a connection to HS1 at Dollands Moor, and an increase in the frequency of HS1 services to Ashford.

Key benefits include, by 2050:

- 15,000 tonnes fewer CO₂e equivalent emissions each year
- An additional £125 million of GVA a year

5.3. Kent, Medway and East Sussex High Speed Rail North

Expanding domestic high speed services will deliver transformational improvements in journey times and drive economic growth across the region, including for previously left behind coastal areas.

The “High Speed Rail North” package aims to deliver significant improvements in connectivity to North Kent to ensure coastal communities in Medway, Swale, Canterbury, and Thanet are as well served as other parts of Kent.

Several high-level options have been considered, ranging from a new link between HS1 and Medway to improvements to the North Kent Line and Rochester Bridge. The modelling and cost estimates represented for this package reflects one of the more interventionalist options.

Key benefits include, by 2050:

- 15,000 tonnes fewer CO₂e equivalent emissions each year
- £225 million in GVA each year
- More than 17,000 new residents and over 3,800 new jobs (High Speed Rail East and North)

5.4. Kent, Medway and East Sussex Mass Transit

Significant improvements in the quality, speed and frequency of bus and ferry services in Kent, Medway and East Sussex with better interchange with rail services.

This package delivers improvements to bus services with the scope for improvements and expansion particularly strong in the Kent Thameside and Medway areas, where high levels of growth and regeneration are expected. A step change in infrastructure and service provision should be viable thanks to the underlying demographics in this area.

This package also includes an opportunity to create a new Medway River Crossing to enable faster journeys between the north and south of this conurbation, as well as improvements in connectivity between islands and peninsulas in North Kent.

Key benefits include, by 2050:

- Over 170,000 more trips on bus, mass transit and ferries each weekday
- 100,000 fewer private car trips each weekday
- 25,000 tonnes less CO₂e emitted a year

5.5. Kent, Medway, and East Sussex Active Travel

Material improvements to the urban realm, unlocking active travel and regeneration opportunities.

This package delivers general uplift in the quality of walking and cycling infrastructure, particularly in urban areas (such as those infrastructure gaps highlighted in the recent Kent County Council cycling strategy). Improving the quality and attractiveness of active travel infrastructure will improve public health outcomes, give people greater transport choice and reduce the demand for private vehicle trips on local roads and the strategic highways network.

The package boosts cycling, walking and wheeling and encourages mode shift from car to active travel modes with significant associated health and wellbeing and road space efficiency benefits. Making better use of existing roads will reduce the need for some more expensive highways capacity improvements, while also making a significant contribution towards reducing carbon emissions and improving air quality.

Key benefits include:

- Over 110,000 more trips by walking, wheeling or cycling each weekday
- 100,000 fewer private car return trips each weekday
- 10,000 tonnes less CO₂e emitted

5.6. Lower Thames Crossing

A significantly more resilient corridor connecting the Channel Ports to the M25.

One of the most significant highways interventions planned for this part of the South East is the Lower Thames Crossing, which will deliver a new motorway-standard crossing between Essex and North Kent/Medway.

This is a long standing, nationally-significant scheme that has a considerable impact on the South East's transport system, but in isolation does generate an increase in carbon emissions. To reflect the scale and importance of this scheme, we have modelled it (and some associated ancillary interventions) separately to the rest of the Kent, Medway and East Sussex Highways package based on the most up to date information of a possible scheme.

The Lower Thames Crossing also delivers a boost to GVA (£105 million a year by 2050), and should be considered in the context of both the above Global Policy interventions and close integration with regional rail, mass transit and active transport networks which are currently not included within the core scheme (e.g. dedicated 24-hour bus lanes, associated bus priority measures and even inclusion of active travel links).

TfSE will continue work with the UK and local governments to ensure the design of any crossing is fit for purpose and aligns with our goal to reach net-zero by 2050 at the latest and support the development of low-carbon industries.

Key benefits include, by 2050:

- 170,000 net additional weekday private vehicle trips
- 1,400 new jobs created

5.7. Kent, Medway and East Sussex Highways

This package delivers the Kent Bifurcation strategy improving A2/M2 and A20/M20 routes to increase capacity to and from Dover. This strengthens the resilience of Channel Port access corridors – and improved connectivity for coastal areas.

This package includes several interventions that aim to improve highways resilience and connectivity while also relieving congestion in city and town centres. Many of these interventions will enable housing growth and/or improve public transport and active travel facilities in urban areas. In this sense, highways should be viewed as multi-modal interventions.

These interventions in isolation are projected to increase carbon emissions. This effect will diminish if this package is combined with Global Policy and other rail, mass transit and active travel interventions.

Key benefits include:

- More resilient corridors serving the key Channel Ports and better-connected coastal areas
- An additional £90 million GVA a year by 2050
- 1,000 new jobs created

Benefits and Costs

In 2018, Transport for the South East commissioned Steer to develop a model to test the impact of the scenarios developed in support of the development of the Transport Strategy for the South East.

This model, known as the South East Economy and Land Use Model (SEELUM), is a transport and land use model that simulates the interaction of transport, people, employers, and land-use over periods of time. It provides estimates at a package level and uses different approaches and calculations to local models at a scheme level. More detail is provided in the SEELUM Modelling Report.

SEELUM produces detailed reports on:

- changes in households, population, and the workforce;
- changes in employment (jobs filled) and unemployment rates;
- changes in “tailpipe” CO₂e emissions from transport;
- changes to travel patterns, volumes and mode shares; and
- time-savings benefits for appraisal and impacts on productivity.

To model each package in SEELUM, adjustments were made to:

- Generalised Journey Times (GJTs) – a weighted measure of travel, waiting and transfer/interchange times – within and between each zone (by mode); and
- characteristics of links on the road and railway network (notably capacity).

To model the Global Policy interventions, we have adjusted GJTs between each zone by mode. For example, to model a potential reduction in public transport fares, we reduced the GJTs for bus services across all zones in the South East.

The packages were modelled in SEELUM from a base year of 2018 and run for 32 years to 2050. The results are presented as a comparison to a “Business as Usual” Scenario, which is based on the Department for Transport’s National Trip End Model (NTEM) that also projects employment and population growth to 2050.

The summary results of the modelling of all packages of interventions are presented in **Table 2**.

Estimating costs

Capital cost estimates have been prepared to a level of detail commensurate with the maturity of the design of the packages of interventions and are presented in **Table 2**. These are early stage capital cost estimates and verified estimates will be built up as scheme is further developed.

As development of all SIP interventions progresses there will be a need to incorporate Natural Capital Assessment (or similar methods) into an updated estimation of economic costs. TfSE will work with Department for Transport to follow latest guidance on assessing natural capital costs.

Items and quantities have been priced using historic project data and industry standard published data, with adjustments made to capture the influence that quantity, access, time constraints, site location and conditions will have on labour, plant and materials input costs.

A contingency has been added for minor items that have not been measured. Allowances have been made for main contractors' preliminaries and overhead and profit, temporary works and traffic management where required. Allowances for professional fees and other development costs have also been included. To reflect the maturity of the design a risk allowance has been applied.

Annual maintenance and Renewal capital cost estimates are also shown in **Table 2**.

Table 2: Package Benefits and costs (2020 prices)

Packages of intervention*	Implementation Timeframe Short = 2020s Medium = 2030s Long = 2040s	Capital Construction Cost in £millions* (mid-cost estimate in 2020 prices)	Annual Capital Maintenance and Renewal Costs (mid- cost estimate in 2020 prices)	Gross Value Added (GVA) in £millions per annum in 2050	Additional new local residents by 2050 (Compared to Do Nothing Scenario in 2050)	Additional full time- equivalent jobs by 2050 (Compared to Do Nothing Scenario in 2050)	Change in Carbon Emissions in 2050 (Nearest 5,000 Tonnes CO ₂ e)	Change in average weekday return trips	Change in average weekday return car trips	Change in average weekday return rail trips	Change in average weekday return bus, mass transit and ferry trips
1. Global Policy interventions (see main section for further detail)	Ongoing	-	-	720	-52,500	-1,600	-1.4m	-1.4m	-1.6m	61,000	252,000
2. Solent and Sussex Coast		11,200	635	1,250	6,350	7,900	-10,000	35,000	-180,000	45,000	170,000
2.1. South Hampshire Rail (Core)	Short – Medium	600	15	285	1,050	1,550	-	5,000	-5,000	15,000	-
2.2. South Hampshire Rail (Enhanced)	Medium – Long	3,700	95	305	1,150	2,000	-	10,000	-5,000	15,000	-
2.3. South Hampshire Mass Transit	Short – Medium	1,800	135	165	1,300	1,000	-30,000	5,000	-70,000	-	110,000
2.4. South Hampshire Active Travel	Short Term	350	30	10	150	50	-10,000	-	-40,000	-	-5,000
2.5. Isle of Wight Connections	Short – Medium	250	20	165	1,950	1,500	-	5,000	-15,000	5,000	15,000
2.6. Sussex Coast Rail	Short – Medium	350	25	80	700	350	-	5,000	-	5,000	-
2.7. Sussex Coast Mass Transit	Short – Medium	450	35	120	850	550	-10,000	5,000	-35,000	5,000	55,000

2.8. Sussex Coast Active Travel	Short	250	22	5	<50	<50	-5,000	-	-20,000	-	-5,000
2.9. Solent and Sussex Coast Highways	Short – Long	3,500	260	170	250	700	45,000	5,000	5,000	-	5,000
3. London – Sussex Coast		3,600	245	615	8,100	4,450	-10,000	40,000	-70,000	40,000	55,000
3.1. London – Sussex Coast Rail	Short – Medium	500	15	375	6,250	2,350	-10,000	30,000	-10,000	45,000	-
3.2. London – Sussex Coast Mass Transit	Short – Medium	400	30	100	1,350	800	-15,000	5,000	-35,000	-	60,000
3.3. London – Sussex Coast Active Travel	Short	1,100	80	10	50	<50	-10,000	-	-35,000	-	-5,000
3.4. London – Sussex Coast Highways	Short – Long	1,600	120	140	700	1,350	20,000	5,000	5,000	-	-
4. Wessex Thames		10,400	430	1,205	7,100	5,600	-60,000	45,000	-240,000	40,000	200,000
4.1. Wessex Thames Rail	Short – Long	7,200	185	850	3,100	3,750	-5,000	35,000	-5,000	50,000	-
4.2. Wessex Thames Mass Transit	Short – Medium	1,000	80	245	3,300	1,300	-55,000	10,000	-130,000	-5,000	225,000
4.3. Wessex Thames Active Travel	Short	400	30	35	500	<50	-30,000	-	-120,000	-	-10,000
4.4. Wessex Thames Highways	Medium – Long	1,800	135	90	200	450	25,000	5,000	5,000	-	-
5. Kent, Medway, and East Sussex (KMES)		19,400	865	750	28,400	8,400	30,000	160,000	-	65,000	75,000
5.1. KMES Rail	Short – Medium	3,700	95	140	6,150	1,500	-15,000	20,000	-	15,000	-
5.2. KMES High Speed Rail East	Short – Medium	1,000	25	125	5,800	1,400	-15,000	15,000	-	15,000	-

5.3. KMES High Speed Rail North	Medium – Long	7,300**	190	225	11,700	2,450	-15,000	35,000	-	35,000	-
5.4. KMES Mass Transit	Short – Medium	700	55	45	1,550	400	-25,000	-	-50,000	-	85,000
5.5. KMES Active Travel	Short	100	5	15	450	250	-10,000	-	-50,000	-	-5,000
5.6. Lower Thames Crossing	Medium – Long	2,800***	290	90	1,200	950	65,000	5,000	10,000	-	-
5.7. KMES Highways	Short – Long	3,800	210	105	1,600	1,400	45,000	75,000	85,000	-	-5,000

Figures rounded to nearest: £50m for Capital Cost; £5m for GVA; 50 new residents /jobs; 5,000 kilo-tonnes CO₂e; and 5,000 daily return trips

*A full list of proposed interventions within each package can be found in [Appendix A](#)

**Assumes High Speed Rail option goes via Chatham rather than Medway City Estate or Rochester

***Assumes assignment of 40% of Lower Thames Crossing capital costs to Kent geographically

Funding and Financing

We know that the credibility of our SIP, which is both ambitious and capital-intensive, needs to be underpinned by a pragmatic consideration of how it will be paid for.

In common with other comparable infrastructure programmes, the SIP's principal financial challenge will relate to funding – how the projects are ultimately paid for over time – both capital (for construction, maintenance and renewals) and resource (for operations). Addressing this challenge will involve both making the best use of funds directed from government, and identifying new and innovative approaches (especially those that tap into the local and regional value that the interventions will generate).

For many of the proposed interventions, financing (i.e., how and from whom the cash is raised to meet the costs of construction as they arise) will also play an important role in ensuring value-for-money delivery.

The SIP is made up of a number of diverse interventions and there is not going to be a 'one size fits all' funding and financing solution that applies across the programme. TfSE itself may not be the body that delivers or pays for these interventions. But, as an organisation, we have an important role to play in making them a reality.

This section therefore sets out the potential revenue sources that could contribute to the types of interventions identified in the SIP and the role of different stakeholders in channelling these funds to support the investment need.

Context

Traditionally, strategic connectivity interventions have been funded from a combination of user or farebox revenues and central government grant provided to delivery bodies and transport authorities (often competitively bid for and/or in scheme or one year, mode based silos).

But today, these traditional funders face a number of competing priorities, with financial positions that are in many cases highly constrained. Further national-level challenges (but also opportunities) can be expected to accompany technological change in the transport sector, particularly the electrification of the road vehicle fleet and the implications for road taxation and the way users pay to access the highways network.

The SIP reflects the changed world in which we live and work. It seeks not only to address transport connectivity and capacity issues, but to promote and maintain economic development, increase the supply of homes, support the transition to net zero and improve quality of life and social inclusion.

The Exchequer will benefit from the broader fiscal impacts this will deliver – which is one of the reasons why it will remain appropriate for taxpayer funding to support the SIP.

However, the programme will also bring significant tangible benefits for a wider range of beneficiaries across the South East, London and beyond – in terms of productivity, employment, income levels, environmental impacts, quality of place, and land and property values.

The SIP's wide reach suggests that there is a strong case for seeking a fair and proportionate contribution from this full spectrum of beneficiary groups. This requires new and innovative tools that seek to monetise a share of the specific value that projects deliver for beneficiaries and can supplement or (eventually) replace traditional central government grant and local farebox for certain types of interventions.

However, we recognise that, if they are to have maximum impact, novel approaches may require either broader (e.g., nation-wide) reform or a degree of devolution of funding powers beyond that which the South East currently enjoys – both of which are subject to political will and community acceptance.

While it is wholly appropriate to consider new approaches, and they are likely to play a role at some stage in the multi-decade programme, we will need to work hard with local and national stakeholders if such mechanisms are going to be able to make a meaningful contribution to delivering the SIP. This will include investment decisions being made in addition to existing funding in order to deliver the schemes within this plan and realise their benefits.

The SIP's funding requirement in context

Funding allocations for strategic connectivity interventions are generally provided to delivery authorities (such as Network Rail and National Highways) from consolidated government budgets that are themselves funded in the main part by general taxation and user revenues. There are additional grant programmes for other forms of transport such as mass transit, cycling and active travel, either in their own right or as part of broader funding competitions open to local authorities.

Broadly speaking, transport spending in the South East in the recent past has been roughly equivalent to its share of both national population and its GVA contribution.

The continued existence of a centralised funding regime for most types of strategic connectivity interventions suggests that many of the programmes within the SIP will continue to be funded, at least in part, from central sources – especially given the very strong case for investment in our region.

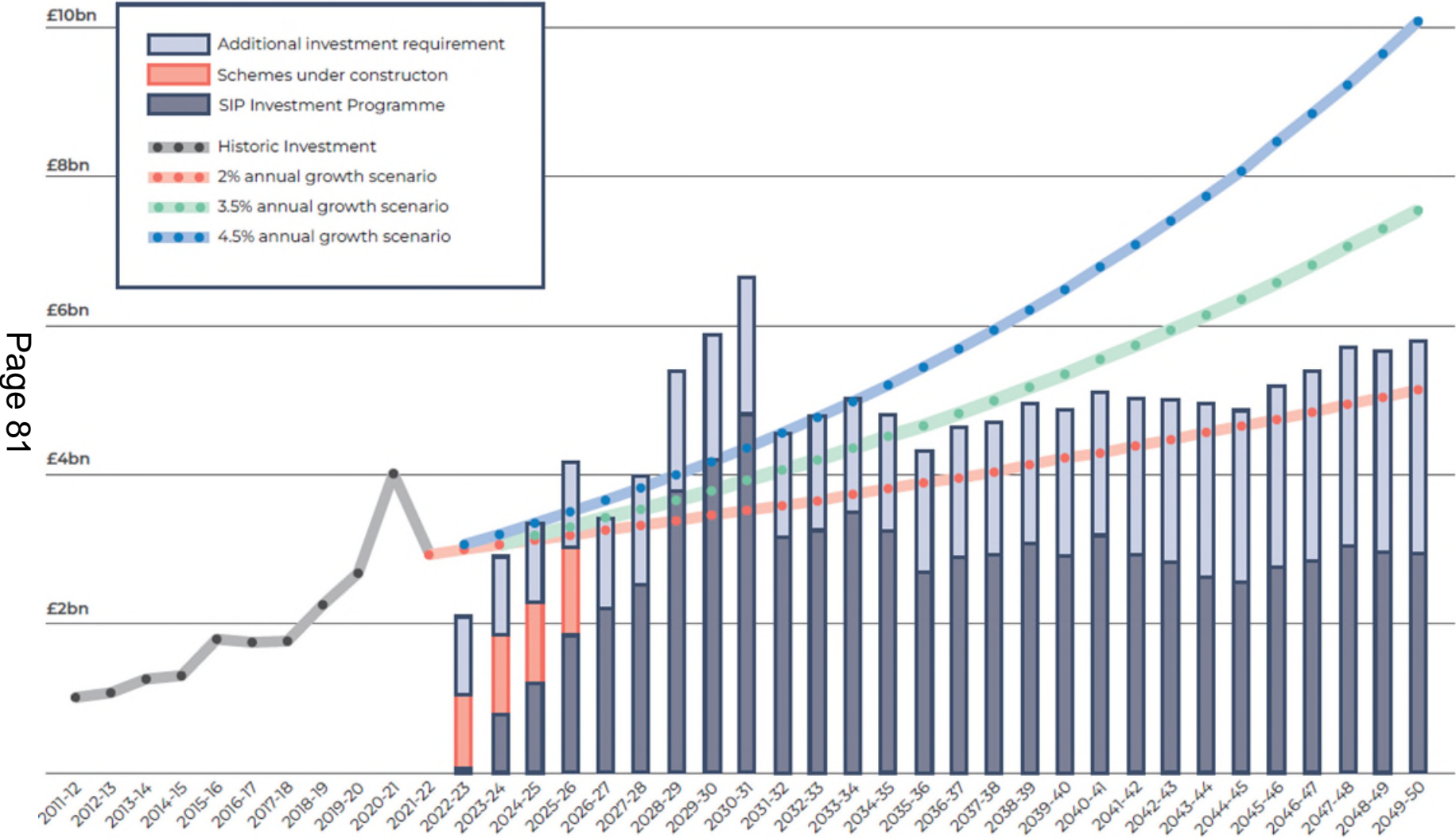
The future quantum of government funding that will be allocated to transport infrastructure (beyond current spending plans) is, of course, unknown – although historical trends can provide some indication.

Figure 9 compares the proposed future investment in transport in the South East (the SIP and assumed additional local expenditure) with illustrative future growth scenarios based on actual levels of Government spend since 2011-12. This suggests that, even if spend were to grow at a slower rate than the historic average, the majority of the overall core programme (as well as much of the indicative ancillary investment) could theoretically be supported within an illustrative envelope of potential future central funding.

More detail about how we have developed **Figure 9** is provided in a separate **Funding and Financing Technical Annex**.

[Graph from 2011 to 2050 with cumulative columns for 1) Additional investment requirement, 2) Schemes under construction, and 3) SIP Investment Programme, overlayed with lines for A) Historic investment, B) two percent annual growth scenario, C) three and a half percent annual growth scenario, and D) four and a half percent annual growth scenario]

Figure 9: Indicative investment requirement and historic and projected spend profiles



Funding the investment programme

(1) Enhancements to existing strategic networks

Around 80% of the identified investment required in the SIP will be spent on much-needed enhancements to the existing highways and rail networks, designed to improve connectivity to, from and within our region.

Rail enhancements

Today, roughly half of the underlying government funding for rail expenditure is raised directly from passengers (fares and premia paid by rail operators) and another third from consolidated government budgets (i.e., general taxpayers). This funding is used to provide direct grant payments to Network Rail, subsidies for some operators and capital grants for other major projects.

Core funding for Network Rail is provided in five-year Control Period settlements for operations, maintenance and renewals, whereby a Statement of Funding Available (SoFA) sets a funding envelope to deliver the outputs specified in the High-Level Output Specification (HLOS). The Rail Network Enhancements Pipeline (RNEP) is a periodically updated list of enhancements that Network Rail is expected to deliver within each Control Period and is tied to Government Spending Review allocations. Interventions within the South East fall within Network Rail's Southern region.

Going forward, there may be changes to how funding is allocated and spent as a result of the Government's emerging plans to replace Network Rail with Great British Railways; however the Williams-Shapps Review states that five-year settlements will continue to be agreed with the new organisation. Accordingly, we expect the funding for most rail enhancements and renewals within the SIP to follow this pattern.

There is, however, likely to be a growing emphasis on considering ways in which non-grant funding sources can contribute to the delivery of rail enhancements – or elements of such interventions. Major interventions such as HS2 and Crossrail have shown that certain components – such as station works or rolling stock – can potentially lend themselves to alternative funding and financing arrangements.

Network Rail has also been encouraged to consider leveraging its property portfolio to support intervention delivery and to consider options for introducing private capital into its projects. As part of the 'Market-Led Proposals' initiative, private companies, local authorities and Local Enterprise Partnerships can apply for funding for rail infrastructure projects that are not identified or prioritised for Control Period funding. Market-Led Proposals which include alternative sources of funding may be more attractive to Network Rail and DfT as they help reduce the burden on the general taxpayer.

See Worked Example 1 – Crossrail – Extension from Abbey Wood to Dartford/Ebbsfleet.

Highways enhancements

Funding for SRN highways interventions is generally provided by DfT to National Highways and allocated as part of the Road Investment Strategy (RIS) process.

The underlying funding comes from consolidated government budgets (although, since 2020, the Government has committed to hypothecating revenues raised through Vehicle Excise Duty (VED) to investments in the roads network). The taxes and duties levied directly on road users significantly exceed the equivalent expenditures. In 2021, Fuel Duty raised around £25 billion, while VED accounted for around £5 billion. In the same year, overall roads expenditure in England was about £10 billion.

While we expect highways enhancements to continue to be funded via established approaches in the short term, it seems increasingly likely that these approaches will not endure for the duration of the SIP period.

As more vehicles are electrified, Fuel Duty revenues are expected to fall, and alternative methods of raising revenue will need to be found. To achieve this, expanding existing local congestion and air quality charges, tolls and/or distance-based ('pay-per-mile') road user charging interventions presents the opportunity to move towards an approach whereby the usage of a vehicle (rather than its ownership) provides the basis of a contribution. This would not only provide the Government with revenues for infrastructure spending, but also address other objectives such as optimising the capacity of a finite asset, managing congestion and improving air quality.

While broad national reform is being considered, it may be likelier that more cities and regions use the powers available to them to implement road user charging systems. Cities such as Cardiff, Reading and Bristol are considering congestion charging, following the lead of London and Durham.

There are indications that cities like Birmingham and Manchester will follow London's lead in establishing Clean Air Zone (CAZ) and Low Emission Zone (LEZ) interventions, though these are subject to consultation in respect of the long-term impact of COVID-19 and the advancement of the ban on Internal Combustion Engines (ICE) vehicles.

TfSE intends to play an important role in working with the government and other stakeholders on developing potential future options for road user charging. This includes influencing the direction of any national reform, supporting local partners in developing solutions for specific geographies, and more broadly ensuring that revenues from any future interventions can be efficiently and equitably applied to support priority capital interventions in the South East.

See A34 Junction and Safety Enhancements Worked Example 2.

(2) New strategic infrastructure

Major new infrastructure projects that deliver transformational connectivity enhancements are often funded via bespoke arrangements outside of the established approaches. HS2, for example, will be almost fully funded by Government outside of the normal Network Rail Control Period settlement.

For some new infrastructure (such as a bridge or tunnel) on an existing network, part of the funding package can involve seeking to recoup some of the costs from users. When it opens, the Silvertown Tunnel will have a free-flow charging system (which will also apply on the Blackwall Tunnel), for example. The Dartford Crossing, M6 Toll, Mersey Gateway and Humber Bridge are further examples of this approach. Tolls are appropriate in these situations as there is a tangible gain to users for which they are prepared to pay.

A further feature of user charges is that the prospect of a relatively-predictable (and therefore ‘bankable’) revenue stream can – in certain circumstances – introduce the potential to consider a range of procurement and financing structures (public and private), to both bridge the timing gap between construction expenditure and the realisation of their benefits, and to share some of the risks of delivery and operation.

There is generally no shortage of finance available for investment in such interventions, with government-backed sources such as the Public Works Loans Board (PWLB) and the new Infrastructure Bank, as well as strong market appetite for private capital and concession or availability procurement models.

We anticipate that user charging will be a consideration for a variety of interventions included in the SIP where the conditions are appropriate to do so. We will work with intervention developers to consider the wide range of options.

See A27 Worthing (Long Term Solution) Worked Example 3.

(3) Local and mass transit

Funding for local transport and urban mass transit solutions is generally very context-specific and accordingly does not fit within established modal regulatory funding settlements. The guided busway system in Cambridge, for example, was paid for by a combination of Government grant, local developer charges and operator contributions.

Mass transit interventions are good examples of where TfSE can support its stakeholders in identifying and developing funding and financing solutions that reduce the call on traditional sources.

There are some tools already available in local settings to monetise and capture project-specific benefits – but they are relatively limited, because they account for a small proportion of the total value that is created, and only rarely deliver this back to delivery bodies, especially at the local level.

In recent years there has been a growing recognition of the need for new approaches that seek to more efficiently and ‘smartly’ monetise a share of the benefits that projects deliver for a wider range of beneficiary groups other than just national taxpayers and passengers. These mechanisms seek to align the funding of projects with the value that they create, in a way that the standard tax system does not, while simultaneously reducing the call on conventional budget funding.

Examples include:

- The Greater Manchester Transport Fund – including the expansion of Metrolink – is part-funded by a **Council Tax levy** that monetises a share of benefits to residents.
- Crossrail is part-funded by the London **Business Rate Supplement** that monetises a share of benefits to businesses, and by the **Mayoral Community Infrastructure Levy (CIL)** that monetises a share of benefits to property developers.
- The Northern Line Extension is part-funded by **developer contributions** intervention and an **Enterprise Zone**, as well as by **incremental business rate receipts** received by two London boroughs.
- In Nottingham, a **Workplace Parking Levy** raises funds for the local authority to contribute towards financing a new tram system and redevelopment of the conventional rail station.

Each of the mechanisms above is very context specific. Many are currently only available to established political geographies (such as Mayoral Combined Authorities) which have access to devolved funding powers. They therefore are not currently available in the South East.

However, over the course of the SIP's multi-decade investment horizon, and as the devolution agenda continues to evolve (for example with the establishment of new Mayoral Combined Authorities and 'county deals'), it is conceivable – and indeed may be necessary – that innovative new funding mechanisms will form part of future funding deals for major transport interventions.

Mechanisms that may play such a role in the future delivery of the SIP include:

- The diversion of **incremental revenues from existing taxes or charges** in specified locations, e.g., the CIL, business rates, Council Tax or Stamp Duty.
- **Increased rates, or other enhancements, to existing taxes and charges** such as a Council Tax precept, business rates supplement or a supplementary CIL.
- **New local charging mechanisms**, such as a betterment levy or 'transport premium charge' (TPC), or land pooling or sharing the proceeds of development rights.

There is also an opportunity to look at funding reform beyond the prism of specific interventions or modes. For example, there is a growing trend for broader 'growth deals' with government whereby a package of investments is agreed that might stretch beyond transport to, for example, housing delivery, and in return unlock either matched funding and/or access to wider revenue-raising powers at a local level.

See South East Hampshire Rapid Transit Worked Example 4.

(4) Active travel infrastructure

Strategic and local active travel (walking, wheeling and cycling) infrastructure is different to other types of transport infrastructure in that:

- it is effectively free to use;
- does not involve user contributions;
- presents significant public health, individual wellbeing, and equality benefits;
- can be cost-effectively delivered in the short term; and
- can reduce or even remove the need for more expensive highways capacity improvements.

Active travel infrastructure is generally delivered and paid for by local authorities (although there are some exceptions such as National Highways' designated Cycling, Safety and Integration Fund). Local authorities are encouraged to develop Local Cycling and Walking Infrastructure Plans (LCWIPs) to coordinate the delivery of active travel programmes.

To deliver this infrastructure, local authorities can use their core discretionary sources of revenue, with a particular role for developer contributions from CIL and Section 106 agreements where the infrastructure in question supports wider development programmes.

More commonly, local authorities bid into government grant programmes to help fund active travel. There have been dedicated programmes such as the Active Travel Fund, Places to Ride Programme, Bikeability programme and Cycle Ambition Cities Programme. Additionally, bids are made into programmes with broader transport or regeneration objectives. The Local Growth Fund, Stronger Towns Fund, the Levelling up Fund, the Future High Streets Fund, the Transforming Cities Fund and Housing Infrastructure Fund have all been used to support active travel and cycling.

Going forward, the Government has committed to streamlining the process for accessing funding for active travel infrastructure as part of the 'Gear Change' strategy. In January 2022, a new executive agency of the DfT, Active Travel England (ATE), was established to – amongst other things – coordinate £2bn of new government funding in this area.

While the quantum of available funding may change, as will the way it is distributed, the Government's new strategy is clear that responsibility for delivery will remain with local authorities. TfSE's role in promoting active travel and cycling interventions will be to support local authorities engaging in this process. Additionally, to the extent that interventions and networks cross local political boundaries, there is a role coordinating between local authorities.

See the Avenue Verte Worked Example 5.

(5) Ports and maritime

In the UK, the majority of ports and shipping operations (although not all) are provided by private enterprises, with little public sector financial support.

One such exception to this are where services provide a 'lifeline' (i.e., transporting fresh food), such as the Hebridean ferry service in Scotland which has public ownership of vessels as a protection against operator failure.

Commercially viable ferry services, such as from mainland England to the Isle of Wight, are privately run. Fares, as well as service frequency and quality, are generally determined by the ferry operator, and based on commercial viability rather than regulatory requirements. Improvements to such services, including the delivery of new assets such as quays or shops, is therefore a private matter.

See Isle of Wight Ferry Service Enhancements Worked Example 6.

WORKED EXAMPLE 1: Crossrail – Extension from Abbey Wood to Dartford/Ebbsfleet

Package: Kent, Medway and East Sussex - Classic Rail Package

The opening of the Elizabeth Line (Crossrail) will provide fast, frequent services into central London and Heathrow from a number of locations to the east and west of London. Despite earlier variations of the scheme proposing a longer alignment, services in the south east will terminate at Abbey Wood in the London Borough of Bexley.

In 2016, the Crossrail to Ebbsfleet (C2E) Partnership was formed as an informal group of local authorities and transport agencies to promote options for the corridor east of Abbey Wood into Kent, to make the most of new Elizabeth Line services, as well as supporting the delivery of new homes and jobs.

Following a detailed study of a range of options using £4.85m of funding from the Department for Levelling-up, Housing and Communities (DLUHC) in 2021 a Strategic Outline Business Case was submitted to Government setting out three preferred schemes to support ambitious and sustainable housing growth and regeneration in the Bexley Riverside – North Kent corridor.

Of the three options being considered as part of the study, two involve enhancing the Elizabeth Line to provide more direct rail services from London to Ebbsfleet, Northfleet and Gravesend. In each case, some sections of additional track would need to be built, in addition to junction works, enhancement of existing stations and building new stabling facilities.

The Department for Levelling-up, Housing and Communities and the Department for Transport are currently considering the Business Case.

For the purposes of the SIP, a cost of £2.6bn to £3.2bn is assumed for this package of schemes, to be delivered between 2023 and 2028, although we note there are a range of different options under consideration in the Business Case, some of which may involve a higher cost.

Funding and financing options

The proposal, at SOBC stage, has identified three potential delivery leads ranging from TfL, Network Rail (or Great British Railways in future) to a Special Purpose Vehicle (which would be a blend of the former two options with private sector input). The different approaches have different strengths and weaknesses and would be developed if the scheme case is developed to Outline and Full Business Case stages.

Were Great British Railways to be the delivery body (recognising that much of the works are on the existing north Kent Line), then DfT will need to accept the project into the **Rail Network Enhancements Pipeline (RNEP)** and the project will then progress through RNEP's five stages before government funding will be committed.

As a major, complex (and capital-intensive) cross-border scheme with wide-ranging potential benefits, a wide range of funding sources could play a role beyond central Government grant funding for the railways, as part of a bespoke package.

This might include Government funding from **broader programmes** that recognise the potential of the scheme to contribute to national housing, economic and environmental objectives (e.g., the Housing Infrastructure Fund or successor programme). It is notable that the Department for Levelling Up, Communities & Housing was the key sponsoring department for the recent Abbey Wood to Ebbsfleet Connectivity Study.

A **contribution from London** (the Mayor, GLA and TfL) could also be considered, as the scheme features in the Mayor's Transport Plan - recognising its cross-border geography and the potential to catalyse economic growth in London. While the Mayor and the GLA have certain revenue-raising powers available to them (as

seen with the implementation of a Mayoral CIL and business rate supplement to support Crossrail), agreement to extend these and divert them to the scheme will be required, and this would be challenging in the context of TfL's difficult financial situation and the additional time and funds required to deliver the Elizabeth Line itself.

Potential mechanisms for a **local contribution** from the C2E Partnership authorities (linked to the growth unlocked by the scheme) have been identified as part of the recent study. These include existing budgets and tools, as well as new/innovative approaches to capturing the value of development and the expected uplift in nearby land values. Such mechanisms may have a role to play but would present significant challenges of political and community acceptability and equity – and some are likely to require broader (e.g., national) reform to be successful.

WORKED EXAMPLE 2: A34 Junction and Safety Enhancements

Wessex Thames - Highways Package

The A34 is a major highway running for over 150 miles from the A33 and M3 at Winchester in Hampshire, to the A6 and A6042 in Salford, Greater Manchester, with the Strategic Road Network element running from M3 at Winchester to the M40 just north of Oxford. It forms a large part of the major trunk route from Southampton, via Oxford, to Birmingham, the Potteries and Manchester.

Alongside the M3 and M4, the A34 is a significant corridor upon on which the Wessex Thames area is dependent for passenger and freight movements.

This is a major route upgrade comprised of a series of improvements to lanes, slip roads and junctions to improve traffic flow, and enhance safety on the A34 within the TfSE geography. The package of schemes includes climbing lanes for larger vehicles on hills, remodelling of the A34/A303 junctions and capacity enhancements of A34/M3 junction.

For the purposes of the SIP, a cost of around £800m is assumed for this package of schemes, to be delivered between 2029 and 2033. It is a project developed in collaboration with National Highways and TfSE and will be included within emerging Route Strategy documents.

Funding and financing options

Although a relatively large package of interventions in terms of cost and geographic coverage, the individual upgrades themselves are considered to be relatively small-scale, 'standard' and may in practice be delivered incrementally rather than in one go. Some may require bespoke delivery models (e.g., where new climbing lanes required third party land).

As an SRN scheme, there is no reason to suggest that the programme of works would be delivered other than as part of existing arrangements through the National Highways' **Roads Investment Strategy**. This would of course require National Highways and the Government to prioritise the scheme, and TfSE can support this outcome.

The sources of the underlying funding for the Roads Investment Strategy are expected to change over time, as revenue from conventional roads taxes reduces and is replaced, potentially, with income from new user charging regimes. Our working assumption is that whatever the mechanism for raising this underlying revenue from road users, the proceeds will continue to be reinvested – at least in part – in the highways networks.

Alternative delivery models have in the past had a role to play in highways schemes. **Design, Build, Finance and Operate (DBFO)** is a prominent example of this and involves entering a contractual arrangement (concession) with a private entity to operate and maintain a specified route for (usually) 30 years, as well as deliver a programme of enhancements. The enhancement works are financed by the concessionaire, who is then repaid via a fee over the length of the contract period (linked to performance and/or road usage).

DBFOs and other variations (e.g., Design, Build, Finance and Maintain, Public Finance Initiative) are no longer within government policy for centrally-funded infrastructure projects, and therefore unlikely to be deployed on schemes such as the A34 programme.

Local authorities are able to use private finance models; however, they are typically only appropriate where there is an objective to outsource long-term operations and maintenance, as capital elements are often more cost effectively financed from conventional PWLB borrowing.

WORKED EXAMPLE 3: A27 Long Term Worthing Solution

Solent and Sussex Coast – South Coast Highways Package

The A27 through Worthing and Lancing is used for local journeys but is also an important route for long-distance traffic.

Despite some improvements along the route in recent years, there are many long-standing challenges around capacity, delays, journey time and reliability, safety and environment.

As a result of these difficulties, traffic diverts away from the A27 to alternative routes that are less suited to high volumes. Additionally, bus and active travel journeys are held up by congestion in Worthing.

A number of options for the corridor have been put forward, and National Highways plans to hold a public consultation on their Online Improvement option later in 2022.

One of the potential “long-term” solutions is the construction of a new stretch of road, much of which would be within a four to five kilometre tunnel, potentially making it the longest road tunnel in the UK. It should be noted that this is not currently in National Highways’ policy or plans for the area.

For the purposes of the SIP, a cost of around £2 billion is assumed for this package of schemes, to be delivered between 2045 and 2050, although this figure may vary as it is highly dependent on detailed design, especially if the solution were to involve a tunnel which would have options for different lengths and configuration (e.g., single or multiple bore).

Funding and financing options

As an SRN scheme, the government-funded National Highways’ **Roads Investment Strategy** would be the ‘default’ funding source for the scheme. However, new pieces of infrastructure such as tunnels or bridges that have a transformational impact on connectivity can be suitable for consideration of discrete user charges in the form of **tolls** though this would be subject to results of financial feasibility studies at a stage when the project is more progressed..

To prevent unintended traffic movements, in some cases existing crossings as well as new ones are tolled. In relation to the Mersey Gateway, for example, both the new bridge and the existing Silver Jubilee Bridge are tolled and in relation to the Silvertown Tunnel both the new tunnel and the existing Blackwall Tunnel will be tolled.

The future value of the tolls can be used by the authority to finance borrowing (e.g., from the PWLB) to fund construction activity. Alternatively, a privately-financed construction or construction plus operations/maintenance (e.g., a PPP or DBFM) can be let, with the toll revenues used to pay the contractor. This model is used for both the Mersey Gateway and Silvertown Tunnel, where the toll revenues are or will be used to help meet the contractual payments to the special purpose vehicle responsible for the design, build, finance, operations/ maintenance of the new crossing.

The public sector (government department or statutory transport authority) will normally remain the party with the legal power to levy a toll and the responsibility for setting the price. Revenue and demand risk in relation to tolling remains with the public sector.

On the Mersey Gateway, the responsibility for physically collecting the toll revenue has been transferred to the SPV operating the crossing, which acts as the agent of the local authority in collecting the tolls. On Silvertown Tunnel the responsibility for collecting the tolls is through a separate contract, and the SPV is only required to provide ‘passive’ infrastructure (i.e., the gantries for the cameras).

It is potentially possible to pass demand risk to the private sector under a concession model, but generally for a new crossing the market is not willing to take this risk without impacting value for money.

WORKED EXAMPLE 4: South East Hampshire Rapid Transit

Solent and Sussex Coast - South Hampshire Mass Transit Package

The South East Hampshire Rapid Transit network is a series of interventions aimed at making public transport more accessible, efficient and popular in Portsmouth and the surrounding area.

It includes the Eclipse Bus Rapid Transit (BRT) system which currently runs on 4.5km of dedicated track between areas in Gosport and Fareham, as well as lanes that are dedicated to buses, and technology which gives priority to buses at junctions.

There is an ambition to expand Eclipse / a BRT system from Gosport to Fareham, Welborne and Portsmouth. Based on analysis undertaken by the authority in 2018-19, it was hoped that the South East Hampshire Rapid Transit network would eventually serve 14 large development sites which will together deliver 17,750 new homes and 306,000 sqm of employment floor space – comprising 42% of new dwellings and over 72% of new employment floor space in the Portsmouth city region to 2036.

Following consultation with local stakeholders, the SIP includes works associated with the following corridors: City Centre – Havant, City Centre – Waterloooville, City Centre – Fareham, Fareham – Gosport, Havant – Waterloooville, Fareham – Welborne and Fareham – Whiteley.

For the purposes of the SIP, a cost of around £500m is assumed for this package of schemes, to be delivered between 2030 and 2032.

Funding and financing options

The scheme provides a good example of the way in which **bespoke funding packages** are often developed to support local and mass transit projects.

The first phase of the Eclipse BRT route received funding in 2012 from central government (£20m through the Community Infrastructure Fund), Hampshire County Council (around £4m) supported by Local Transport Plan grants, and developer contributions (around £0.5m). Additionally, the operator, First Group, invested £2.8m in new vehicles and marketing.

An extension to the Eclipse network in 2021 followed a similar pattern. It was funded by £6.93m from DfT's National Productivity Investment Fund, £1.4m from the Transforming Cities Fund and £3.27m from Hampshire County Council. In addition, First Bus has committed to investing £3.8m in a new bus fleet.

Future extensions will likely follow a similar pattern of joint funding by various partners. **Local authorities** will have a key role to play, recognising the localised nature of much of the benefit generated; however, their capacity to contribute will continue to be constrained by the revenue-raising powers that are available to them. From a **private sector** perspective, the performance of the existing network suggests that there may be further future operating surpluses – although the relative contribution of this will be subject to both commercial arrangements and future patronage levels.

Certain **ancillary revenues** may, in certain circumstances, play a role in a bespoke package for the scheme. These include Over-Site Development (OSD) and other real estate opportunities at stops and termini, depending on the ownership of the land in question. Commercial and retail income (e.g., kiosks at stops and termini) may also contribute but are likely to be relatively modest in terms of overall costs. Other options could include offering EV charging points if synergies with the BRT infrastructure allow these to be delivered cost effectively.

WORKED EXAMPLE 5: Avenue Verte

London - Sussex Coast – Active Travel Package

The Avenue Verte is a 247-mile cycle and walking route starting at the London Eye in London and ending at Notre Dame in Paris, passing through Surrey, West Sussex and East Sussex and crossing the Channel via the Newhaven – Dieppe ferry.

The route is a mixture of on-road, mainly quiet lanes, and traffic-free stretches on old railway paths and riverside routes.

The scheme envisaged in the SIP would involve a series of enhancements and extensions to the network by way of wayfinding across minor roads, safety interventions at junctions, some new cycleways where the route runs on busier highways, and potentially the conversion of part a disused railway.

For the purposes of the SIP, a cost of around £70m is assumed for this scheme, to be delivered in the 2030s.

Funding and financing options

Historically, cycling and walking infrastructure has been delivered and paid for by **local authorities**. In some cases, local authorities have been able to part fund investments in active travel by successfully bidding into government grant programmes, some of which (such as National Highways' designated Cycling, Safety and Integration Fund) have been specifically designed for this purpose.

With large-scale and cross-border schemes such as the Avenue Verte, while we expect responsibility to remain with local authorities, there may be opportunities to consider alternative approaches.

Firstly, the Government has committed to streamlining the process for accessing funding for active travel infrastructure as part of the "Gear Change" strategy. In January 2022, a new executive agency of the DfT, **Active Travel England (ATE)**, was established to – amongst other things – coordinate £2bn of new government funding in this area. This reflects a growing emphasis on active travel as a means of improving health and wellbeing outcomes and supporting the decarbonisation of transport and may lead to a different approach to the provision of funds for local areas.

Secondly, in common with other forms of locally-delivered transport, the funding options available to local areas may expand as a result of future **devolution of revenue-raising powers** and decision-making responsibility.

Finally, although active travel is unlikely to be appropriate for user charges, there are **innovative options** that could be considered such as the potential opportunity to lay ducting along cycleways which could be used for fibre or other utilities. Liverpool has a "Dig Once" programme which does exactly that, supported by a joint venture for fibre.

WORKED EXAMPLE 6: Isle of Wight ferries

Solent and Sussex Coast – Isle of Wight Package

The Isle of Wight is served by three main ferry operations: Red Funnel, Wightlink and Hovertravel. Although there is some competition between operators, in practice this is limited.

During the pandemic, parts of the UK's competition laws were suspended to allow the ferry companies to work together to maintain minimum service levels. This was revoked in 2021.

The scheme envisaged in the SIP includes increased frequency and longer operating hours on existing routes, a new route between Ryde and Southampton (requiring three or four vessels) and improved integration with public transport networks on both the island and the mainland.

It is assumed there will be no requirement for new port infrastructure.

For the purposes of the SIP, no costs have been accounted for as it is assumed any investment will be privately sourced. This is based on the assumption that the current non-regulated and non-subsidised commercial market will continue to operate.

Funding and financing options

The ferry companies serving the Isle of Wight are private for-profit entities operating in a **non-regulated, commercial market**, with no oversight from government (e.g., Public Service Obligation), central or local.

No subsidy is provided, and only in particular circumstances does government provide support, such as during the Covid pandemic and as part of the 2021 Maritime Accessibility Fund (from which both Wightlink and Red Funnel were awarded around £300k to make upgrades to the accessibility of their services).

In 2009, the Office of Fair Trading concluded that under this non-regulated framework, operators deliver “a fairly comprehensive, year-round service” and more recent government pronouncements have indicated that this arrangement is unlikely to change.

Although revenue support (and some form of service obligation) may be implemented in the future, it is assumed at this stage that no public funding will be provided to support the addition of new services. On the basis that services are commercially viable with higher demand, it is assumed that the costs of increasing frequencies would therefore be **recovered by the operators through fares**.

If new ferries were to be required to meet the increase in service patterns, the costs of doing so (either purchased outright or using lease arrangements) would also be **borne by the operator**. For example, when Red Funnel commissioned a new Ro-Ro freight ferry from the UK shipbuilder Cammell Laird in Birkenhead (designed to provide additional year-round freight capacity for the Southampton-East Cowes route which handles 53% of all freight movements across the Solent), the ship, at a cost of £10m, was financed by the company.

TfSE's role in supporting the 'funding journey'

In the absence of a major restructuring of TfSE into a delivery body with revenue raising and borrowing powers, it is highly likely that financing and risk management will continue to be for other parties, including DfT, Great British Railways and National Highways, to manage (either directly or via private finance and related mechanisms). The way we will interact with these key stakeholders is set out in the next chapter.

In particular, we are open to exploring ways in which TfSE can support funding and financing solutions – especially in terms of:

- developing business cases;
- assessing the broad spectrum of procurement routes (including those that lend themselves to private finance);
- helping identify and secure a broad range of funding sources for interventions (including thinking creatively about commercial revenues, user charges and new value-capture charging mechanisms); and
- supporting the efficient and accountable flow of funds to the interventions for which they are required.

While TfSE's working hypothesis is that established and conventional funding and financing solutions will be the most common avenue for paying for the interventions we have identified (at least in the earlier phases of the programme), this does not always have to be the case.

The reliance on conventional sources is driven not by lack of ambition, but by the fact that neither TfSE, nor the local authorities and transport authorities we speak for, have many alternative options available to us.

While we accept that devolution is a highly-complex matter, the fact of the matter is that places such as London and Greater Manchester, which have greater freedom to raise revenue locally, are in a position to deliver more ambitious programmes of transport investments, and to drive their own strategic direction in terms of how and where the funds are spent.

The history of devolution in the UK has demonstrated that the more funding levers that are provided to local places, the more capacity there can be to move away from user funding and grant and towards a genuine beneficiary-led approach.

This includes tapping into windfall gains for developers, landowners and businesses – for example through mechanisms such as strategic infrastructure tariffs, business rates supplements and council tax precepts (all of which are available to authorities in the UK with the greatest levels of funding and decision making devolution).

We recognise that with funding responsibility come challenges and risk. Places which have been given funding powers still need to take their communities along with them on the journey – as seen with the congestion charging proposal in Greater Manchester rejected in a referendum, or the difficulties in progressing future business rates supplements presented by the requirement for a ballot of affected businesses.

Furthermore, moving towards a genuine beneficiary-led approach needs to recognise that (regardless of the level of devolution) different interventions and different places have different degrees of potential for local value generation (and capture), and there will also be important differences between them at any one time and over time. The type or location of an intervention can determine the potential level of local contribution and potential requirement for funding from central government.

For example, urban mass transit interventions in London and other major cities can potentially deliver the best against this objective owing to strong and resilient property values that respond to connectivity enhancements, local control of public transport fareboxes, devolved funding powers and the strength and size of the local economy. In places where the potential to generate value uplift is more limited (e.g., where

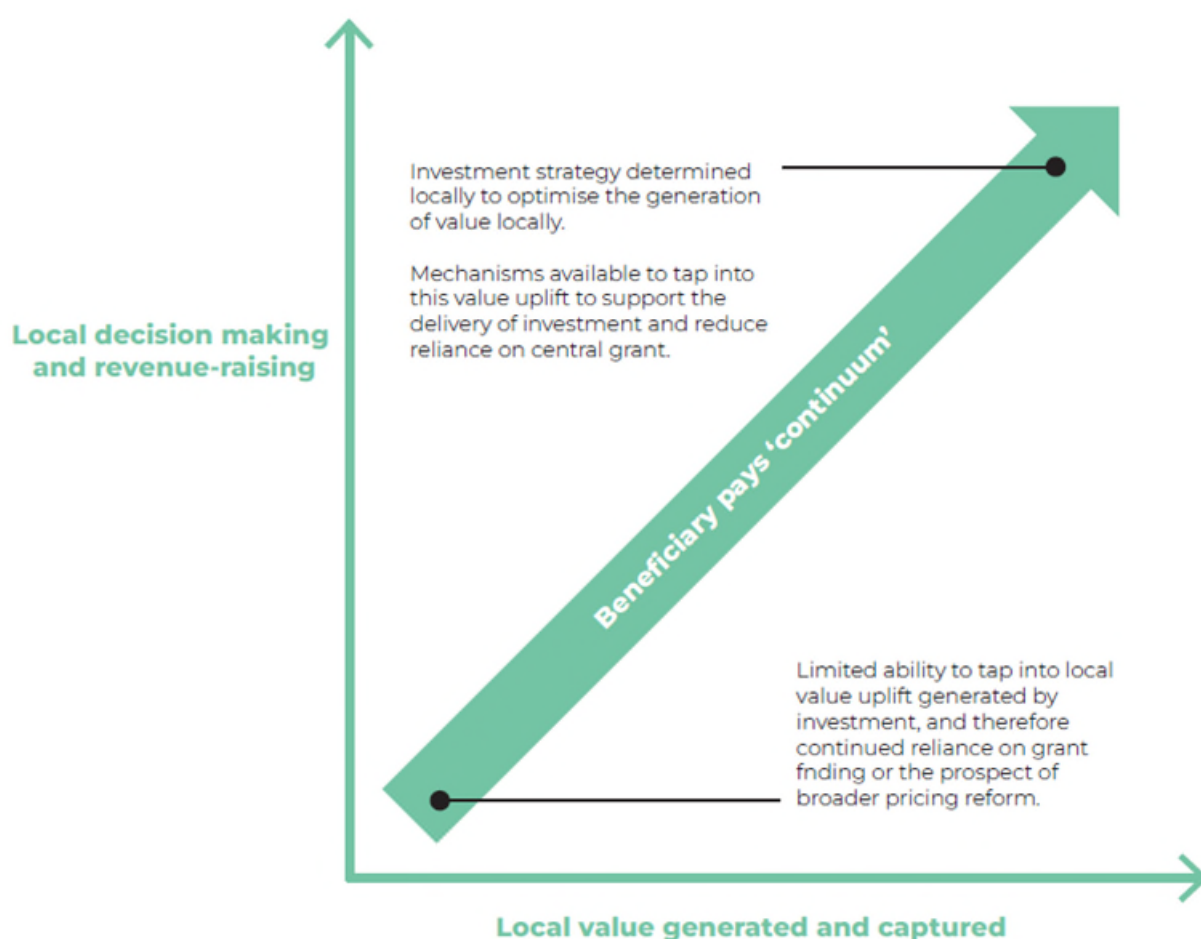
land values are low or because the powers available to generate revenue are limited), funding reform may not be suitable and the solution will instead require continued grant funding or, potentially, leveraging alternative user pricing mechanisms.

TfSE's SIP, which has at its heart broad socio-economic and environmental objectives in addition to improving access and connectivity, can be considered relatively 'low down' the continuum shown in **Figure 10** due to the devolution situation, with progress potentially slow and therefore possibly dependent on broader transport pricing reforms. While we believe our programme will generate significant local value uplift, the means of leveraging it are scarce.

The challenges of moving up that continuum are complex, but TfSE would welcome a dialogue with Government around options for the future, because the potential prize is reduced reliance on centrally-derived funding, which we suspect is desirable for all.

While we want to optimise the role of a beneficiary-led approach within the South East, the approach needs to be consistent with funding strategies that are being developed for programmes elsewhere in the UK in the interest of having demonstrable fairness between places and regions. We look forward to working with our partners, including other Sub-national Transport Bodies, to make this a reality.

Figure 10: Beneficiary Pays 'Continuum'



[Illustrative graph of the increasing "Beneficiary pays continuum" with an x-axis label of "Local value generated and captured" and a y-axis of "Local decision making and revenue raising", with a note at the top stating that "Investment strategy determined locally to optimise the generation of value locally. Mechanisms available to tap into this value uplift to support the delivery of investment and reduce reliance on central grant." A future note at the bottom right states "Limited ability to tap into local value uplift generated by investment, and therefore continued reliance on grant funding or the prospect of broader pricing reform"]

Delivery

TfSE will work closely with partners to deliver the packages of interventions and will involve defining:

- roles and responsibilities;
- timing and phasing;
- governance;
- stakeholder engagement; and
- monitoring and evaluation.

Roles and Responsibilities

No single organisation will be solely responsible for delivering this plan – its delivery is very much a shared endeavour. A summary of the key agencies we expect to be involved is presented in **Table 3** and is summarised by organisation below.

Transport for the South East

TfSE's role will reflect its current and likely future status as an established Sub-national Transport Body for South East England. In the short- to medium-term, it is assumed there will be no significant change in the current distribution of powers, funding mechanisms and democratic accountability in South East England at a local level.

TfSE's role will, therefore, focus on:

- further strategy development, including a refresh of the Transport Strategy and Strategic Investment Plan every five years or sooner;
- programme management including scheme prioritisation, government and stakeholder engagement and monitoring and evaluation;
- joint scheme promotion;
- pre-feasibility work and funding for relevant scheme promoters, likely delivery partners and other key stakeholders;
- onward business case and scheme development and support, including use of and providing access to TfSE's emerging analytical framework;
- advocacy and securing funding; and
- procurement and sourcing of supply chains for development / planning and construction / operations staff resource and resource funding to support the above as well as build capacity and capability within scheme promoters' own organisations.

Through building consensus and capacity to deliver its transport strategy through others, TfSE will tailor its approach to the mode, scale and level of development of each prioritised intervention.

Central Government

Central Government will play a significant role in delivering many of the packages of interventions in this plan. This includes the Department for Transport, but also other government departments and their agencies and arm's length bodies. Their role will include:

- setting national policy for existential and wide ranging topics including climate change and new technology regulation;
- setting investment and business case development frameworks to guide the planning and delivery of interventions;
- guiding the development and delivery of nationally significant infrastructure and networks (e.g. through setting National Policy Statements);
- regulating the transport system (including economic and safety regulation); and
- in some cases, funding interventions.

Network Rail and Great British Railways

The British rail industry is currently undergoing one of the most significant periods of structural reform of the last three decades.

In the immediate future, it is assumed that the Department for Transport will continue to outline the strategy for the rail network, Network Rail will continue in its role as infrastructure manager for the rail network, and that train operating companies will continue to deliver passenger rail services.

However, in the medium term, we expect Network Rail's strategic and planning functions (along with other industry functions) will merge into a new government agency Great British Railways.

This new agency will lead the future development of the rail network in Great Britain and specify future infrastructure and service needs. It will also manage most passenger rail services in the South East through new passenger service contracts.

Great British Railways will therefore be one of TfSE's most important partners in delivering its vision for the South East's rail network.

National Highways

As the custodian of the English Strategic Road Network, National Highways will lead the development and delivery of interventions on this network. It will also support interventions where the Strategic Road Network (SRN) interfaces with Local Transport Authority highways.

National Highways will utilise its internal project control framework to develop the business case for highways interventions. Funding will be allocated through the Road Investment Strategy (RIS) and delivered through the Road Investment Programme (RIP). At the time of writing, in the South East, a small number of major schemes are expected to be delivered in RIS2 (2020-25), and some are being considered for RIS3 (2026-30). Some interventions are expected to be delivered beyond 2030 (e.g. Lower Thames Crossing).

TfSE will work closely with National Highways – who are members of the TfSE Partnership Board – to shape the development of Route Strategies and Road Investment Strategies and Programmes to help deliver the strategic highways interventions included in this plan.

Local Transport Authorities

Local Transport Authorities have a very significant role to play in delivering this plan. They are the custodians of their own highways networks, sponsors (in some cases, owners) of many public transport services and can fulfil the role of sponsors for major interventions in their areas. Outside the South East, there are examples of Local Transport Authorities that own and operate tramways.

To support the delivery of this plan, Local Transport Authorities will:

- sponsor and deliver highways interventions on their networks – including bus and active travel interventions;
- sponsor and deliver other transport interventions (e.g. bus interchanges);
- sponsor, and potentially operate public transport services in their areas;
- align spatial planning and public services with transport planning to ensure development is joined-up and efficient.

TfSE will work very closely with Local Transport Authorities to ensure the SIP and priorities for their areas are realised and that they are supported in recovering public transport provision to pre-pandemic level – where reasonable.

Local Planning Authorities

In areas of the South East served by two-tier local government, Local Planning Authorities (Districts and Boroughs) will lead on spatial planning and will set Local Plans for their areas. These plans will shape future TfSE priorities and this plan will also inform the development of future Local plans.

Private sector and third parties

Private sector partners and third parties provide important assets, operations, funding and insights; as well as being key planning and delivery partners. Roles include:

- Land and other asset owners and developers may deliver infrastructure and services identified, or provide funding contributions towards their delivery.
- For the public transport network, typically the private sector operate rail, mass transit, bus and other shared mobility services, subject to local conditions and national legislation and regulation.
- The delivery of interventions, including the renewal and maintenance, typically relies on the private sector or non-governmental organisations (e.g. Sustrans), given resource constraints in the public sector and the potential to access a breadth and depth of experience, skills and knowledge that could not exist in any one organisation.
- Furthermore, private-sector led bodies, ranging from Local Enterprise Partnerships to Higher Education Institutions, to think tanks, all have a role in providing skills, knowledge and insights into “what works” – these organisations are integral to planning and helping to make the case for investment and change.

Table 3: Roles and Responsibilities

Intervention	Lead Authority	TfSE Role
Global package - lower public transport fares	<ul style="list-style-type: none"> Central Government (e.g., Department for Transport) / Local Authorities 	<ul style="list-style-type: none"> Stakeholder engagement Pre-feasibility work and funding for relevant scheme promoters, likely delivery partners and other key stakeholders Business case development and support, including use of and providing access to TfSE's emerging analytical framework Advocacy and securing funding
Global package – active travel (e.g., delivery of LCWIPs, trends in micro-mobility, wider behavioural change programmes)	<ul style="list-style-type: none"> Local Transport Authorities 	<ul style="list-style-type: none"> Pre-feasibility work and funding for relevant scheme promoters, likely delivery partners and other key stakeholders Business case and scheme development and support, including use of and providing access to TfSE's emerging analytical framework Advocacy and securing funding
Global package – national road user charging	<ul style="list-style-type: none"> Central Government (e.g., Department for Transport) 	<ul style="list-style-type: none"> Further strategy development Stakeholder engagement Pre-feasibility work Advocacy
Global package – integrated spatial and transport planning	<ul style="list-style-type: none"> Central Government (e.g., Department for Transport and Department for Levelling up, 	<ul style="list-style-type: none"> Stakeholder engagement Pre-feasibility work

	Housing and Communities) / Local Transport Authorities / Local Planning Authorities	<ul style="list-style-type: none"> • Use of TfSE's emerging analytical framework • Advocacy
Global package – digital technology and use of remote working and virtual access to services	<ul style="list-style-type: none"> • Central Government (e.g., Department for Transport and Department for Culture, Media, Sports and Digital) / Local Authorities / Private Sector 	<ul style="list-style-type: none"> • Further strategy development • Stakeholder engagement • Pre-feasibility work • Business case development and support • Advocacy and securing funding
Global package – decarbonisation: faster adoption and regulation for zero emission vehicles and supporting infrastructure	<ul style="list-style-type: none"> • Central Government (e.g., Department for Transport and Department for Business, Environment and Industrial Strategy) / Local Authorities / Private Sector 	<ul style="list-style-type: none"> • Further strategy development • Stakeholder engagement • Pre-feasibility work • Business case and scheme development and support, including use of and providing access to TfSE's emerging analytical framework • Advocacy and securing funding

Intervention	Lead Authority	TfSE Role
Passenger rail services that can be introduced without new infrastructure, but which will likely require government support and/or capacity allocation within a passenger service contract (or franchise)	<ul style="list-style-type: none"> • Today: Department for Transport • Future: Great British Railways 	<ul style="list-style-type: none"> • Stakeholder engagement between Central Government, operators and local partners • Business case development, including use of and providing access to TfSE's emerging analytical framework • Advocacy and securing funding
Passenger rail services that can be introduced without new infrastructure, and without central government intervention (e.g., more international services to Mainland Europe, more freight services)	<ul style="list-style-type: none"> • Open Access Operators 	<ul style="list-style-type: none"> • Stakeholder engagement with operators, local partners and Central Government • Use of and providing access to TfSE's emerging analytical framework • Advocacy
Schemes under development		
For passenger or freight rail services requiring new infrastructure (e.g., high speed services to Hastings)	<ul style="list-style-type: none"> • Department for Transport (very large projects e.g., Crossrail) • Network Rail (most schemes e.g., Croydon Area Remodelling) • Local Transport Authorities (smaller schemes e.g., Housing Infrastructure Fund) 	<ul style="list-style-type: none"> • Stakeholder engagement with Central Government and local partners • Business case and scheme development and support, including use of and providing access to TfSE's emerging analytical framework if at an earlier stage of development • Advocacy and securing funding
Schemes not currently under development		

Intervention	Lead Authority	TfSE Role
	<ul style="list-style-type: none"> Likely Network Rail and, later on, Great British Railways TfSE could be a joint scheme promoter 	<ul style="list-style-type: none"> Stakeholder engagement with Central Government and local partners Pre-feasibility work Business case and scheme development and support, including use of and providing access to TfSE's emerging analytical framework Advocacy and securing funding
Mass transit services that can be introduced without new infrastructure, but which will likely require local government support	<ul style="list-style-type: none"> Local Authority TfSE could be a joint scheme promoter 	<ul style="list-style-type: none"> Programme management, including stakeholder engagement with local partners and operators Pre-feasibility work Potential joint scheme promotion Business case and scheme development and support, including use of and providing access to TfSE's emerging analytical framework Advocacy and securing funding
Mass transit services that can be introduced without new infrastructure, and without central government intervention (e.g., more Fastrack services)	<ul style="list-style-type: none"> Local Authority TfSE could be a joint scheme promoter 	<ul style="list-style-type: none"> Programme management, including stakeholder engagement with local partners and operators Potential joint scheme promotion Business case and scheme development and support, including use of and providing access to TfSE's emerging analytical framework Advocacy and securing funding
Schemes under development		

Intervention	Lead Authority	TfSE Role
	<ul style="list-style-type: none"> Local Transport Authorities 	<ul style="list-style-type: none"> Stakeholder engagement with local partners and Central Government Business case and scheme development and support, including use of and providing access to TfSE's emerging analytical framework if at an earlier stage of development Advocacy and securing funding
Mass transit services requiring new infrastructure (e.g., the larger mass transit interventions/networks proposed in the South East)	Schemes not currently under development	
	<ul style="list-style-type: none"> Local Transport Authorities TfSE could be a joint scheme promoter 	<ul style="list-style-type: none"> Programme management, including stakeholder engagement with local partners and operators Pre-feasibility work Potential joint scheme promotion Business case and scheme development and support, including use of and providing access to TfSE's emerging analytical framework Advocacy and securing funding
Active travel packages	<ul style="list-style-type: none"> Sustrans / National Highways / Local Transport Authorities 	<ul style="list-style-type: none"> Stakeholder engagement, where appropriate, with local partners, Sustrans, National Highways and Central Government Pre-feasibility work Potential joint scheme promotion Business case and scheme development and support, including use of and providing access to TfSE's emerging analytical framework

Intervention	Lead Authority	TfSE Role
For Strategic Road Network infrastructure		<ul style="list-style-type: none"> Advocacy and securing funding
	Schemes under development	
	<ul style="list-style-type: none"> National Highways 	<ul style="list-style-type: none"> Stakeholder engagement with Central Government and local partners Business case and scheme development and support, including use of and providing access to TfSE's emerging analytical framework if at an earlier stage of development Advocacy and securing funding
	Schemes not currently under development	
	<ul style="list-style-type: none"> National Highways Local Transport Authorities 	<ul style="list-style-type: none"> Programme management, including stakeholder engagement with central government and local partners Pre-feasibility work Business case and scheme development and support, including use of and providing access to TfSE's emerging analytical framework Advocacy and securing funding
For other highways infrastructure	Schemes under development	
	<ul style="list-style-type: none"> Local Transport Authorities 	<ul style="list-style-type: none"> Programme management, including stakeholder engagement with central Government and local partners Pre-feasibility work

Intervention	Lead Authority	TfSE Role
		<ul style="list-style-type: none">• Business case and scheme development and support, including use of and providing access to TfSE’s emerging analytical framework• Advocacy and securing funding

Timing and phasing

In general, the vast majority of interventions included in the packages will be delivered through existing frameworks and investment cycles, in line with the Treasury Green Book and Department for Transport's appraisal guidance.

A small number of particularly complex and/or large-scale interventions may require bespoke procurement and delivery arrangements. Lessons should be captured from similar UK projects (e.g., Crossrail, HS2 etc.) to inform the approach for the delivery of these types of projects.

Timing the delivery of each intervention will also need to be carefully considered to avoid unintended negative consequences and ensure the greatest possible value for taxpayer and private investment.

Examples of this may include:

- Ensuring highways projects are not delivered before enhanced mass transit, mobility hub and electric vehicle charging networks are in place to avoid inducing additional private car ownership and or use of carbon-intensive vehicles,
- Improving local walking and cycling infrastructure ahead of increasing rail services to avoid unnecessary congestion at station car parks and better ensure long-term modal shift, and
- Making sure mass transit and active travel infrastructure and networks are fully integrated with major highways projects such as the Lower Thames Crossing.

The timing and phasing of each package of intervention will be driven by their current state of development, industry funding cycles, and institutional capacity. An estimate of the schedule for each package becoming delivered and operational is presented in **Table 1** (also found in the Executive Summary).

For example, any rail intervention not currently included in the Rail Network Enhancements Pipeline – which is most of the interventions in this plan – will almost certainly be phased to be delivered in Control Period 8 (2029-2034) or thereafter.

Similarly, most of the interventions planned for the Strategic Road Network will fall into Road Investment Strategy 3 funding and delivery cycle (or later). Interventions delivered through Local Transport Authorities will be subject to each authority's planning and funding cycle, which may be contingent on the adoption and refresh of Local Transport plans and (at a Local Planning Authority Level) Local Plans.

Some packages have interfaces that will also affect their phasing. For example:

- most elements in the Enhanced Rail Solent package should be delivered after the Core Solent Rail package;
- the business case for many highways interventions in the Kent, Medway and East Sussex highways package will rely on the timing and delivery of the Lower Thames Crossing; and
- the impacts of each package of intervention on carbon emissions are highly dependent on the trajectory of the decarbonisation of the transport system, which is tied to the Global Policy interventions.

There are also important interfaces within each package of intervention. For example, it will not be possible to deliver a high quality metro rail service for South Hampshire unless all interventions in the South Hampshire Rail packages are delivered. Similarly, a whole solution for the A27 relies on an end-to-end approach to this highway, rather than focussing only on "easy" schemes while putting off harder decisions.

Governance

The Cabinet Office’s recommended methodology for the delivery of programmes is **Managing Successful Programmes (MSP)**.

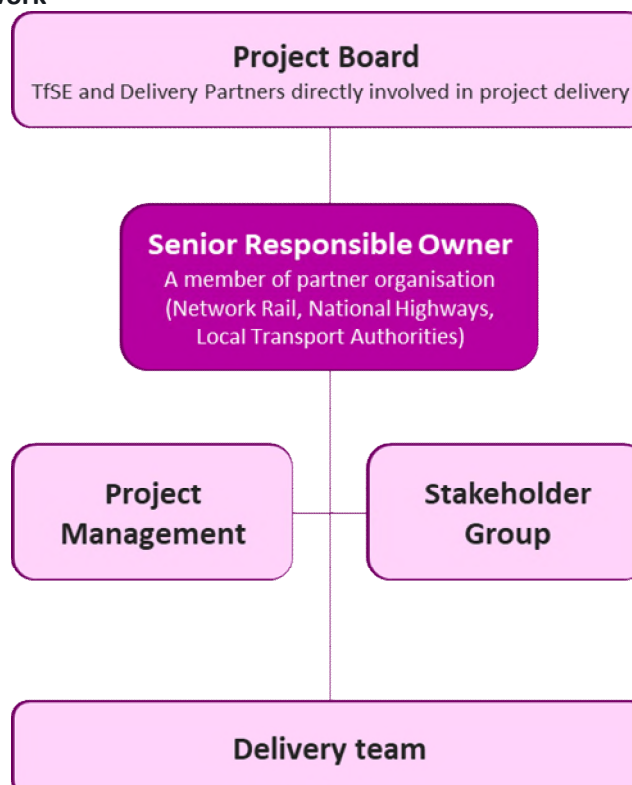
MSP represents proven good practice for successfully delivering of transformational change and is drawn from the experiences of both public and private sectors. TfSE’s approach will align with this approach.

Project specific governance will need to be defined for each intervention. The overall structure should include a Senior Responsible Owner (SRO), a Project Board and key stakeholder group. An example structure is shown in **Figure 11**.

Under this arrangement:

- The SRO will be the Sponsor of the Project and, as such, will be responsible for the project outcomes and delivery.
- The SRO can be a member of the project delivery partner organisation (e.g., Network Rail, National Highways, Local Transport Authorities).
- The board will include members of TfSE and key delivery partners directly involved in the project delivery.
- The project board will meet regularly to review project progress and make decisions. The board will review the business case at appropriate project plan milestones.
- The stakeholder group will include organisations indirectly linked to the delivery of the project but interested in the project outcomes.

Figure 11: Project Governance Framework



[Flow chart showing Project Broad at the top leading to Senior Responsible Owner then Delivery Team, with side branches between the latter two for Project Management and Stakeholder Group]

Stakeholder engagement

TfSE's Technical Programme has been supported by an extensive programme of stakeholder engagement. TfSE held a public consultation on its draft Transport Strategy in the autumn of 2019 and a further public consultation on the draft Strategic Investment Plan in the summer of 2022.

TfSE has tailored its approach to stakeholder engagement at each stage of the technical programme and will continue to evolve its approach as the SIP moves into a delivery phase.

TfSE will therefore develop a new Stakeholder and Communications plan to support the delivery of the SIP. Given the wide range of stakeholders across the region, their differing views and specific local contexts, this Stakeholder and Communications plan should reconfirm the stakeholders set out how and when and by whom they will be engaged, and the input sought from them, and its purpose in the overall project programme.

The profile of stakeholders who will need to be engaged in future stages may be different to those involved at earlier stages.

For example, there will likely need to be more engagement with potential funders and delivery partners (developers, constructors, operators, etc.) to ensure the development of the packages of interventions are informed by the best available advice.

Monitoring and evaluation

TfSE and its partners will establish appropriate governance to oversee the development, delivery and benefits realisation arising from both place-based and global interventions included in this strategy – particularly the larger and/or more complex interventions, which may require a bespoke approach for delivery.

TfSE will develop a set of transport outcome and wider socio-economic and environmental indicators (KPIs) which will be used to monitor progress across the region and of and on our transport networks reported on annually. These will be used to not only monitor progress against our goals and priorities, but also help make the case for further intervention. They should also be used by scheme promoters delivering interventions contained within this plan. A selection of potentially suitable KPIs for monitoring and evaluation the packages of interventions in this plan are presented in **Table 4** for which regional and intervention specific targets will be set.

Table 4: Potential Monitoring Indicators

Strategic priorities	Indicators
Economic	
Better connectivity between our major economic hubs, international gateways and their markets.	<ul style="list-style-type: none"> • The delivery of improved road and railway links on corridors in need of investment. • Improved public transport access to Heathrow Airport. • Improved long-distance rail services (measured by journey time and service frequency).

Strategic priorities	Indicators
More reliable journeys for people and goods travelling between the South East's major economic hubs and to and from international gateways.	<ul style="list-style-type: none"> Improved Journey Time Reliability on the Strategic Road Network, Major Road Network and local roads (where data is available). Improved operating performance on the railway network, measured by Public Performance Measure (PPM) and other available passenger and freight performance measures, where available (e.g., right-time delivery).
A transport network that is more resilient to incidents, extreme weather and the impacts of a changing climate.	<ul style="list-style-type: none"> Reduced delays on the highways network due to poor weather. Reduced number of days of severe disruption on the railway network due to poor weather. Metrics relating to reduced delay on road network suffering from Road Traffic Collisions.
A new approach to planning that helps our partners across the South East meet future housing, employment and regeneration needs sustainably.	<ul style="list-style-type: none"> The percentage of new allocated sites in Local Plans supported by high frequency bus, mass transit or rail. Clear and quantified sustainable transport access and capacity for Local Plan allocated sites.
A 'smart' transport network that uses digital technology to manage transport demand, encourage shared transport and make more efficient use of our roads and railways.	<ul style="list-style-type: none"> Increase in the number of bus services offering 'Smart Ticketing' payment systems. Number of passengers using 'Smart Ticketing'. Number of passengers using shared transport.
Social	
A network that promotes active travel and active lifestyles to improve our health and wellbeing.	<ul style="list-style-type: none"> Increase in the length of the National Cycle Network in the South East. Increase in the length of segregated cycleways in the South East. Increase mode share of trips undertaken by foot and cycle. Increase number of bikeshare schemes in operation in the area. Increase mode share of walking and cycling.
Improved air quality supported by initiatives to reduce congestion and encourage further shifts to public transport.	<ul style="list-style-type: none"> Reduction in NOx, SOx and particulate pollution levels in urban areas.
An affordable, accessible transport network for all that promotes social inclusion and reduces barriers to employment, learning, social, leisure, physical and cultural activity.	<ul style="list-style-type: none"> A reduction in the indicators driving the Indices of Multiple Deprivation in the South East, particularly in the most deprived areas in the South East region.

Strategic priorities	Indicators
A seamless, integrated transport network with passengers at its heart, making journey planning, paying for, and using different forms of transport simpler and easier.	<ul style="list-style-type: none"> • Increase in the number of cross-modal interchanges and/or ticketing options in the South East.
A safely planned, delivered, and operated transport network with no fatalities or serious injuries among transport users, workforce or the wider public.	<ul style="list-style-type: none"> • Reduction in the number of people Killed and Seriously Injured by road and rail transport.
Environmental	
A reduction in carbon emissions to net zero by 2050 at the latest to minimise the contribution of transport and travel to climate change.	<ul style="list-style-type: none"> • Reduction in carbon emissions by transport.
A reduction in the need to travel, particularly by private car, to reduce the impact of transport on people and the environment.	<ul style="list-style-type: none"> • A net reduction in the number of miles undertaken per person each weekday. • A reduction in the mode share of the private car (measured by passenger kilometres).
A transport network that protects and enhances our natural, built and historic environments.	<ul style="list-style-type: none"> • No transport schemes or interventions result in net degradation of the natural capital of the South East.
Use of the principle of 'biodiversity net gain' in all transport initiatives.	<ul style="list-style-type: none"> • Transport schemes or interventions to demonstrate environmental net gain.
Minimisation of transport's consumption of resources and energy.	<ul style="list-style-type: none"> • Reduction in non-renewable energy consumed by transport.

Next steps

TfSE is on a journey. Its role will evolve as it strengthens its capacity to support the delivery of this plan.

The next steps for TfSE are to:

- develop a delivery action plan for the SIP;
- identify and support key interventions that deliver the SIP that require additional support and capacity, making the case for funding to develop interventions and which interventions will come forward first;
- secure higher levels of transport investment in the South East's strategic transport network;
- engage and support TfSE's key stakeholders in responding to and overcoming emerging transport challenges including recovery of public transport provision to pre-pandemic levels and beyond – where reasonable; and
- maintain the Strategic Investment Plan as a "live" document, updating it where appropriate.

TfSE will do this by:

- developing regional data, modelling and analytics capability;
- evolving to deliver the SIP;
- implementing supporting strategies, including the Future Mobility Strategy and the Freight, Logistics and International Gateways Strategy;
- developing position statements on key issues, including active travel, rural mobility and decarbonisation; and
- committing to conducting a review and update of the Strategic Investment Plan every five years.

Appendices

Appendix A: List of interventions by package

This Appendix provides a summary of the delivery plan for the interventions contained with the Strategic Investment Plan.

The first table contains interventions that are in existing programmes are presented in the following order:

- National Highways led interventions on the Strategic Road Network
- Road Investment Strategy 2: 2020 – 2025 schemes
- Road Investment Plan 3 Pipeline schemes
- Smart Motorways Programme
- Local Authority led interventions, with strategic prioritisation and programme management provided by TfSE
- Large Local Major schemes
- Large Local Major schemes pipeline
- Major Road Network schemes
- Major Road Network schemes pipeline
- Local Authority led interventions, supported by TfSE
- Housing Infrastructure Fund schemes

The second table presents global package interventions. These are applicable across the whole region, led by multiple partners, or will require national delivery. As such, their costs are not known and require ongoing planning and delivery.

The third and final table presents the place-based packages of interventions. Interventions are grouped by TfSE sub-area and package.

Table information

Implementation timeframe

Interventions have been phased into one of three timeframes, indicating when the intervention will be live or complete:

- Short-Term: within the remaining years of the 2020s
- Medium-Term: the 2030s
- Long-Term: the 2040s

Costs

All costs are presented at a package level. The two numbers presented are:

- Capital costs of construction
- Annual capital costs for maintenance and renewals

They are estimates, often high-level, based on either published figures or comprising “bottom up” unit cost assumptions. All costs are mid-price estimates in 2020 prices. All intervention costs will be subject to further assessment as and when interventions are brought forward for scheme and business case development. Assessment will need to be proportionate to the stage of scheme development and adhere to relevant guidance.

Capital costs of construction are summed for interventions that are within the TfSE area and not yet being implemented.

Project stage

This refers to an intervention’s status or stage of development that it has reached and cleared. Typically, this aligns to the level of business case already developed. Stages include:

- Ongoing;
- Pre-Strategic Outline Business Case (Pre-SOBC): yet to develop a business case;
- Strategic Outline Business Case (SOBC);
- Outline Business Case (OBC);
- Full Business Case (FBC); and
- Implementation/Implemented: under delivery or recently completed.

Next steps

This identifies the stage of development the intervention needs to enter or complete next in order to progress. Again, this typically refers to a relevant business case stage using similar terminology as for the project stage. It is recognised that different scheme promoters and funding bodies have different terminology, and hence it is noted that it might be an equivalent stage of business case. An intervention may be at such an early stage of development that a feasibility study is required; or conversely, very well developed and seeking planning and delivery powers or consent, or already being delivered. Next steps referred to in the tables include:

- Feasibility Study;
- SOBC (or equivalent);
- OBC (or equivalent);
- Planning Permission / Powers / Consents;
- FBC (or equivalent); and
- Ongoing / Delivery.

Scheme promoter

This refers to the single or potential multiple promoters of each intervention. Options identified, with the references used in each table, include:

- Network Rail (i) – for interventions on the rail network;
- National Highways (ii) – for interventions on the Strategic Road Network;

- Transport for the South East (iii) – reflecting a role that TfSE could hold to help accelerate the delivery of the programme and derive better outcomes; and
- Local Transport Authorities (iv) – for interventions on local highways networks and other public rights of way.

In practice it is recognised that there are other likely scheme promoters (e.g. High Speed 1 Ltd. for interventions on the High Speed 1 network; Sustrans for the National Cycle Network, Local Planning Authorities, and the private sector).

Delivery Partners

Similar to identifying the scheme promoter, there can be many delivery partners. The key partners have been identified and include parties who will be required to make or could make a material contribution to the planning, funding, and delivery of an intervention. Options identified, with the references used in each table, include:

- Department for Transport (or other central government departments) (1);
- Network Rail (2);
- National Highways (3);
- Active Travel England (4);
- TfSE (5);
- Local authorities (6);
- Transport operators (7);
- Other private sector organisations (8); and
- Sustrans (9)

Potential TfSE role

Ways in which TfSE can lead aspects and support planning and delivery of the programme are identified. Options identified, with the references used in each table, include:

- Programme Management (A);
- Pre-feasibility Work & Funding (B);
- (Joint) Scheme Promoter (C);
- Business Case & Scheme Development & Funding (D);
- Use of Analytical Framework (E);
- Advocacy & Securing Funding (F);
- Procurement & Sourcing (G);
- Resource Capacity & Capability Funding (H)

Table A.1: Existing and committed programmes

Map Ref.	Intervention	Implementation Timeframe	Project stage	Next step(s)	Scheme promoters	Key delivery partners	Potential TfSE Role
Road Investment Strategy 2 schemes (£690m / £55m p.a.)							
I1	M27 Junction 8	Short	Implementation	(Ongoing) Delivery	ii	1, 3, 6, 8	F
I2	A31 Ringwood	Short	Implementation	(Ongoing) Delivery	ii	1, 3, 6, 8	F
I5	A27 East of Lewes Package	Short	Implementation	(Ongoing) Delivery	ii	1, 3, 6, 8	F
I3	A27 Arundel Bypass	Short	OBC	Powers / Consents	ii	1, 3, 5, 6, 8	F
R1	M3 Junction 9	Short	OBC	Powers / Consents	ii	1, 3, 5, 6, 8	F
I4	A27 Worthing and Lancing Improvement	Short	SOBC	OBC	ii	1, 3, 5, 6, 8	F
X1	M2 Junction 5	Short	SOBC	FBC	ii	1, 3, 5, 6, 8	F
Road Investment Strategy 3 Pipeline schemes (£3,480m / £251m p.a.)							
Y1	Lower Thames Crossing (costings for Kent-side only)	Medium	OBC	Powers / Consents, FBC	ii	1, 3, 5, 6, 8	F
I6	Southampton Access (M27 Junction 2 and Junction 3)	Medium	SOBC	Feasibility Study	ii	1, 3, 5, 6, 8	B, F
I7	A27 Lewes - Polegate	Short	Pre-SOBC	SOBC	ii	1, 3, 5, 6, 8	B, F
I8	A27 Chichester Improvements	Medium	Pre-SOBC	SOBC	ii	1, 3, 5, 6, 8	B, F
R3	A404 Bisham Junction	Short	Pre-SOBC	SOBC	ii	1, 3, 5, 6, 8	B, F
R4	A3/A247 Ripley South	Short	Pre-SOBC	SOBC	ii	1, 3, 5, 6, 8	B, F
X2	A2 Brenley Corner Enhancements	Short	Pre-SOBC	SOBC	ii	1, 3, 5, 6, 8	B, F
X3	A2 Dover Access	Short	Pre-SOBC	Feasibility Study	ii	1, 3, 5, 6, 8	B, F
X4	A21 Safety Enhancements (being brought forward to RP2)	Short	Pre-SOBC	Feasibility Study	ii	1, 3, 5, 6, 8	B, F

Map Ref.	Intervention	Implementation Timeframe	Project stage	Next step(s)	Scheme promoters	Key delivery partners	Potential TfSE Role
Smart Motorways Programme (£350m / £30m p.a.)							
R2	M3 Junction 9 – Junction 14 Smart Motorway	Short	Implementation - paused	Paused	ii	1, 3, 6, 8	F
R15	M4 Junction 3 - Junction 12 Smart Motorway	Short	Implementation - ongoing	(Ongoing) Delivery	ii	1, 3, 6, 8	F
X15	M20 Junction 3 - Junction 5 Smart Motorway	Medium	Implemented	(Ongoing) Delivery	ii	1, 3, 6, 8	N/A
X13	M2 Junction 4 - Junction 7 Smart Motorway	Short	SOBC	Feasibility Study	ii	1, 3, 5, 6, 8	F
Major Road Network Schemes (£250m / £15m p.a.)							
I14	A259 Bognor Regis to Littlehampton Enhancement	Short	OBC	Powers / Consents, FBC	iv	1, 4, 5, 6, 8	A, D, F, H
X6	A28 Birchington, Acol and Westgate-on-Sea Relief Road	Short	OBC	Powers / Consents, FBC	iv	1, 4, 5, 6, 8	A, D, F, H
I17	A259 (King's Road) Seafront Highways Structures Renewal Programme	Short	OBC	Powers / Consents, FBC	iv	1, 4, 5, 6, 8	A, D, F, H
N3a	A22 Corridor Package	Short	OBC	Powers / Consents, FBC	iv	1, 4, 5, 6, 8	A, D, F, H
I12	Northam Rail Bridge Replacement and Enhancement	Short	SOBC	OBC	iv	1, 4, 5, 6, 8	A, D, F, H
I15	A259 South Coast Road Corridor - Eastbourne to Brighton	Short	SOBC	OBC	iv	1, 3, 4, 5, 6, 8, 9	A, D, F, H
Major Road Network Scheme Pipeline (£850m / £66m p.a.)							
N3b	A22 Corridor - Hailsham to Uckfield	Short	OBC	Powers / Consents, FBC	iv	1, 5, 6, 8	A, F

Map Ref.	Intervention	Implementation Timeframe	Project stage	Next step(s)	Scheme promoters	Key delivery partners	Potential TfSE Role
I17	A259 (King's Road) Seafront Highways Structures Renewal Programme (MRN)	Short	SOBC	OBC	iv	1, 6, 8	A, D, F, H
I16	A259 Chichester to Bognor Regis Enhancement	Short	Pre-SOBC	SOBC	iv	1, 2, 4, 5, 6, 7, 8	A, B, D, F, H
N2	A24/A243 Knoll Roundabout and M25 J9A	Medium	Pre-SOBC	SOBC	iv	1, 3, 5, 6, 8	A, B, D, F, H
N4	A2270/A2101 Corridor Movement and Access Package	Short	Pre-SOBC	SOBC	iv	1, 5, 6, 8	A, B, D, F, H
R6	New Thames Crossing East of Reading	Long	Pre-SOBC	SOBC	ii	1, 5, 6, 8	A, B, D, F, H
X7	A228 Colts Hill Strategic Link	Medium	Pre-SOBC	SOBC	iv	1, 5, 6, 8	A, B, D, F, H
Large Local Major Schemes (£650m / £49m p.a.)							
R5	A31 Farnham Corridor	Short	SOBC	OBC	iv	1, 4, 5, 6, 8	A, D, F, H
I11	Portsmouth City Centre Road	Short	SOBC	OBC	iv	1, 4, 5, 6, 8	A, D, F, H
I9	A326 Capacity Enhancements	Short	SOBC	OBC	iv	1, 5, 6, 8	A, D, F, H
X5	A229 Bluebell Hill Junction Upgrades	Short	SOBC	OBC	iv	1, 3, 5, 6, 8	A, D, F, H
I10	West Quay Realignment	Short	Pre-SOBC	SOBC	iv	1, 5, 6, 8	A, B, D, F, H
Large Local Major Scheme Pipeline (£100m / £5m p.a.)							
N1	A22 N Corridor (Tandridge) - South Godstone to East Grinstead Enhancements	Medium	Pre-SOBC	Feasibility Study	iv	1, 3, 5, 6, 8	A, B, D, F, H
Housing Infrastructure Fund Schemes (£250m / £15m p.a.)							
R7	A320 North Corridor (HIF)	Short	OBC	Powers / Consents, FBC	iv	1, 3, 6, 8	F
S6	Hundred of Hoo Railway - Hoo Peninsula Passenger Rail Services	Medium	OBC	Powers / Consents, FBC	i, iv	1, 2, 6, 7, 8	F

Map Ref.	Intervention	Implementation Timeframe	Project stage	Next step(s)	Scheme promoters	Key delivery partners	Potential TfSE Role
X22	A228 Medway Valley Enhancements	Medium	OBC	Powers / Consents, FBC	iv	1, 3, 6, 8	F

Table A.2: Global package interventions

Map Ref.	Intervention	Implementation Timeframe	Project stage	Next step(s)	Scheme promoters	Key delivery partners	Potential TfSE Role
N/A	Decarbonisation – including faster adoption of zero emission vehicles	Ongoing	Ongoing	Ongoing	i, ii, iii, iv	1, 2, 3, 4, 5, 6, 7, 8	B, C, D, E, F, G, H
N/A	BSIP/Enhanced Partnership Plans and public transport fare reductions	Ongoing	Ongoing	Ongoing	i, iii, iv	1, 2, 5, 6, 7, 8	B, C, D, E, F, G, H
N/A	National and local road user charging	Ongoing	Ongoing	Ongoing	ii, iv	1, 3, 5, 6, 8	B, D, E, F, H
N/A	Active travel (including LCWIPs) and micromobility trends	Ongoing	Ongoing	Ongoing	i, ii, iv	1, 2, 3, 4, 5, 6, 8, 9	B, D, E, F, H
N/A	Digital Technology - faster adoption, including remote working and virtual access to services	Ongoing	Ongoing	Ongoing	i, ii, iv	1, 2, 3, 5, 6, 7, 8	B, D, F, H
N/A	Integration and Access - across and between modes and between spatial and transport planning	Ongoing	Ongoing	Ongoing	i, ii, iii, iv	1, 2, 3, 4, 5, 6, 7, 8	B, C, D, E, F, G, H

Table A.3: Place-based packages of intervention

Map Ref.	Intervention	Implementation Timeframe	Project stage	Next step(s)	Scheme promoters	Key delivery partners	Potential TfSE Role
Solent and Sussex Coast							
South Hampshire Rail (Core)							
A1	Solent Connectivity Strategic Study	Medium	Pre-SOBC	SOBC	i	1, 2, 5, 6, 7, 8	D, E, F
A2	Botley Line Double Tracking	Medium	Pre-SOBC	SOBC	i	1, 2, 5, 6, 7, 8	D, E, F
A3	Netley Line Signalling and Rail Service Enhancements	Medium	Pre-SOBC	SOBC	i	1, 2, 5, 6, 7, 8	D, E, F
A4	Fareham Loop / Platform	Medium	Pre-SOBC	SOBC	i	1, 2, 5, 6, 7, 8	D, E, F
A5	Portsmouth Station Platforms	Medium	Pre-SOBC	SOBC	i	1, 2, 5, 6, 7, 8	D, E, F
A6	South West Main Line - Totton Level Crossing Removal	Medium	Pre-SOBC	SOBC	i	1, 2, 5, 6, 7, 8	D, E, F
A7	Southampton Central Station Upgrade and Timetabling	Medium	Pre-SOBC	SOBC	i	1, 2, 5, 6, 7, 8	D, E, F
A8	Eastleigh Station Platform and Approach Flyover Enhancement	Medium	Pre-SOBC	SOBC	i	1, 2, 5, 6, 7, 8	D, E, F
A9	Waterside Branch Line - Reopening	Short	SOBC	OBC	i	1, 2, 5, 6, 7, 8	D, E, F
A10	West of England Service Enhancements	Medium	Pre-SOBC	SOBC	i	1, 2, 5, 6, 7, 8	D, E, F
A11	Additional Rail Freight Paths to Southampton	Short	Pre-SOBC	SOBC	i	1, 2, 5, 6, 7, 8	D, E, F
South Hampshire Rail (Enhanced)							
B1	Southampton Central Station - Woolston Crossing	Long	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
B2	New Southampton Central Station	Long	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F

Map Ref.	Intervention	Implementation Timeframe	Project stage	Next step(s)	Scheme promoters	Key delivery partners	Potential TfSE Role
B3	New City Centre Station	Long	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
B4	South West Main Line - Mount Pleasant Level Crossing Removal	Long	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
B5	West Coastway Line - Fareham to Cosham Capacity Enhancements	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
B6	West Coastway Line - Cosham Station Relocation	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
B7	Eastleigh to Romsey Line - Electrification	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
B8	Havant Rail Freight Hub	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
B9	Fratton Rail Freight Hub	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
B10	Southampton Container Port Rail Freight Access and Loading Upgrades	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, F
B11	Southampton Automotive Port Rail Freight Access and Loading Upgrades	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, F
South Hampshire Mass Transit							
C1	Southampton Mass Transit	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	F
C2	South East Hampshire Rapid Transit	Medium	Pre-SOBC	SOBC	iv	1, 2, 3, 5, 6, 7, 8	F
C3	New Southampton to Fawley Waterside Ferry Service	Medium	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, F, H
C4	Southampton Cruise Terminal Access for Mass Transit	Medium	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, F
C5	M271 Junction 1 Strategic Mobility Hub	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 6, 8	B, D, F, H

Map Ref.	Intervention	Implementation Timeframe	Project stage	Next step(s)	Scheme promoters	Key delivery partners	Potential TfSE Role
C6	M27 Junction 5 / Southampton Airport Strategic Mobility Hub	Medium	Pre-SOBC	Feasibility Study	iv	1, 3, 6, 8	B, D, F, H
C7	M27 Junction 7/8 Strategic Mobility Hub	Medium	Pre-SOBC	Feasibility Study	iv	1, 3, 6, 8	B, D, F, H
C8	M27 Junction 9 Strategic Mobility Hub	Medium	Pre-SOBC	Feasibility Study	iv	1, 3, 6, 8	B, D, F, H
C9	M275 Junction 1 Strategic Mobility Hub	Medium	SOBC	Feasibility Study	iv	1, 3, 6, 8	B, D, F, H
C10	Clarence Pier Bus-Hovercraft Interchange	Short	Pre-SOBC	Feasibility Study	iii, iv	1, 3, 6, 8	B, D, F, G, H
C11	Improved Gosport – Portsmouth and Portsmouth – Hayling Island Ferries	Short	Pre-SOBC	Feasibility Study	iii, iv	1, 3, 6, 8	B, D, F, G, H
South Hampshire Active Travel							
E1	Solent Active Travel (including LCWIPs)	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 4, 6, 8, 9	B, D, F
Isle of Wight Mass Transit and Connections							
D1a	Bus Mass Transit - Newport to Yarmouth	Medium	Pre-SOBC	Feasibility Study	iv	1, 5, 6, 7, 8	B, D, F, H
D1b	Bus Mass Transit - Newport to Ryde	Medium	Pre-SOBC	Feasibility Study	iv	1, 5, 6, 7, 8	B, D, F, H
D1c	Bus Mass Transit - Newport to Cowes	Medium	Pre-SOBC	Feasibility Study	iv	1, 5, 6, 7, 8	B, D, F, H
D1d	Isle of Wight Railway Service Enhancements	Medium	Pre-SOBC	Feasibility Study	i, iv	1, 2, 5, 6, 7, 8	B, D, F, H
D1e	Isle of Wight Railway Extensions or Mass Transit alternative - Shanklin to Ventnor	Medium	SOBC	Feasibility Study	iv	1, 2, 5, 6, 7, 8	B, D, F, H
D1f	Isle of Wight Railway Extensions or Mass Transit alternative - Shanklin to Newport	Medium	SOBC	Feasibility Study	iv	1, 2, 5, 6, 7, 8	B, D, F, H
D2a	Operating Hours and Frequency Enhancements	Short	Pre-SOBC	Feasibility Study	iii, iv	1, 5, 6, 7, 8	B, D, F, H
D2b	New Summer Route - Ryde to Southampton	Short	Pre-SOBC	Feasibility Study	iii, iv	1, 5, 6, 7, 8	B, D, F, H

Map Ref.	Intervention	Implementation Timeframe	Project stage	Next step(s)	Scheme promoters	Key delivery partners	Potential TfSE Role
Sussex Coast Rail							
F1	West Coastway Strategic Study	Medium	Pre-SOBC	SOBC	i	1, 2, 5, 6, 7, 8	B, D, E, F
F2	West Worthing Level Crossing Removal	Medium	Pre-SOBC	SOBC	i	1, 2, 5, 6, 7, 8	B, D, F
Sussex Coast Mass Transit Rail							
G1	Shoreham Strategic Mobility Hub	Short	Pre-SOBC	H, Feasibility Study	iv	1, 3, 6, 8	B, D, E, F, H
G2	A27/A23 Patcham Interchange Strategic Mobility Hub	Short	Pre-SOBC	G, H, Feasibility Study	iii, iv	1, 2, 3, 5, 6, 7, 8	A, B, C, D, F, G, H
G3	Falmer Strategic Mobility Hub	Short	Pre-SOBC	H, Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
G4	Eastbourne/Polegate Strategic Mobility Hub	Medium	Pre-SOBC	H, Feasibility Study	i, iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
G5	Sussex Coast Mass Rapid Transit	Medium	Pre-SOBC	G, H, Feasibility Study	iii, iv	1, 2, 3, 5, 6, 7, 8	A, B, C, D, E, F, G, H
G6	Eastbourne/Wealden Mass Rapid Transit	Short	Pre-SOBC	H, Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
G7	Hastings/Bexhill Mass Rapid Transit	Medium	Pre-SOBC	H, Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
G8	A27 Falmer – Polegate Bus Stop and Layby Improvements	Medium	SOBC	H, OBC	ii	1, 2, 3, 5, 6, 7, 8	D, F, H
Sussex Coast Active Travel							
H1	Sussex Coast Active Travel Enhancements (including LCWIPs)	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 4, 6, 8, 9	F
Solent and Sussex Coast Highways							

Map Ref.	Intervention	Implementation Timeframe	Project stage	Next step(s)	Scheme promoters	Key delivery partners	Potential TfSE Role
I13	New Horsea Bridge and Tipner Bridge	Short	Pre-SOBC	SOBC	iv	1, 3, 5, 6, 8	F
I18	A29 Realignment including combined Cycleway and Footway	Short	FBC	(Ongoing) Delivery	iv	1, 3, 6, 8	F
I19	M27/M271/M275 Smart Motorway(s)	Short	Pre-SOBC	SOBC	ii	1, 3, 4, 6, 8	F
I20	A27 Tangmere Junction Enhancements	Medium	Pre-SOBC	Feasibility Study	ii	1, 3, 6, 8	B, D, E, F
I21	A27 Fontwell Junction Enhancements	Medium	Pre-SOBC	Feasibility Study	ii	1, 3, 6, 8	B, D, E, F
I22	A27 Worthing (Long Term Solution)	Long	Pre-SOBC	Feasibility Study	ii	1, 3, 6, 8	B, D, E, F
I23	A27 Hangleton Junction Enhancements	Medium	Pre-SOBC	SOBC	ii	1, 3, 6, 8	F
I24	A27 Devils Dyke Junction Enhancements	Medium	Pre-SOBC	SOBC	ii	1, 3, 6, 8	F
I25	A27 Falmer Junction Enhancements	Medium	Pre-SOBC	SOBC	ii	1, 3, 6, 8	F
I26	A27 Hollingbury Junction Enhancements	Medium	Pre-SOBC	SOBC	ii	1, 3, 6, 8	F
London to Sussex Coast							
London to Sussex Coast Rail (Resilience)							
J1	Croydon Area Remodelling Scheme	Medium	OBC	Powers / Consents	i	1, 2, 5, 6, 7, 8	F
J2	Brighton Main Line - 100mph Operation	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
J3	Brighton Station Additional Platform	Medium	Pre-SOBC	SOBC	i	1, 2, 5, 6, 7, 8	B, D, E, F
J4	Reigate Station Upgrade	Short	OBC	FBC	i	1, 2, 5, 6, 7, 8	F
J5	Arun Valley Line - Faster Services	Short	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
J6	East Coastway Line - Faster Services	Short	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
J7	Brighton Main Line - Reinstate Cross Country Services	Short	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	F

Map Ref.	Intervention	Implementation Timeframe	Project stage	Next step(s)	Scheme promoters	Key delivery partners	Potential TfSE Role
J8	New Station to the North East of Horsham	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
J9	Newhaven Port Capacity and Rail Freight Interchange Upgrades	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, F
J10	Uckfield Branch Line - Hurst Green to Uckfield Electrification	Medium	SOBC	OBC	i	1, 2, 5, 6, 7, 8	B, D, E, F
J11	Redhill Aerodrome Chord	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
London to Sussex Coast (Reinstatements)							
K1	Uckfield - Lewes Wealden Line Reopening - Traction and Capacity Enhancements	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
K2	Uckfield - Lewes Wealden Line Reopening - Reconfiguration at Lewes	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
K3	Spa Valley Line Modern Operations Reopening - Eridge to Tunbridge Wells West to Tunbridge Wells	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
London to Sussex Coast Mass Transit							
L1	Fastway Extension: Crawley - Horsham	Short	Pre-SOBC	G, H, Feasibility Study	iii, iv	1, 2, 3, 5, 6, 7, 8	A, B, C, D, E, F, G, H
L2	Fastway Extension: Crawley - East Grinstead	Short	Pre-SOBC	G, H, Feasibility Study	iii, iv	1, 2, 3, 5, 6, 7, 8	A, B, C, D, E, F, G, H
L3	Fastway Extension: Haywards Heath - Burgess Hill	Short	Pre-SOBC	G, H, Feasibility Study	iii, iv	1, 2, 3, 5, 6, 7, 8	A, B, C, D, E, F, G, H
L4	Fastway Extension: Crawley - Redhill	Short	Pre-SOBC	G, H, Feasibility Study	iii, iv	1, 2, 3, 5, 6, 7, 8	A, B, C, D, E, F, G, H
L5	A22 Corridor Rural Bus Service Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H

Map Ref.	Intervention	Implementation Timeframe	Project stage	Next step(s)	Scheme promoters	Key delivery partners	Potential TfSE Role
L6	A23 Corridor Rural Bus Service Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
L7	A24 Corridor Rural Bus Service Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
L8	A26 Corridor Lewes - Royal Tunbridge Wells Rural Bus Service Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
L9	A26 Corridor Newhaven Area Rural Bus Service Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
L10	A272 Corridor Rural Bus Service Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
L11	A264 Corridor Rural Bus Service Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
L12	A29 Corridor Rural Bus Service Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
L13	A283 Corridor Rural Bus Service Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
L14	A281 Corridor Rural Bus Service Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
L15	Three Bridges Strategic Mobility Hub	Medium	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, F, H
London to Sussex Coast Active Travel							
M1	Burgess Hill/Haywards Heath Local Active Travel Infrastructure	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 4, 6, 8	F
M2	East Grinstead Local Active Travel Infrastructure	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 4, 6, 8	F

Map Ref.	Intervention	Implementation Timeframe	Project stage	Next step(s)	Scheme promoters	Key delivery partners	Potential TfSE Role
M3	Eastbourne/Hailsham Local Active Travel Infrastructure	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 4, 6, 8	F
M4	Gatwick/Crawley Local Active Travel Infrastructure	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 4, 6, 8	F
M5	Horsham Local Active Travel Infrastructure	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 4, 6, 8	F
M6	Lewes/Newhaven Local Active Travel Infrastructure	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 4, 6, 8	F
M7	Reigate/Redhill Local Active Travel Infrastructure	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 4, 6, 8	F
M8	East Sussex Inter-Urban Active Travel Infrastructure	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 4, 6, 8, 9	B, D, F, H
M9	Surrey Inter-urban Active Travel Infrastructure	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 6, 8, 9	B, D, F, H
M10	West Sussex Inter-Urban Active Travel Infrastructure	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 4, 6, 8, 9	B, D, F, H
M11	New London - Brighton National Cycle Network Corridor	Medium	Pre-SOBC	Feasibility Study	iv	1, 3, 4, 6, 8, 9	B, D, F, H
M12	New Crawley - Chichester National Cycle Network Corridor	Medium	Pre-SOBC	Feasibility Study	iv	1, 3, 4, 6, 8, 9	B, D, F, H
M13	London - Paris New "Avenue Verte"	Medium	Pre-SOBC	Feasibility Study	iv	1, 3, 4, 5, 6, 8, 9	B, D, F, H
London to Sussex Coast Highways							
N5	M23 Junction 8a New Junction and Link Road - Redhill	Long	Pre-SOBC	Feasibility Study	ii	1, 3, 6, 8	F
N6	M23 Junction 9 Enhancements - Gatwick	Medium	Pre-SOBC	Feasibility Study	ii	1, 3, 6, 8	F

Map Ref.	Intervention	Implementation Timeframe	Project stage	Next step(s)	Scheme promoters	Key delivery partners	Potential TfSE Role
N7	A23 Carriageway Improvements - Gatwick to Crawley	Medium	Pre-SOBC	Feasibility Study	ii	1, 3, 6, 8	F
N8	A264 Horsham - Pease Pottage Carriageway Enhancements	Medium	Pre-SOBC	Feasibility Study	iv	1, 3, 6, 8	F
N9	A264 Crawley - East Grinstead Dualling and Active Travel Infrastructure	Medium	Pre-SOBC	Feasibility Study	iv	1, 3, 6, 8	F
N10	Crawley Western Link Road and Active Travel Infrastructure	Long	Pre-SOBC	Feasibility Study	iv	1, 3, 6, 8	F
N11	A24 Dorking Bypass	Medium	Pre-SOBC	Feasibility Study	iv	1, 3, 6, 8	F
N12	A24 Horsham to Washington Junction Improvements	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 6, 8	F
N13	A24 Corridor Improvements Horsham to Dorking (LLM Pipeline)	Long	Pre-SOBC	Feasibility Study	iv	1, 3, 5, 6, 8	F
N14	A23 Hickstead and Bolney Junction Enhancements	Medium	Pre-SOBC	Feasibility Study	ii	1, 3, 6, 8	F
N15	A23/A27 Patcham Interchange Junction Enhancements	Short	Pre-SOBC	Feasibility Study	ii	1, 3, 6, 8	F
N16	A26 Lewes - Newhaven Realignment and Junction Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 6, 8	F
N17	A26 Lewes - Uckfield Enhancements	Medium	Pre-SOBC	Feasibility Study	iv	1, 3, 6, 8	F
N18	A22 Uckfield Bypass Dualling	Short	Pre-SOBC	Feasibility Study	iv	1, 6, 8	F
N19	A22 Smart Road Trial Proposition Study	Short	OBC	Powers / Consents, FBC	iv	1, 3, 6, 8	F
Wessex Thames							

Map Ref.	Intervention	Implementation Timeframe	Project stage	Next step(s)	Scheme promoters	Key delivery partners	Potential TfSE Role
Wessex Thames Rail							
O1	Western Rail Link to Heathrow	Medium	SOBC	OBC	i	1, 2, 5, 6, 7, 8	B, E, F
O2	Southern Rail Link to Heathrow	Long	Feasibility Study	Development	i	1, 2, 5, 6, 7, 8	B, E, F
O3	Reading to Basingstoke Enhancements	Long	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
O4	North Downs Line - Electrification	Long	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
O5	North Downs Line - Level Crossing Removals	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
O6	North Downs Line - Service Level and Capacity Enhancements	Short	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
O7	Guildford Station Upgrade	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
O8	New Station Guildford West (Park Barn)	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
O9	New Station Guildford East (Marrow)	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
O10	Redhill Station Upgrade	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
O11	Dorking Deepdene Station Upgrade	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
O12	South West Main Line / Portsmouth Direct Line - Woking Area Capacity Enhancement	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
O13	South West Main Line / Basingstoke Branch Line - Basingstoke Enhancement Scheme	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
O14	Cross Country Service Enhancements	Short	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
O15	Portsmouth Direct Line - Line Speed Enhancements	Short	Pre-SOBC	(Ongoing) Delivery	i	1, 2, 5, 6, 7, 8	B, D, E, F
O16	Portsmouth Direct Line - Buriton Tunnel Upgrade	Long	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
O17	South West Main Line - Dynamic Signalling	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F

Map Ref.	Intervention	Implementation Timeframe	Project stage	Next step(s)	Scheme promoters	Key delivery partners	Potential TfSE Role
O18	Theale Strategic Rail Freight Terminal	Short	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, F
O19	West of England Main Line - Electrification from Basingstoke to Salisbury	Long	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
O20	Reading to Waterloo Service Enhancements	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F, H
Wessex Thames Mass Transit							
P1	Basingstoke Mass Rapid Transit	Short	Pre-SOBC	SOBC	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
P2	Blackwater Valley Mass Rapid Transit	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
P3	Bracknell/Wokingham Bus Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
P4	Elmbridge Bus Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
P5	Epsom/Ewell Bus Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
P6	Guildford Sustainable Movement Corridor	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
P7	Slough/Windsor/Maidenhead Area Bus Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
P8	Newbury/Thatcham Bus Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
P9	Reading Mass Rapid Transit	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
P10	Spelthorne Bus Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H

Map Ref.	Intervention	Implementation Timeframe	Project stage	Next step(s)	Scheme promoters	Key delivery partners	Potential TfSE Role
P11	Woking Bus Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
P12	A4 Reading - Maidenhead - Slough - London Heathrow Airport Mass Rapid Transit	Short	Pre-SOBC	Feasibility Study	iii, iv	1, 2, 3, 5, 6, 7, 8	A, B, C, D, E, F, G, H
P13	A329/B3408 Reading - Bracknell/Wokingham Mass Rapid Transit	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
P14	Winchester Bus Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
P15	Andover Bus Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
P16	Runnymede Bus Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
P17	London Heathrow Airport Bus Access Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
P18	Berkshire, Hampshire and Surrey Inter-urban Bus Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
Wessex Thames Active Travel							
Q1	Berkshire, Hampshire and Surrey Urban and Inter-urban Active Travel Infrastructure	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 4, 5, 6, 7, 8, 9	B, D, F, H
Wessex Thames Highways							
R8	M4 Junction 10 Safety Enhancements	Short	Pre-SOBC	Feasibility Study	ii	1, 3, 6, 8	F
R9	M3 Junction 7 and Junction 8 Safety and Capacity Enhancements	Short	Pre-SOBC	Feasibility Study	ii	1, 3, 6, 8	F
R10	A3 Guildford Local Traffic Segregation	Medium	Pre-SOBC	Feasibility Study	ii	1, 3, 6, 8	B, D, E, F

Map Ref.	Intervention	Implementation Timeframe	Project stage	Next step(s)	Scheme promoters	Key delivery partners	Potential TfSE Role
R11	A3 Guildford Long Term Solution	Long	Pre-SOBC	Feasibility Study	ii	1, 3, 6, 8	B, D, F
R12	A34 Junction and Safety Enhancements	Short	Pre-SOBC	Feasibility Study	ii	1, 3, 6, 8	B, D, F
R13	A322 and A329(M) Smart Corridor	Short	FBC	(Ongoing) Delivery	iv	1, 3, 6, 8	F
R14	A339 Newbury to Basingstoke Safety Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 6, 8	B, D, F
Kent, Medway, and East Sussex (KMES)							
KMES Rail – Classic							
S1	St Pancras International Domestic High Speed Platform Capacity	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
S2	London Victoria Capacity Enhancements - Signalling and Digital Rail	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
S3	Bakerloo Line Extension	Medium	SOBC	OBC	i, iv	1, 2, 6, 7, 8	E, F
S4	South Eastern Main Line - Chislehurst to Tonbridge Capacity Enhancements	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
S5	London Victoria to Shortlands Capacity Enhancements	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
S6	Hoo Peninsula Passenger Rail Services	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
S7	North Kent Line / Hundred of Hoo Railway - Rail Chord	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
S8	Thameslink - Extension to Maidstone and Ashford	Short	FBC	(Ongoing) Delivery	i	1, 2, 5, 6, 7, 8	F
S9	North Kent Line - Service Enhancements	Short	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F

Map Ref.	Intervention	Implementation Timeframe	Project stage	Next step(s)	Scheme promoters	Key delivery partners	Potential TfSE Role
S10	North Kent Line / Chatham Main Line - Line Speed Enhancements	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
S11	Otterpool Park/Westenhanger Station Additional Platform	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
S12	Integrated Maidstone Stations	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
S13	Dartford Station Remodelling/Relocation	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
S14	Canterbury Interchange Rail Chord	Medium	Pre-SOBC	SOBC	i	1, 2, 5, 6, 7, 8	B, D, E, F
S15	New Station - Canterbury Interchange	Medium	Pre-SOBC	SOBC	i	1, 2, 5, 6, 7, 8	B, D, E, F
S16	New Strood Rail Interchange	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
S17	Rail Freight Gauge Clearance Enhancements	Medium	Pre-SOBC	SOBC	i	1, 2, 5, 6, 7, 8	B, D, E, F
S18	Crossrail - Extension from Abbey Wood to Dartford / Ebbsfleet	Short	SOBC	OBC	i, iv	1, 2, 5, 6, 7, 8	D, E, F
S19	High Speed 1 / Waterloo Connection Chord - Ebbsfleet Southern Rail Access	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
S20	Ebbsfleet International (Northfleet Connection)	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
S21	Ebbsfleet International (Swanscombe Connection)	Long	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
S22	Gatwick - Kent Service Enhancements	Short	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
KMES High Speed Rail East							
T1	High Speed East - Dollands Moor Connection	Medium	SOBC	OBC	i	1, 2, 5, 6, 7, 8	B, D, E, F
T2	High Speed 1 / Marsh Link - Hastings, Bexhill and Eastbourne Upgrade	Medium	SOBC	OBC	i	1, 2, 5, 6, 7, 8	D, F
KMES High Speed Rail North							

Map Ref.	Intervention	Implementation Timeframe	Project stage	Next step(s)	Scheme promoters	Key delivery partners	Potential TfSE Role
U1	High Speed 1 - Link to Medway (via Chatham)	Long	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
U2	High Speed 1 - Additional Services to West Coast Main Line	Short	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
KMES Mass Transit							
V1	Fastrack Expansion - Swanscombe Peninsula	Short	Pre-SOBC	SOBC	iv	1, 2, 3, 5, 6, 7, 8	B, D, F, H
V2	Fastrack Expansion - Northfleet to Gravesend	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, F, H
V3	Fastrack Expansion - Medway	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, F, H
V4	Medway Mass Transit	Medium	Pre-SOBC	Feasibility Study	iii, iv	1, 2, 3, 5, 6, 7, 8	A, B, C, D, E, F, G, H
V5	Medway Mass Transit - Extension to Hoo Peninsula	Medium	Pre-SOBC	Feasibility Study	iii, iv	1, 2, 3, 5, 6, 7, 8	A, B, C, D, E, F, G, H
V6	Medway to Maidstone Bus Priority	Short	Pre-SOBC	Feasibility Study	iii, iv	1, 2, 3, 5, 6, 7, 8	A, B, C, D, E, F, G, H
V7	Medway Mass Transit - Chatham to Medway City Estate New Bridge	Medium	Pre-SOBC	Feasibility Study	iii, iv	1, 2, 3, 5, 6, 7, 8	A, B, C, D, E, F, G, H
V8	Medway Mass Transit - Chatham to Medway City Estate Water Taxi	Short	Pre-SOBC	Feasibility Study	iii, iv	1, 2, 3, 5, 6, 7, 8	A, B, C, D, E, F, G, H
V9	Maidstone Bus Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 6, 7, 8	B, D, E, F, H
V10	Dover Bus Rapid Transit	Short	Implementation	Feasibility Study	iv	1, 2, 3, 6, 7, 8	F
V11	Sittingbourne Bus Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 6, 7, 8	B, D, E, F, H

Map Ref.	Intervention	Implementation Timeframe	Project stage	Next step(s)	Scheme promoters	Key delivery partners	Potential TfSE Role
V12	Sevenoaks Bus Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 6, 7, 8	B, D, E, F, H
V13	Thanet Bus Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 6, 7, 8	B, D, E, F, H
V14	Folkestone Bus Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 6, 7, 8	B, D, E, F, H
V15	Ashford Bus Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 6, 7, 8	B, D, E, F, H
V16	Royal Tunbridge Wells/Tonbridge Bus Enhancements	Long	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 6, 7, 8	B, D, E, F, H
V17	Thames Gateway/Gravesham Bus Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 6, 7, 8	B, D, E, F, H
V18	Canterbury/Whitstable/Herne Bay Bus Enhancements	Long	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 6, 7, 8	B, D, E, F, H
V19	Ferry Crossings - New Sheerness to Hoo Peninsula Service	Medium	Pre-SOBC	Feasibility Study	iii, iv	1, 2, 3, 5, 6, 7, 8	A, B, C, D, E, F, G, H
V20	Ferry Crossings - Sheerness to Chatham/Medway City Estate/Strood Enhancements	Medium	Pre-SOBC	Feasibility Study	iii, iv	1, 2, 3, 5, 6, 7, 8	A, B, C, D, E, F, G, H
V21	Ferry Crossings - Ebbsfleet - Tilbury Enhancements	Medium	Pre-SOBC	Feasibility Study	iii, iv	1, 2, 3, 5, 6, 7, 8	A, B, C, D, E, F, G, H
V22	Inland Waterway Freight Enhancements	Medium	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F
KMES Active Travel							
W1	Medway Active Travel Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 4, 6, 8, 9	F
W2	Medway Active Travel - Chatham to Medway City Estate River Crossing	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 4, 6, 8	B, D, F, H
W3	Kent Urban Active Travel Infrastructure	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 4, 6, 8	F

Map Ref.	Intervention	Implementation Timeframe	Project stage	Next step(s)	Scheme promoters	Key delivery partners	Potential TfSE Role
W4	Kent Inter-urban Active Travel Infrastructure	Short	Pre-SOBC	SOBC	iv	1, 3, 4, 6, 8, 9	B, D, F, H
W5	Faversham - Canterbury - Ashford - Hastings National Cycle Network Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 4, 6, 8, 9	B, D, F, H
W6	Tonbridge - Maidstone National Cycle Network Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 4, 6, 8, 9	B, D, F, H
W7	Sevenoaks - Maidstone - Sittingbourne National Cycle Network Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 4, 6, 8, 9	B, D, F, H
W8	Bromley - Sevenoaks - Royal Tunbridge Wells National Cycle Network Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 4, 6, 8, 9	B, D, F, H
W9	East Sussex Local Active Travel Infrastructure	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 4, 6, 8	F
W10	East Sussex Inter-Urban Active Travel Infrastructure	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 4, 6, 8, 9	B, D, F, H
W11	Royal Tunbridge Wells - Hastings National Cycle Network Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 4, 6, 8, 9	B, D, F
W12	Canterbury Placemaking and Demand Management Measures	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 6, 7, 8	B, D, E, F, H
W13	Medway Placemaking and Demand Management Measures	Short	Pre-SOBC	Feasibility Study	iii, iv	1, 3, 6, 7, 8	A, B, C, D, E, F, G, H
W14	Dover Placemaking and Demand Management Measures	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 5, 6, 7, 8	B, D, E, F, H
KMES Highways							
X8	Digital Operations Stack and Brock	Medium	Pre-SOBC	Feasibility Study	ii	1, 3, 6, 7, 8	F
X9	A20 Enhancements for Operations Stack & Brock	Short	Pre-SOBC	Feasibility Study	ii, iv	1, 3, 6, 7, 8	F

Map Ref.	Intervention	Implementation Timeframe	Project stage	Next step(s)	Scheme promoters	Key delivery partners	Potential TfSE Role
X10	Kent Lorry Parks (Long Term Solution)	Short	Pre-SOBC	Feasibility Study	ii	1, 3, 5, 6, 7, 8	F
X11	Dover Freight Diversification	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 5, 6, 8	B, D, F
X12	A2 Canterbury Junctions Enhancements	Medium	Pre-SOBC	Feasibility Study	ii	1, 3, 6, 8	F
X14	M20 Junction 6 Sandling Interchange Enhancements	Medium	Pre-SOBC	Feasibility Study	ii	1, 3, 6, 8	F
X16	M25 Junction 1a Enhancements	Medium	Pre-SOBC	Feasibility Study	ii	1, 3, 6, 8	F
X17	M25 Junction 5 Enhancements	Medium	Pre-SOBC	Feasibility Study	ii	1, 3, 6, 8	F
X18	Herne Relief Road	Short	Implementation	(Ongoing) Delivery	iv	1, 3, 6, 8	F
X19	Canterbury East Relief Road	Long	Pre-SOBC	Feasibility Study	iv	1, 3, 6, 8	F
X20	New Maidstone South East Relief Road	Medium	Pre-SOBC	Feasibility Study	iv	1, 3, 6, 8	F
X21	A228 Hoo Peninsula Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 6, 8	F
X23	Strood Riverside Highways Enhancement and Bus Lane	Medium	Pre-SOBC	Feasibility Study	iv	1, 3, 6, 7, 8	B, D, F, H
X24	A259 Level Crossing Removals – east of Rye	Medium	Pre-SOBC	Feasibility Study	ii	1, 3, 6, 8	B, D, F
X25	A21 Kippings Cross to Lamberhurst Dualling and Flimwell and Hurst Green Bypasses	Long	Pre-SOBC	Feasibility Study	ii	1, 3, 6, 8	F
X26	Hastings and Bexhill Distributor Roads	Medium	Pre-SOBC	Feasibility Study	iv	1, 3, 6, 8	F

Appendix B: Summary of Evidence Base Reports

Area Studies

- Strategic Narrative
- Delivery Plan
- Decarbonisation Thematic Plan
- Levelling-up Thematic Plan
- Rail Thematic Plan
- Bus, Mass Transit and Shared Mobility Thematic Plan
- Strategic Active Travel and Micromobility Thematic Plan
- Highways Thematic Plan
- Appraisal Specification Report
- Strategic Programme Outline Case, Options Assessment Report, and Evidence Base Report relating to:
 - Solent and Sussex Coast
 - London to Sussex Coast
 - Wessex Thames
 - Kent, Medway and East Sussex
- Integrated Sustainability Assessment

Previous Reports

- TfSE's Economic Connectivity Review (2018)
- TfSE's Transport Strategy (2020)
- TfSE's Future Mobility Strategy (2021)
- TfSE's Freight, Logistics and International Gateways Strategy (2022)
- TfSE Future Organisation Report (2021)

Technical Studies

- Strategic Investment Plan Evidence Base (2022)
- Strategic Investment Plan Funding and Financing Technical Annex (2022)
- COVID-19 Response (January 2021)
- Bus Back Better Regional Evidence Base (TBC - 2022)
- Decarbonisation Pathways Technical Report (TBC – 2022)

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April 2022
3 May 2022
11 May 2022
16 May 2022
31 May 2022
25 July 2022
13 October 2022

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Leader and Executive Member for Hampshire 2050 and Corporate Services
Date:	19 January 2023
Title:	2023/24 Revenue Budget Report for Hampshire 2050 Directorate
Report From:	Assistant Chief Executive and Director of Hampshire 2050 and the Director of Corporate Operations

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Section A: Purpose of this Report

1. The purpose of this report is to set out proposals for the 2023/24 budget for the Hampshire 2050 Directorate in accordance with the Council's Medium Term Financial Strategy (MTFS) approved by the County Council in November 2021.

Section B: Recommendation(s)

To approve for submission to the Leader and the Cabinet:

2. The revised revenue budget for 2022/23 as set out in Appendix 1.
3. The summary revenue budget for 2023/24 as set out in Appendix 1

Section C: Executive Summary

4. This report provides the summary outputs of the detailed budget planning process undertaken by the Hampshire 2050 Directorate for 2023/24 and the revised budget for 2022/23. For the first time in many years, this process has been undertaken in a high inflationary environment, which presents particular challenges in balancing budget certainty for Directorates with levels of affordability for the Council. The budget for Hampshire 2050 therefore represents a prudent assessment of the funding level required to deliver services, with additional corporately held risk contingencies playing an important role to mitigate the impact of financial uncertainty on service delivery.

5. The Autumn Statement delivered by the chancellor on 17 November announced significant additional resources for local government through social care grants and greater Council tax flexibilities, in addition to the usual index linked increases in business rates income. This funding, including the opportunity to increase council tax, provides a partial solution to meeting the Council's budget shortfall. However, the cost pressures facing the County Council have worsened further over the current year, with extra funding required for children's social workers, Home to School Transport and growth in Younger Adults. Substantial budget gaps therefore remain across the MTFS, despite the announced increases in local government funding and SP23 savings factored into Directorate budgets in 2023/24.
6. The Council's new organisational structure, implemented from 1 January 2023, draws a clear distinction between our public facing service Directorates, place shaping activity, and organisation facing enabling functions. This structure places a key focus on the Council's priorities emerging from the Hampshire 2050 Commission of Inquiry, ensures that all enabling functions are centrally managed to facilitate maximum efficiency and effectiveness and ensures that services are delivered in the most coordinated and consistent way possible to maximise value for our residents. As detailed work on later phases of the restructure progresses it is likely that further, more minor changes to budgets may be required and this report therefore represents an interim position that will be fine-tuned during the period to 2023/24.
7. The anticipated delay to delivery of some aspects of the remaining Transformation to 2019 (Tt2019) and Transformation to 2021 (Tt2021) programmes has been factored into our financial planning, and one-off Directorate funding will be provided where required to bridge the forecast savings gap in 2023/24. As of September 2022, £32.2m of Tt2019 and Tt2021 savings have yet to be delivered across the Council, however expected early delivery of Savings Programme to 2023 (SP2023) savings totals £21.5m during the current year. Of the required £80m SP2023 savings, £71m are due to be achieved next year, and plans are in place to deliver the remaining savings by 2024/25. There are no savings outstanding for Hampshire 2050.
8. The report also provides an update on the financial position for the current year and the outturn forecast for the Directorate for 2022/23, is a budget under spend of £1.1m.
9. The proposed budget for 2023/24 analysed by function is shown in Appendix 1.
10. This report seeks approval for submission to the Leader and Cabinet of the revised budget for 2022/23 and detailed budget for 2023/24 for the Hampshire 2050 Directorate. The report has been prepared in consultation with the Executive Member and will be reviewed by the Hampshire 2050, Corporate Services and Resources Select Committee. It will be reported to the Leader and Cabinet on 7 February 2023 to make final recommendations to County Council on 23 February 2023.

Section D: Contextual Information

11. In July 2022, Cabinet received a report updating on the development of the next Medium Term Financial Strategy against a potential budget gap of £180m to £200m to 2025/26. This took account of the expected local government pay award, the impact of rising inflation on contract prices and anticipated regulatory changes, resulting in a significant increase on the £157m budget deficit reported to Cabinet in February 2022.
12. Since that time, the cost pressures facing the County Council have worsened further, with substantial extra funding required for children's social workers, Home to School Transport and growth in Younger Adults. These pressures have arisen due to a combination of sustained increases in demand following the pandemic, surging inflation and labour shortages in both in-house and contracted services. The financial crisis that has recently hit the country, with an extended recession being expected, has also worsened the longer term funding outlook for the sector; with no Fair Funding Review, no new two year deal for local government and the announcement in the Autumn Statement that government spending will grow by just 1% per year in real terms from 2025/26. This is significantly lower than the 9.4% increase provided to local government through the 2021 Spending Review.
13. However, the Government has acted to prioritise Social Care spending to 2025, with additional grant funding provided to support hospital discharges and to help meet the increasing costs of both adults and children's care packages. £1bn additional funding will be distributed through the Better Care Fund and existing Adults Social Care Discharge Fund, to be shared between local authorities and the NHS. A further £1.3bn will be distributed through the general Social Care Grant and is repurposed funding previously earmarked for implementation of the Adults Social Care charging reforms, which have been delayed until October 2025.
14. Councils will also be permitted to increase Council Tax by a maximum level of 2.99% plus a further 2% for the social care precept. The extended Council Tax flexibilities will remain in place until 2027/28 and could generate an additional £14m - £15m per year for the Council, or around £45m by 2025/26. Current levels of inflation also increase the index linked uplift which Councils receive on business rates income. The September 2022 CPI was 10.2% and if this was applied to our retained business rates and top up grant from the Government this would yield an extra £13m next year after allowing for the downturn in the economy.
15. Setting a budget in a high inflationary environment, which the council has not experienced for many years, presents particular challenges in balancing budget certainty for Directorates with levels of affordability for the Council, given the potential for the position to worsen or improve substantially throughout the year in line with changes in the economic picture. The budget for Hampshire 2050

therefore represents a prudent assessment of the funding level required to deliver services, with additional corporately held risk contingencies playing an important role to mitigate the impact of financial uncertainty on service delivery.

16. Directorate budgets have been adjusted to take account of SP23 savings, however substantial budget gaps remain across the MTFs, despite recently announced increases in local government funding. The Directorate will therefore continue to look to improve efficiency wherever possible, driving collaboration across the organisation and with our wider partners, maintaining a focus on process improvement including maximising the benefit of new technologies, and ensuring our operating models and governance arrangements are lean and responsive to the needs of our residents. This will put the Council in the strongest possible position as it looks to a successor savings programme to meet the substantial medium term challenge that the council faces.
17. Central to our focus on continual improvement is the Council's new organisational structure, which draws a clear distinction between our public facing service Directorates, place shaping activity, and organisation facing enabling functions. This structure places a key focus on the Council's priorities emerging from the Hampshire 2050 Commission of Inquiry, ensuring we can deliver a vision for the county which safeguards Hampshire's economy and future prosperity, quality of life, and protects and enhances the character and environment of Hampshire. This is, of course, alongside our fundamental role of ensuring we can continue to deliver services to our most vulnerable residents.
18. As well as delivering management efficiencies, the new structure will ensure that all enabling functions are centrally managed to facilitate maximum efficiency and effectiveness, as well as reducing duplication. Combining the public facing services delivered by the previous Culture, Communities and Business Services and Economy, Transport and Environment Departments within a new Universal Services Directorate, will ensure that services are delivered in the most coordinated and consistent way possible to maximise value for our residents.
19. The 2022/23 budget has been restated to reflect the revised structure and the 2023/24 budget has been prepared on the new basis. However, as detailed work on later phases of the restructure progresses it is likely that further changes to budgets may be required to ensure budget allocations accurately match the services and roles aligned to each Directorate. Any budget changes as a result of this further work will be contained within the overall organisational budget guidelines agreed by Cabinet in December 2022, accepting that total budgets for individual Directorates may vary within the overall control total agreed. The figures presented in Appendix 1 therefore represent an interim position that will be fine-tuned during the period to 2023/24.

Section E: Departmental Challenges and Priorities

20. The Hampshire 2050 Directorate commenced on 1 January 2023 following an organisational restructure that reflects a desire to focus on the place that is Hampshire and our ambitions for the County as described in our Hampshire 2050 Strategy. The Directorate comprises services that have transferred from former departments of the County Council including Economy, Transport and Environment (ETE); Culture, Communities and Business Services (CCBS) and Children's Services Departments. These services have been developing service plans and budgets for 2023/24 and future years in keeping with the County Council's priorities. They provide a strong starting point for the Directorate to review, refine and consolidate, where appropriate, the strategic plans and direction of travel for the Directorate.
21. The new directorate will be pivotal in shaping the strategic delivery of the 2050 vision and working in partnership both across the County Council and external partners to deliver place based ambitions and priorities. In particular this includes the development and delivery of the new Economic Strategy agreed by Cabinet in December 2022, including working effectively in partnership with business and public sector partners to deliver place based economic regeneration and growth priorities.

Section F: 2022/23 Revenue Budget

22. With the new organisational structure commencing on 1 January 2023, the 2022/23 budget has been restated to align to the new Directorates. This has been achieved by transferring existing budgets and corresponding actual income and expenditure for those functions and services that have transferred to another Directorate.
23. Enhanced financial resilience reporting, which looks not only at the regular financial reporting but also at potential pressures in the system and the achievement of savings being delivered through transformation, has continued throughout the year with periodic reports to the Corporate Management Team (CMT) and to Cabinet.
24. The anticipated outturn forecast for Hampshire 2050 Directorate for 2022/23 is a budget under spend of £1.1m. The majority of this saving relates to staffing vacancies pending recruitment and the early delivery of SP2023 savings. This saving will be transferred to the Cost of Change Reserve at year end and may be used to fund investment required to secure future savings and essential reinvestment into services to ensure they remain efficient and effective.
25. There are no outstanding savings targets for services transferred to the Hampshire 2050 Directorate.
26. The 2022/23 budget for functions transferred to the Hampshire 2050 Directorate has been updated throughout the year and the revised budget is

shown in Appendix 1. The revised budget shows an increase of £4.2m made up of:

- £3.783m drawn down from the funding agreed by Cabinet to support the Strategic Land Programme in 2022/23.
- £273,000 one-off increase relating to the remaining balance in the Leader's grant fund in 2021/22 that has been added to the 2022/23 fund.
- £162,000 funding for the inflationary pay award increase.
- £100,000 temporary funding from the Ukraine Support grant.
- A net reduction of £101,000 from transfers between departments.

Section G: Revenue Savings Proposals

27. Savings targets for 2023/24 were approved as part of the MTFS by the County Council in July 2020. Proposals to meet these targets have been developed through the SP2023 Programme and were approved by Executive Members, Cabinet and County Council in October and November 2021.
28. Services that have transferred to the Hampshire 2050 Directorate had savings targets of £442,000 and these have been delivered in full. Rigorous budget monitoring will continue during 2023/24, to ensure that the Directorate is able to stay within its cash limited budget as set out in this report.

Section H: 2023/24 Revenue Budget Other Expenditure

29. In addition to the cash limit, some Directorates have other budgets for business units, specific Government Grants and other services. Currently for Hampshire 2050, there are no other budgets outside the cash limit.

Section I: Budget Summary 2023/24

30. The budget update report presented to Cabinet on 13 December 2022 included provisional cash limit guidelines for each Directorate. The cash limit for Hampshire 2050 in that report was £10.9m, a £1.4m increase on the previous year. The increase comprises:
 - £1.996m drawn down from the funding agreed by Cabinet to support the Strategic Land Programme in 2023/24.
 - A reduction of £442,000 for SP2023 savings as set out above.
 - A total increase of £506,000 for pay and non-pay inflation.
 - A net reduction of £650,000 from transfers between directorates, mostly relating to internal restructures, that due to the corporate restructure are now cross directorate.

31. At that stage, the cash limit guidelines did not include the following items which have now been added (and will be included in the February budget report), reducing the cash limit to £10.8m:
- £126,000 adjustment to the pay inflation given, reflecting the reduction in employer National Insurance and pension contributions.
32. Appendix 1 sets out a summary of the proposed budgets for the functions covered by the Hampshire 2050 Directorate for 2023/24 and show that these are within the cash limit set out above. However, changes to some of these budgets are anticipated following detailed work on later phases of the organisational restructure. This will ensure budget allocations accurately match the services and roles aligned to each Directorate.
33. The gross expenditure and income for Hampshire 2050 are shown in the table below:

	2023/24	
	£'000	£'000
Cash Limited Expenditure	18,394	
Cash Limited Income	(7,579)	
Net Cash Limited Expenditure		10,815

Section L: Consultation, Equalities and Climate Change Impact

34. Consultation on the budget is undertaken every two years when the County Council considers savings to help balance the budget. All savings proposals put forward by the County Council has an Equality Impact Assessment published as part of the formal decision making papers and for some proposals stage 2 consultations are undertaken before a final decision is made by the relevant Executive Member.
35. This report deals with the revenue budget preparation for 2023/24 for the Hampshire 2050 Directorate. This takes account of the savings proposals agreed by the County Council in November 2021 including the Equality Impact Assessments prepared at that time. Any revised impacts and subsequent consultation that has been required have been reported to the relevant Executive Member as savings proposals have been further developed and implemented.
36. 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.

37. This report deals with the revenue budget preparation for 2023/24 for the Hampshire 2050 Directorate. Climate change impact assessments for individual services and projects will be undertaken as part of the approval to spend process. There are no further climate change impacts as part of this report which is concerned with revenue budget preparation for 2023/24 for the Hampshire 2050 Directorate.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

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

Other Significant Links

Links to previous Member decisions:	
<u>Title</u> Medium Term Financial Strategy Update and Savings Programme to 2023 Savings Proposals https://democracy.hants.gov.uk/ieListDocuments.aspx?CId=163&MId=7737	<u>Date</u> Cabinet – 12 October 2021 / County Council – 4 November 2021
Developing a Medium Term Financial Strategy https://democracy.hants.gov.uk/ieListDocuments.aspx?CId=163&MId=9942&Ver=4	Cabinet – 19 July 2022 / County Council – 29 September 2022
Budget Setting and Provisional Cash Limits 2023/24 Financial Update and Budget Setting and Provisional Cash Limits 2023/24 (hants.gov.uk)	Cabinet – 13 December 2022
Direct links to specific legislation or Government Directives	
<u>Title</u>	<u>Date</u>
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 protected characteristic that are connected to that characteristic;
- Take steps to meet the needs of persons sharing a relevant protected characteristic that are 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 in which participation by such persons is disproportionately low.

2. Equalities Impact Assessment:

This report does not contain any new proposals for major service changes which may have an equalities impact. Proposals for budget and service changes which are part of the Savings Programme 2023 were considered in detail as part of the approval process carried out in Cabinet and County Council during October and November 2021 and full details of the Equalities Impact Assessments (EIAs) relating to those changes can be found in Appendices 4 to 8 in the November Council report linked below:

<https://democracy.hants.gov.uk/mgAi.aspx?ID=45388#mgDocuments>

For proposals where a Stage 2 consultation was required the EIAs are preliminary and will be updated and developed following this further consultation when the impact of the proposals can be better understood.

Budget Summary 2023/24 – Hampshire 2050

Service Activity	Original Budget 2022/23 £'000	Revised Budget 2022/23 £'000	Proposed Budget 2023/24 £'000
Climate Change & Environmental Strategy	528	317	318
Rural Broadband	130	179	5
Development Management, Minerals and Waste Policy	142	75	85
Economic Development	1,047	1,390	1,047
Integrated Transport	585	473	465
Spatial Planning	1,760	1,808	1,769
Skills and Participation ⁱ	0	0	0
Economy & Skills	4,192	4,242	3,689
CCBS Grants Fund	32	32	32
Energise Me (Sport) / The Spring Grants	116	116	116
Arts and Museums (including HCT grant)	2,326	2,326	2,326
Sports Bursaries	18	10	10
Leader's Grants	400	773	400
Culture & Communities	2,892	3,257	2,884
Corporate Estate	(180)	(180)	(177)
Development Account	(358)	(358)	(356)
Property Services	1,728	1,754	1,522
Feasibility	1,035	1,035	1,035
Strategic Land	0	3,783	1,996
Strategic Land Disposal of Sites	236	236	243
Manydown	(14)	(21)	(21)
Strategic Assets	2,447	6,249	4,242
Net Cash Limited Expenditure	9,531	13,748	10,815

ⁱ The budget for Skills and Participation is currently within the cash limit for Children's Services. A budget transfer will be determined to reflect the element transferring to the Hampshire 2050 Directorate.

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Leader and Executive Member for Hampshire 2050 and Corporate Services
Date:	19 January 2023
Title:	2023/24 Revenue Budget Report for Corporate Services
Report From:	Director of Corporate Operations and Director of People and Organisation

Contact names: Rob Carr – Chief Finance Officer and Director of Corporate Operations

Jac Broughton - Director of People and Organisation

Tel: 0370 779 2467
07562 434912

Email: Rob.Carr@hants.gov.uk
Jac.broughton@hants.gov.uk

Section A: Purpose of this Report

1. The purpose of this report is to set out proposals for the 2023/24 budget for Corporate Services in accordance with the Councils Medium Term Financial Strategy (MTFS) approved by the County Council in November 2021. It also proposes a revised budget for Corporate Services for 2022/23.

Section B: Recommendation(s)

To approve for submission to the Leader and the Cabinet:

2. The revised revenue budget for 2022/23 as set out in Appendix 1.
3. The summary revenue budget for 2023/24 as set out in Appendix 1.

Section C: Executive Summary

4. This report provides the summary outputs of the detailed budget planning process undertaken by Corporate Services for 2023/24 and the revised budget for 2022/23. For the first time in many years, this process has been undertaken in a high inflationary environment, which presents particular challenges in balancing budget certainty for Directorates with levels of affordability for the Council. The budget for Corporate Services therefore represents a prudent assessment of the funding level required to deliver services, with additional

corporately held risk contingencies playing an important role to mitigate the impact of financial uncertainty on service delivery.

5. The Autumn Statement delivered by the chancellor on 17 November announced significant additional resources for local government through social care grants and greater Council tax flexibilities, in addition to the usual index linked increases in business rates income. This funding, including the opportunity to increase council tax, provides a partial solution to meeting the Council's budget shortfall. However, the cost pressures facing the County Council have worsened further over the current year, with extra funding required for children's social workers, Home to School Transport and growth in Younger Adults. Substantial budget gaps therefore remain across the MTFs, despite the announced increases in local government funding and SP23 savings factored into Directorate budgets in 2023/24.
6. The Council's new organisational structure, implemented from 1 January 2023, draws a clear distinction between our public facing service Directorates, place shaping activity, and organisation facing enabling functions. This structure places a key focus on the Council's priorities emerging from the Hampshire 2050 Commission of Inquiry, ensures that all enabling functions are centrally managed to facilitate maximum efficiency and effectiveness and ensures that services are delivered in the most coordinated and consistent way possible to maximise value for our residents. As detailed work on later phases of the restructure progresses it is likely that further, more minor changes to budgets may be required and this report therefore represents an interim position that will be fine-tuned during the period to 2023/24.
7. The anticipated delay to delivery of some aspects of the remaining Transformation to 2019 (Tt2019) and Transformation to 2021 (Tt2021) programmes has been factored into our financial planning, and one-off Directorate funding will be provided where required to bridge the forecast savings gap in 2023/24. As of September 2022, £32.2m of Tt2019 and Tt2021 savings have yet to be delivered across the Council, however expected early delivery of Savings Programme to 2023 (SP2023) savings totals £21.5m during the current year. Of the required £80m SP2023 savings, £71m are due to be achieved next year, and plans are in place to deliver the remaining savings by 2024/25. The report discusses the specific issues impacting delivery of the savings programmes for Corporate Services in Section H.
8. The report also provides an update on the business as usual financial position for the current year as at the end of October and the outturn forecast for the Directorate for 2022/23, is a budget saving of £4.6m.
9. The proposed budget for 2023/24 analysed by service is shown in Appendix 1.
10. This report seeks approval for submission to the Leader and Cabinet of the revised budget for 2022/23 and detailed service budgets for 2023/24 for Corporate Services. The report has been prepared in consultation with the Executive Member and will be reviewed by the Hampshire 2050, Corporate Services and Resources Select Committee. It will be reported to the Leader

and Cabinet on 7 February 2023 to make final recommendations to County Council on 23 February 2023.

Section D: Contextual Information

11. In July 2022, Cabinet received a report updating on the development of the next Medium Term Financial Strategy against a potential budget gap of £180m to £200m to 2025/26. This took account of the expected local government pay award, the impact of rising inflation on contract prices and anticipated regulatory changes, resulting in a significant increase on the £157m budget deficit reported to Cabinet in February 2022.
12. Since that time, the cost pressures facing the County Council have worsened further, with substantial extra funding required for children's social workers, Home to School Transport and growth in Younger Adults. These pressures have arisen due to a combination of sustained increases in demand following the pandemic, surging inflation and labour shortages in both in-house and contracted services. The financial crisis that has recently hit the country, with an extended recession being expected, has also worsened the longer term funding outlook for the sector; with no Fair Funding Review, no new two year deal for local government and the announcement in the Autumn Statement that government spending will grow by just 1% per year in real terms from 2025/26. This is significantly lower than the 9.4% increase provided to local government through the 2021 Spending Review.
13. However, the Government has acted to prioritise Social Care spending to 2025, with additional grant funding provided to support hospital discharges and to help meet the increasing costs of both adults and children's care packages. £1bn additional funding will be distributed through the Better Care Fund and existing Adults Social Care Discharge Fund, to be shared between local authorities and the NHS. A further £1.3bn will be distributed through the general Social Care Grant and is repurposed funding previously earmarked for implementation of the Adults Social Care charging reforms, which have been delayed until October 2025.
14. Councils will also be permitted to increase Council Tax by a maximum level of 2.99% plus a further 2% for the social care precept. The extended Council Tax flexibilities will remain in place until 2027/28 and could generate an additional £14m - £15m per year for the Council, or around £45m by 2025/26. Current levels of inflation also increase the index linked uplift which Councils receive on business rates income. The September 2022 CPI was 10.1% and if this was applied to our retained business rates and top up grant from the Government this would yield an extra £13m next year after allowing for the downturn in the economy.
15. Setting a budget in a high inflationary environment, which the council has not experienced for many years, presents particular challenges in balancing budget certainty for Directorates with levels of affordability for the Council, given the potential for the position to worsen or improve substantially throughout the year

in line with changes in the economic picture. The budget for Corporate Services therefore represents a prudent assessment of the funding level required to deliver services, with additional corporately held risk contingencies playing an important role to mitigate the impact of financial uncertainty on service delivery.

16. Directorate budgets have been adjusted to take account of SP23 savings, however substantial budget gaps remain across the MTFS, despite recently announced increases in local government funding. The Directorate will therefore continue to look to improve efficiency wherever possible, driving collaboration across the organisation and with our wider partners, maintaining a focus on process improvement including maximising the benefit of new technologies, and ensuring our operating models and governance arrangements are lean and responsive to the needs of our residents. This will put the Council in the strongest possible position as it looks to a successor savings programme to meet the substantial medium term challenge that the council faces.
17. Central to our focus on continual improvement is the Council's new organisational structure, which draws a clear distinction between our public facing service Directorates, place shaping activity, and organisation facing enabling functions. This structure places a key focus on the Council's priorities emerging from the Hampshire 2050 Commission of Inquiry, ensuring we can deliver a vision for the county which safeguards Hampshire's economy and future prosperity, quality of life, and protects and enhances the character and environment of Hampshire. This is, of course, alongside our fundamental role of ensuring we can continue to deliver services to our most vulnerable residents.
18. As well as delivering management efficiencies, the new structure will ensure that all enabling functions are centrally managed to facilitate maximum efficiency and effectiveness, as well as reducing duplication. Combining the public facing services delivered by the previous Culture, Communities and Business Services and Economy, Transport and Environment Departments within a new Universal Services Directorate, will ensure that services are delivered in the most coordinated and consistent way possible to maximise value for our residents.
19. The 2022/23 budget has been restated to reflect the revised structure and the 2023/24 budget has been prepared on the new basis. However, as detailed work on later phases of the restructure progresses it is likely that further, more minor changes to budgets may be required to ensure budget allocations accurately match the services and roles aligned to each Directorate. Any budget changes as a result of this further work will be contained within the overall organisational budget guidelines agreed by Cabinet in December 2022, accepting that total budgets for individual Directorates may vary within the overall control total agreed. The figures presented in Appendix 1 therefore represent an interim position that will be fine-tuned during the period to 2023/24.

20. Corporate Services has been developing its service plans and budgets for 2023/24 and future years in keeping with the County Council's priorities and the key issues, challenges and priorities for the Directorate are set out below.

Section E: Directorate Challenges and Priorities

Corporate Services Directorates

21. As part of the revised organisational structure, the former Human Resources, Organisational Design, Communications and Engagement department has been renamed Directorate of People and Organisation and incorporates the law and governance functions and also corporate risk, health and safety and emergency planning that had previously been part of Culture, Communities and Business Services.
22. There is no change to Corporate Operations.
23. The original 2022/23 budgets set out in Appendix 1 take account of the structural changes detailed above.

Corporate Operations

24. Corporate Operations includes the following services:
- Finance
 - Pensions, Investments and Borrowing
 - Integrated Business Centre (IBC) - providing transactional services such as payroll, payments to suppliers, and resourcing services including General Enquiries – providing General Enquiry telephone, web and email contact services on behalf of the County Council, Directorate contact is now embedded in each Directorate.
 - Information Technology
 - Strategic Procurement
 - Audit Services
- In addition, the Director of Corporate Operations has oversight of some smaller corporate budgets including for example, the External Audit fee for the County Council.
25. The forecast outturn for 2022/23 for Corporate Operations confirms the successful delivery of its Savings Programme 2023 (SP23). The Directorate is expecting to achieve budget savings totalling £4.6m in 2022/23, of which £2.6m relate to early delivery of its SP2023 savings target. At least £0.8m of these savings will be reinvested in service delivery in-year, placing the Directorate in a strong position to deliver quality services to other Directorates within the

County Council and to the many partner organisations who receive services from the Directorate.

26. The budget for 2023/24 includes the removal of SP2023 savings totalling £3.6m, the majority of which are expected to be delivered by 1 April 2023, with a delay for some savings within IT and the IBC linked to the de-commissioning of the current social care system. The replacement systems to Swift have been delayed to ensure that the new systems are fit for purpose and operating correctly before transitioning across and the temporary loss of savings will be met by Corporate Services cost of change funding in the meantime.
27. Hampshire Pension Services continues to perform well providing pensions administration for six different pension funds covering local government, police and fire. The latest triennial valuation for the Hampshire Pension Fund saw it move into surplus for the first time, enabling employer contribution rates to remain stable for the next three years. Similarly, the Investments and Borrowing Team continue to provide Treasury Management services to a range of partner organisations, including Hertfordshire Police and Crime Commissioner who was added to the Partnership last year. This extended partnership working ensures cost effectiveness for all partners and has contributed to delivering the SP2023 target for Pensions, Investments and Borrowing.
28. Recruitment to vacant roles continues to present challenges for services across the whole Directorate which is driven by demand for the associated skillsets in the wider market and shortage of a suitably qualified workforce from which to draw upon. In line with the other Directorates, we continue to look at innovative ways of attracting new staff including 'growing our own' through apprenticeships and other training programmes and taking part in corporate initiatives to attract and retain our workforce.
29. The constantly changing world of IT brings both opportunities in terms of new technologies that can support more efficient ways of working and also threats with cyber security being one of the biggest risks for the County Council with new tactics constantly being employed by cyber criminals and high profile cases of ransomware crippling large organisations for months at a time. In December, Cabinet agreed additional funding of £760,000 to increase resilience in this area and to ensure that we try, as far as possible, to stay ahead of the curve in countering cyber-attacks.
30. The IBC, Strategic Procurement and Audit Services have set challenging targets to sustain and increase income generation to reduce their net service cost and deliver corresponding savings. This approach requires these services to actively seek appropriate opportunities to increase partnership working in addition to delivering business as usual support to the County Council. This has benefitted the Council and its partners through building a wide base of expertise and resources across multiple authorities, improving service efficiency and resilience.

People and Organisation

31. The People and Organisation Directorate comprises:

- Governance
- Emergency planning
- Legal services
- HR Operational services
- Health & Safety
- Communications & engagement
- Chief Executive's and Leader's offices

In addition, the Director of People and Organisation has oversight of some corporate budgets including Members expenses and Members devolved grants.

32. The forecast outturn for 2022/23 for People and Organisation confirms the successful delivery of its Savings Programme to 2023 (SP2023). A balanced position is forecast, including reinvestment of £0.9m relating to early delivery of the Directorate's SP2023 target. In addition, the Directorate is expecting to deliver further in-year savings during 2022/23, some of which will be one-off in nature (for example as a result of higher levels of turnover and vacancies than budgeted for), whilst other additional savings achieved through broader efficiency measures implemented, are intended to support delivery of the Directorate's future savings requirement as we look toward 2025. Accepting that the Medium Term Financial Forecast is set to create more challenging targets than ever before, achievements so far place the new People and Organisation Directorate in as strong a position as possible to contribute towards these.
33. In addition to their business-as-usual activity, the HR and Organisational Development (OD) services have continued to support the organisation in its implementation of a new Open Workplace Policy, enabling hybrid working to have been embedded throughout the organisation as deemed appropriate by individual services and with evidence from a staff survey to indicate that the new policy has been well received by staff and managers alike, with no impact on performance delivery. The Service also have continued to embed the organisation's Inclusion Strategy through progress of the 10 priority actions, which include 3 specifically focussed on the wellbeing of our workforce post the pandemic.
34. Our Leadership and Management Development programmes continue to be delivered and an in-depth review of our development materials, matched against an up-to-date understanding of our developmental needs, is making good progress and stands us in good stead for the future. Significantly, the Service have instigated, under the leadership of the Corporate Management Team, a Strategic Workforce Programme, reflecting the extremely challenging labour market situation that the nation finds itself in.

35. The Communications and Engagement Service continues to provide communication support to the organisation, enabling it to effectively communicate with residents and partners about the discharge of its democratic function, as well as the County Council's strategic priorities. During the past year, the Service has led on our contributions towards the County and Nation's mourning following the passing of Queen Elizabeth II and has successfully supported Proclamation ceremonies for King Charles III. The service also supports the development and promotion of policy agendas for the wider organisation, providing public consultation and engagement services, creative design and marketing services, behaviour change research and corporate performance monitoring.
36. Of specific note is the contribution to the County Council's SP23 phase 2 consultations to assist decision making, as well as support for a wide range of service priorities and corporate initiatives including creation of the Pan Hampshire County Deal prospectus, promotion of key Public Health themes to residents, and the recent Foster Care '*Open your door*' campaign. The Service have worked closely with the Leader and Cabinet to ensure that proactive messaging about the performance of the Council is accessible across the county to our residents and partners, as well as supporting with Media Training for Executive Members.
37. The forecast outturn for 2022/23 for Legal Services confirms the successful early delivery of its SP2023 Programme, and as a result Legal Services is forecasting an underspend of £330,000. This places it in a good position to consolidate its budget position post-2023 and prepare to meet the challenges of a successor savings programme. Governance has also delivered its SP2023 savings early and is forecasting a balanced position at year end.
38. Robust support around governance of the County Council remains a key priority. Opportunities to streamline processes and modernise systems have been implemented across the various aspects of governance. Legal Services continues to look to broaden its offer and seek to support a wider range of external customers. This will enable the net cost of the service to be steadily and sensibly reduced, whilst we retain the highest quality capacity and capability to meet the varied needs of the County Council.

Section F: 2022/23 Revenue Budget

39. Enhanced financial resilience reporting, which looks not only at the regular financial reporting but also at potential pressures in the system and the achievement of savings being delivered through transformation, has continued through periodic reports to the Corporate Management Team (CMT) and to Cabinet.
40. The anticipated business as usual outturn forecast for 2022/23 is a budget saving of £4.6m. The majority of this saving relates to staffing vacancies pending recruitment and the early delivery of SP2023 savings. This saving will be transferred to the Cost of Change Reserve at year end and may be used to

fund investment required to secure future savings and essential reinvestment into services to ensure they remain efficient and effective.

41. The budget for Corporate Services has been updated throughout the year and the revised budget is shown in Appendix 1. The revised budget shows an increase of £3.1m made up of:
- Permanent increase for 21/22 pay award +£1.238m
 - Approved reserve funding for the leadership management development programme +£0.185m.
 - Temporary increase to IT budget relating to corporate support for delivering Tt2021 savings programme +£1.051m
 - Increase to IT budget from IT reserves for HPSN3 project (temporary) and relating to SP23 savings +£0.609m
 - Net other adjustments +£0.017m

Section G: 2023/24 Revenue Budget Pressures and Initiatives

42. As reported to Cabinet in December, a number of budget pressures have arisen within the IT Service totalling an estimated £0.76m per year from 2023/24 onwards. Information Technology is a particularly complex area as it is constantly changing, new technologies (and threats) emerge, certain technologies get cheaper and some can be decommissioned altogether.
43. Reductions in the cost of technology over the past 10 years have been used to meet significant savings targets for the Directorate and have therefore not been available to offset the cost of new pressures or requirements. The approach has therefore been adopted to review these items on a periodic basis and to make incremental increases to the budget as required.
44. The additional funding agreed by Cabinet will support the following key areas:
- **Cyber Security** – By far one of the biggest threats that the County Council faces with new tactics constantly being employed by cyber criminals and high profile cases of ransomware crippling large organisations for months at a time. The County Council invested heavily in this area last year, but further enhancements are required to ‘stay ahead of the curve’ and increase our resilience where appropriate. New investment includes:
 - Replacing the security monitoring service for our data centres and expanding the scope of the service to more areas.
 - Increasing the number of filtering and security layers in the new Hampshire Public Services Network (HPSN3).
 - Replacing the current geo-blocking protection (limiting access from outside the European Economic Area) with an enhanced ‘Bot Protection’ service.

- Additional licensing for ‘Spear Phishing’ protection for Councillors, senior officers and key staff considered to be at risk of being targeted.
 - Increasing the number of sites having access to HPSN3 and upgrading the quality of some network lines to deal with increased activity post Covid.
 - Microsoft Licensing Costs – There is the potential for a 10% to 15% increase in this area for which some additional provision needs to be made.
45. Where costs are already known, these have been added to cash limits for next year, with other funding remaining in contingencies until it is drawn down once accurate costings are known.

Section H: Revenue Savings Proposals

46. Savings targets for 2023/24 were approved as part of the MTFs by the County Council in July 2020. Proposals to meet these targets have been developed through the SP2023 Programme and were approved by Executive Members, Cabinet and County Council in October and November 2021.
47. It is now anticipated that full year savings of £4.251m will be achieved in 2023/24 against a target of £4.588m, with the temporary shortfall being met from the cost of change reserve. Savings of £0.3m associated with the decommissioning of the Swift social care case management system will be delayed due to slippage in both the Adults and Children’s social care system replacement programmes.
48. Rigorous monitoring of the delivery of the programme will continue during 2023/24, to ensure that the Directorate is able to stay within its cash limited budget as set out in this report.

Section I: Budget Summary 2023/24

49. The budget update report presented to Cabinet on 13 December 2022 included provisional cash limit guidelines for each Directorate. The cash limit for Corporate Operations in that report was £38.57m, a net decrease of £2.647m on the previous year. The cash limit for People and Organisation was £16.434m, a net increase of £3.541m. The movements in the cash limits comprised:
- An allocation for inflation on non-pay budgets and an allowance for the pay awards for 2021/22 and 2022/23.
 - Budget transfers between Directorates reflecting changes in management responsibility.
 - Corporately funded allocations previously agreed by Cabinet.
 - Use of Directorate cost of change reserves

- SP2023 savings of £4.588m
50. At that stage, the cash limit guidelines did not include the following items which have now been added (and will be included in the February budget report), reducing the cash limit for Corporate Operations to £37.949m and the cash limit for People and Organisation to £16.187m:
- Reduction in the employer contribution rate for National Insurance
 - Reduction in the pension contribution rate following the recent pension fund valuation
51. Appendix 1 sets out a summary of the proposed budgets for the service activities provided by Corporate Services for 2023/24 and show that these are within the cash limit set out above. A summary is shown in the table below:

	2023/24	
	£'000	£'000
Corporate Operations		
Cash Limited Expenditure	77,696	
Cash Limited Income	(39,747)	
Total Net Expenditure – Corporate Operations		37,949
People & Organisation		
Cash Limited Expenditure	25,338	
Cash Limited Income	(9,151)	
Total Net Expenditure – People & Organisation		16,187
Total Net Expenditure – Corporate Services		54,136

Section J: Consultation, Equalities and Climate Change Impact

52. Consultation on the budget is undertaken every two years when the County Council considers savings to help balance the budget. All savings proposals put forward by the County Council have an Equality Impact Assessment published as part of the formal decision making papers and for some proposals stage 2 consultations are undertaken before a final decision is made by the relevant Executive Member.
53. This report deals with the revenue budget preparation for 2023/24 for the Corporate Operations and People and Organisation Directorates. This takes account of the savings proposals agreed by the County Council in November 2021 including the Equality Impact Assessments prepared at that time. Any

revised impacts and subsequent consultation that has been required have been reported to the relevant Executive Member as savings proposals have been further developed and implemented.

54. 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.
55. Climate change impact assessments for individual services and projects will be undertaken as part of the approval to spend process. There are no further climate change impacts as part of this report, which is concerned with revenue budget preparation for 2023/24 for the Corporate Operations and People and Organisation Directorates.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

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

Other Significant Links

Links to previous Member decisions:	
<p><u>Title</u></p> <p>Savings Programme to 2023 – Revenue Savings Proposals (Executive Member for Policy and Resources) EMPR Budget Report - SP2023 - 20210928.pdf (hants.gov.uk)</p> <p>Medium Term Financial Strategy Update and Savings Programme to 2023 Savings Proposals https://democracy.hants.gov.uk/ieListDocuments.aspx?CId=163&MId=7737</p> <p>Developing a Medium Term Financial Strategy https://democracy.hants.gov.uk/ieListDocuments.aspx?CId=163&MId=9942&Ver=4</p> <p>Budget Setting and Provisional Cash Limits 2023/24 Financial Update and Budget Setting and Provisional Cash Limits 2023/24 (hants.gov.uk)</p>	<p><u>Date</u></p> <p>28 September 2021</p> <p>Cabinet – 12 October 2021 / County Council – 4 November 2021</p> <p>Cabinet – 19 July 2022 / County Council – 29 September 2022</p> <p>Cabinet – 13 December 2022</p>
Direct links to specific legislation or Government Directives	
<u>Title</u>	<u>Date</u>
<p>Section 100 D - Local Government Act 1972 - background documents</p> <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 protected characteristic that are connected to that characteristic;
- Take steps to meet the needs of persons sharing a relevant protected characteristic that are 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 in which participation by such persons is disproportionately low.

2. Equalities Impact Assessment:

This report does not contain any new proposals for major service changes which may have an equalities impact. Proposals for budget and service changes which are part of the Savings Programme 2023 were considered in detail as part of the approval process carried out in Cabinet and County Council during October and November 2021 and full details of the Equalities Impact Assessments (EIAs) relating to those changes can be found in Appendices 4 to 8 in the November Council report linked below:

<https://democracy.hants.gov.uk/mgAi.aspx?ID=45388#mgDocuments>

For proposals where a Stage 2 consultation was required the EIAs are preliminary and will be updated and developed following this further consultation when the impact of the proposals can be better understood.

Budget Summary 2023/24 – Corporate Services

Service Activity	Original Budget ¹ 2022/23 £'000	Revised Budget 2022/23 £'000	Proposed Budget 2023/24 £'000
Corporate Operations			
Audit	797	841	812
Finance ³	7,091	7,020	6,833
Pensions, Investments & Borrowing	(377)	(210)	(23)
IBC ³	13,439	14,029	13,758
IT ³	30,928	34,190	31,684
Strategic Procurement ³	2,196	2,236	2,201
Shared Services Partnership Income ³	(16,789)	(17,512)	(17,759)
Corporate Operations – Other ⁴	417	417	443
Cost of change – Corporate Operations	-	(820)	-
Total Corporate Operations	37,702	40,191	37,949
Government Grants	-	(5)	-
Net Expenditure Corporate Operations	37,702	40,186	37,949

Service Activity	Original Budget ¹ 2022/23 £'000	Revised Budget 2022/23 £'000	Proposed Budget 2023/24 £'000
People & Organisation			
Governance	1,082	1,146	1,107
Emergency Planning ²	301	486	297
Legal Services	3,300	3,655	3,123
HR Operational Services ³	6,457	6,856	6,118
Health & Safety ²	770	789	740
Communications & Engagement	1,360	2,288	1,467
Chief Executive & Leaders Office	572	745	703
Members Support Costs	1,708	1,729	1,769
Members Devolved Budgets	624	624	624
People & Organisation – Other ⁵	234	234	239
Cost of Change – People & Organisation		(1,506)	
Total People & Organisation	16,408	17,046	16,187
Government Grants		(153)	
Net Expenditure People & Organisation	16,408	16,893	16,187
Net Expenditure Corporate Services	54,110	57,079	54,136

¹ The 2022/23 original budget has been restated to reflect Law & Governance and HR, OD and C&E in the new directorate of People and Organisation and the areas previously under Corporate Non-Departmental budgets within the directorates of Corporate Operations and People & Organisation.

² The 2022/23 original budget has been restated to reflect the inclusion of Health & Safety and Emergency Planning in People and Organisation.

³ The 2022/23 original budget has been restated to reflect centralisation of joint working income into Shared Services Partnership Income within Corporate Operations.

⁴ Corporate Operations Other includes Audit Fee, Contribution to Trading Units, Corporate & Democratic Representation and Other.

⁵ People & Organisation Other includes Subscriptions to LGA and corporate hospitality.

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Leader and Executive Member for Hampshire 2050 and Corporate Services
Date:	19 January 2023
Title:	Community Energy South Grant Funding
Report From:	Director of Hampshire 2050 and Assistant Chief Executive

Contact name: Chitra Nadarajah

Tel: 0370 779 7514

Email: chitra.nadarajah@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to gain approval for an allocation of £100,000 grant funding from the climate change budget, to continue to support the priority work with Community Energy South in Hampshire to engage and support communities to develop a community energy network.

Recommendations

2. That the Leader and Executive Member for Hampshire 2050 and Corporate Services approves a grant fund award of up to £100,000 to Community Energy South to support further work in Hampshire for up to a further two years, to be allocated from the existing climate change budget.
3. That the Leader and Executive Member for Hampshire 2050 and Corporate Services gives authority to the Director of Hampshire 2050 and Assistant Chief Executive to agree terms and enter into a grant funding agreement, in consultation with the Assistant Director of Legal Services.
4. That the Leader and Executive Member for Hampshire 2050 and Corporate Services approves the two-year work programme to be delivered by Community Energy South, which will be funded by this grant, and is set out in this paper.

Executive Summary

5. This paper seeks to set out:
 - the background to the work that has been undertaken to date with Community Energy South in Hampshire;
 - key outcomes achieved through the Community Energy work to date;
 - why continued support for the work by Community Energy South is critical to Hampshire's climate change priorities;
 - the proposed two-year work programme and key associated deliverables to continue to ensure the progress made and benefits to Hampshire's

communities are sustained, whilst preparing the community energy programme for longer term financial self-sufficiency and removing the reliance on recurring grant funding; and

- the required funding for the programme alongside the monitoring and evaluation process.

Background and outcomes to date

6. 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 and knowledge of the community energy sector.
7. In the 2022 Autumn Statement, the Energy Profits Levy, as well as a new tax that will cover renewable energy companies, such as solar generators was announced. Many companies within the energy sector have argued these new policies could disproportionately impact renewable companies as well as deter investment. Not granting renewable energy generators the same ability to limit the tax they pay through investment into additional energy infrastructure, could have impacts on the investment into solar and other renewables at a larger scale.
8. Given these potential issues, community energy will be more critical than ever to reaching the Net Zero target. Community energy can have a significant impact on the generation of renewable energy, and can also engage residents in a way that results in meaningful long-term behaviour and lifestyle changes that positively contribute to reducing emissions, building resilience, and lowering energy costs.
9. To enable and support community energy in Hampshire, the County Council launched a project in 2020 with Community Energy South (CES) to develop a pathway to community energy in Hampshire.
10. CES has been working with Hampshire County Council since November 2020, providing its Community Energy Pathways programme to support the growth of community energy organisations in the county.
11. CES (a private company limited by guarantee without share capital), a founding partner of Community Energy England, was established in 2013 as an umbrella organisation and regional hub enabling its members (local community energy groups and community organisations) to grow as sustainable low carbon businesses in the Southeast of England. CES is a unique provider of the knowledge, support and tools required for community groups to establish Community Energy Companies and deliver projects in generating and supplying local energy, developing local energy services, building community resilience, and reducing fuel poverty.
12. Hampshire County Council awarded £46,000 to CES to start the project in 2020/21. In the first year of the programme CES undertook a survey to identify

communities in Hampshire that, with support from CES, could develop their community energy ambitions through the Community Energy Pathways programme. The initial phase mapped the potential for community energy in Hampshire, identified 11 communities that - with support - could establish community energy companies, delivered training masterclasses to groups, and ultimately identified five groups that were ready to be taken to the next phase.

13. These five groups were identified as the most advanced, who could, with CES support, take renewable energy projects from concept to fruition. Full details of the outcomes of the first year of the programme can be found in the Climate Change Annual Report 2020-2021 [Climate Change Annual Report 2020-21 - Appendix 2-2021-10-12-Cabinet.pdf \(hants.gov.uk\)](#).
14. In November 2021 the County Council secured £211,000 grant funding from the Community Renewal Fund of which £100,750 was secured for Community Energy South (CES) to work with five Community Energy Groups in Hampshire to develop and progress the services that they offer to their local communities.
15. To date, the pathways programme has achieved all the following outputs and objectives as required by the Community Renewal Funding:
 - coordination and funding drafts to secure two Rural Community Energy Fund feasibility studies for Alton Energy and Test Source Community Energy;
 - leveraged additional, external funding of around £120,000 to support the groups and develop new projects. This was a direct result of CRF funding, which enabled the resource and expertise to be put into bid writing;
 - business development and mentoring to establish four new community energy companies (Community Benefit Companies) and to support the growth of one established group;
 - production of start-up/growth plans for each group;
 - delivery of five feasibility studies to identify suitable sites for energy generation projects;
 - identification of a pipeline of potential project opportunities for each group;
 - establishment, chairing and secretariat for a Community Energy Hampshire Steering group;
 - secured Scottish and Southern Electricity Networks (SSEN) funding to develop a microbusiness energy advice service, which is currently being piloted in East Hampshire and will be rolled out to other communities across Hampshire;
 - engaged with a number of Districts in Hampshire; currently in the process of finalising £200,000 of funding from the Shared Prosperity Fund (SPF) (administered by lower-tier authorities), which will allow the formation and support of a community energy group in each area, and the development of a pipeline of renewable and energy efficiency projects;
 - secured National Energy Action training for 2 groups; and
 - developed an energy champions programme for the groups, which involves providing training to 25 energy champions (trained in giving home energy efficiency and retrofit advice) from across Hampshire. Currently in the process of securing an additional £10,000 to provide targeted, ongoing support and mentoring.

16. The five groups that have been supported by CES have also made significant progress:
- a. 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 has been working with the group to start to develop an energy champions service for the area including coordinating funding bids and volunteer recruitment.
 - b. Test Source Community Energy, Basingstoke and Deane: CES is supporting the group to identify new project opportunities in the area and recently it has been undertaking feasibility assessments at three sites. The share offer for 350kW solar PV project at Laverstoke Park Farm is in the final stages of being agreed and CES has been supporting the group to get additional funding.
 - c. Energy Alton, Alton: work currently underway on a Rural 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 has 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.
 - d. 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 has 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 Energise South Downs to fund a development officer post.
 - e. 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 is supporting.
17. Hampshire County Council also launched A 'Revolving Community Energy Fund' in May 2022. This fund will invest up to £25,000 into any individual community project as part of the Community Energy Pathways project as

subject to the criteria set out in the decision report here [Revolving Community Energy Fund-2022-05-12-ELMETE Decision Day \(hants.gov.uk\)](#).

18. 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.
19. 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.
20. Hampshire County Council has also 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.
21. 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.

Priority Objectives for the Climate Change Programme 2022 onwards

22. As set out in the Annual Report 2022, a key priority for Hampshire's climate change programme from 2022 onwards is energy – covering generation, distribution, efficiency and behaviour and lifestyle changes.
23. Community energy can not only increase local generation but also provides multiple benefits to communities and helps engage residents to take tangible action on climate change like increasing their energy efficiency and reducing their energy use.
24. The CES programme supports the delivery of these priority objectives.

Proposed two-year programme

25. The Community Renewal Funding ended in October 2022 with all outcomes delivered. To enable the momentum to be continued on the progress already made and secure long-term success of the community energy organisations and their projects, CES has developed a proposal to work with Hampshire County Council on a targeted 'maintaining momentum' two-year support programme.
26. This programme will focus on long-term development plans, training, and leveraging funding to enable community energy organisations in the region to become self-sustaining, robust businesses that are able to play a key role in fostering community energy in Hampshire beyond Hampshire County Council funding.

27. This aims to build on the success of the work to date, focusing on building community energy projects, securing additional funding to strengthen the community energy sector and the development of the regional network. At the end of this programme, it is anticipated that the community energy groups involved will have developed into robust, sustainable community businesses.

Summary of Key Deliverables

28. The proposed programme is set out below:

- at least 4 renewable energy projects reaching share-offer stage (proven generation viability) that would be applicable for the Hampshire County Council's Revolving Community Energy Fund;
- at least 3 strategic partnerships developed between CES and district/borough councils resulting in additional support for community energy in those areas;
- at least 3 training courses delivered on specific technical/project delivery;
- at least 4 successful funding applications submitted for groups;
- at least 3 resources (e.g. legal toolkit, financial model) delivered for groups;
- at least 4 powering down (energy efficiency) projects identified for groups;
- bi-monthly regional steering group meetings;
- annual community energy stakeholder events; and
- monthly project management meetings held with Hampshire County Council.

Assessment and Strategy

29. As part of this next phase, CES will be providing 10 days of free support to Hampshire County Council, funded through the Department of Business Energy and Industrial Strategy (BEIS). This will provide strategic input into the direction of the community energy sector in Hampshire with a view to supporting Hampshire's climate change priorities and plans so that the community energy sector can support with the delivery of its targets.

30. CES will also develop key strategic partnerships with organisations that can provide further funding for community energy. This will include working with the local Net Zero Hubs, DNO's and organisations such as Abundance, Thrive Renewables, Pure Leapfrog and ShareEnergy. This is a key activity that will facilitate the scaling up of community energy in Hampshire.

Project Development Support

31. As the community energy organisations develop from their start-up phase (or growth phase in the case of Energy Alton) it is important to continue providing support and ensure that they are sufficiently resourced to undertake projects that will build their businesses. CES will support groups to bring at least four projects that are suitable for investment from the Revolving Community Energy Fund to the share-offer stage (proven generation viability). As part of this CES would provide regular meetings, remote e-mail and phone support to each established group to review project plans, troubleshoot and signpost to key

resources. The key focus will be on developing generation projects that can be directed to the Hampshire Revolving Fund.

32. CES will prioritise building synergistic partnerships with district and borough councils in Hampshire to raise further funding and better support community energy groups. CES commit to establishing at least three such partnerships.
33. CES will identify and support the creation of at least four new energy efficiency (Powering Down) projects for groups.

Specialist Funding Support

34. Securing additional funding for the development of community energy projects will be key to supplementing the proposed programme. CES believes the support from Hampshire County Council will allow it to leverage a further £200,000 of funding for community energy in Hampshire. CES will work with Districts, Boroughs, Parishes and existing groups to secure funds for project and business development. These would include funding for:

- core costs – funding to cover business development, administration and running costs;
- tools and training for becoming self-sustaining, robust businesses;
- powering-up projects - Identifying funding gaps and funding sources for renewable energy projects, including development costs; and
- powering-down projects - Support to develop funding bids in energy efficiency, retrofit and energy advice.

CES, with its in-house bid writing expertise, will support at least four independent funding applications for the groups.

Developing advanced tools and training

35. A key aim of CES support is to enable the community energy groups that it works with to become self-sustaining. To enable this, CES would provide advanced tools and training covering the following topics: feasibility studies, Power Purchase Agreements and share offers. As part of this CES will offer two training days per subject area and commit to developing at least three working tools such as financial models and legal templates.
36. CES will support groups towards becoming self-sufficient to reduce the amount of future funding required.

Regional Steering Group

37. In order to ensure that the benefits of Community Energy Hampshire continue, CES would continue to arrange and facilitate the Community Energy Hampshire Steering group on a bi-monthly basis, bringing in key speakers and arranging discussion topics of interest. Currently the Steering Group is guided by an agreed Terms of Reference. However, if there is interest within the Steering group, CES could consider forming a registered legal entity which would then enable the group to collectively apply for funding opportunities.

Funding and Performance

38. The £100,000 grant funding proposed in this paper, if approved, will come from the existing climate change budget, a one-off budget of £2million which was allocated to the climate change programme to support the significant activity required to meet the climate change targets.
39. The Climate Change Board oversees all funding bids from this budget and this proposal was approved by the Climate Change Board on 21 November 2022.
40. The climate change team will manage and oversee the delivery of this funding and the programme outcomes using the agreed monitoring and evaluation methodology set out by the Climate Change Board for all the projects funded through the climate change budget.
41. This includes monthly meetings with CES to update on project progress and quarterly review of progress and advise on any additional support needed. CES will also undertake weekly team meetings and monitoring progress through a project management system.

Consultation and Equalities

42. CES has expertise in working with communities across England. Policies have been put in place to ensure that all communities can be supported to participate in this work.

Climate Change Impact Assessments

43. 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

44. The climate change adaptation tool was not applicable as this is a grant funding decision with no direct infrastructural impacts. However, the funding is to support the development of community owned renewable energy projects in Hampshire, which will be susceptible to the impacts of climate change. The vulnerability of each project will be part of the project development and due diligence undertaken by Community Energy South in their support of the community energy groups. Furthermore, this funding will help to improve resilience to climate change by increasing the amount, and variety, of energy sources for residents, thereby increasing resilience to future energy shocks.

Carbon Mitigation

45. The climate change mitigation tool was not applicable as this is a grant funding decision with no direct infrastructural impacts. However, as the funding is to support the development of renewable energy generation in Hampshire this decision will have a positive impact on carbon mitigation. As projects come to fruition, the increased energy generation from renewable community energy projects will reduce the overall demand for electricity from a carbon intensive national grid.

Conclusions

46. The proposed grant funding set out in this report will enable CES to continue to provide support to communities in Hampshire to take tangible action on climate change in relation to a clear set of deliverables. This funding will ensure the benefits to Hampshire's communities are sustained, whilst preparing the community energy programme for longer term financial self-sufficiency and removing the reliance on recurring grant funding;
47. The funding for this programme, if approved, will come from the existing climate change budget.
48. The work set out in this paper aligns with the climate change priorities, as set out in the Annual Report 2022.

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:	yes

Other Significant Links

Links to previous Member decisions:	
<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
Direct links to specific legislation or Government Directives	
<u>Title</u> Climate Change Act National Adaptation Programme	<u>Date</u> 2008 2018

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:

CES has expertise in working with communities across England. Policies have been put in place to ensure that all communities can be supported to participate in this work.

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Leader and Executive Member for Hampshire 2050 and Corporate Services
Date:	19 January 2023
Title:	Parish and Town Council Investment Fund - Approval of Larger Grants
Report From:	Director of Hampshire 2050

Contact name: Lisa Wood, Rural Programme Support Officer

Tel: 0370 779 5211

Email: Lisa.wood@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to request approval from the Executive Member for Hampshire 2050 and Corporate Services for an application to the Parish and Town Council Investment Fund (PTCIF).

Recommendation

2. That the Leader and Executive Member for Hampshire 2050 and Corporate Services approves the proposed grant application to the PTCIF as detailed under Section 9 below.

Executive Summary

3. Details of the grant application, for which this paper seeks approval, are given in Section 9. The detailed assessment is provided in Appendix A. The total amount requested is £20,000.

Contextual Information

4. The Rural Programme supports the County Council's support of rural Hampshire and assisting Parish and Town Councils to respond to local priorities, including management of the [PTCIF grant scheme](#).

5. The priority of the PTCIF is to support partnerships between Parish and Town Councils or local community groups and the County Council. It provides investments to schemes which respond to local needs and aims to reduce pressure on County Council Services.
6. Hampshire County Council declared a Climate Emergency in June 2019. In November 2021 it was agreed that the PTCIF scheme guidance would be extended to include Energy Efficiency applications from Parish and Town Councils or Community Groups for improvements to the energy efficiency of community buildings, where it can be demonstrated that the improvements contribute to [HCC's climate change targets](#).
7. Each applicant to the PTCIF is required to submit a full business plan, to include rationale, costings, quotes, and measurements. For Energy Efficiency applications, this business plan needs to provide adequate information to the Climate Programme Team for them to evaluate the financial and carbon footprint benefits of the project. If these evaluations are favourable, and demonstrate a contribution to HCC's Climate Emergency targets, then the project is supported by that team, and will be recommended for funding here.

Finance

8. This grant application can be met from the existing PTCIF budget.

Performance

9. These grants have been reviewed by the Climate Programme Team and the Rural Programme Team respectively, against the grant scheme criteria detailed via the link in Section 5, and approval is only sought following their recommendation to support.

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:	yes

Other Significant Links

Links to previous Member decisions:	
<u>Title</u>	<u>Date</u>
EMPR Report - Update on the Parish and Town Council Investment Fund and Associated Rural Issues	25.04.2019
Direct links to specific legislation or Government Directives	
<u>Title</u>	<u>Date</u>
HCC Climate Change Initiatives	13 July 2021

Section 100 D - Local Government Act 1972 - background documents

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

EQUALITIES IMPACT ASSESSMENT:

1. Equality Duty

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- 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 protected characteristic that are connected to that characteristic;
- Take steps to meet the needs of persons sharing a relevant protected characteristic that are 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 in which participation by such persons is disproportionately low.

2. Equalities Impact Assessment: No negative impacts are anticipated.

Appendix A – Waltham Chase Village Hall Committee

Parish and Town Council Investment Fund 2022/23

Funding assessment form

Organisation name:	Waltham Chase Village Hall Committee
Project title:	Waltham Chase Village Hall – Solar
Project location:	Waltham Chase
Application reference:	CG000
Total project cost:	£20,995
Amount requested:	£20,000
Match funding – cash:	£995
Match funding - volunteer hours:	
Match funding - in-kind:	
Match funding – total value	£995
AMOUNT RECOMMENDED:	£20,000

Eligibility checklist	Yes/No
Is the applicant a Parish or Town Council, or a Local Community Group, directly benefitting the local community, with clear management structure within its constitution or suitable governance/terms of reference?	Yes
Does the project/activity deliver against the scheme priorities (to build community resilience and ease pressure on HCC Services)?	Yes
Does the application have support from the local community and Parish/Town Council?	Yes

Project summary
Waltham Chase Village Hall have conducted an energy efficiency audit and addressed all their building fabric measures, funded by this scheme. This solar installation is the final stage of works to be carried out to address their energy efficiency and deliver against HCC's 2050 Carbon Neutral target.
HCC – Officer feedback/comments (relevant Services)
<p>Lisa Wood - Rural Programme Team:</p> <p>Waltham Chase Village Hall have provided the results of the Energy Efficiency Audit carried out by Focus Green. This application seeks funding from the Parish And Town Council Investment Fund in line with HCC's energy efficiency grant funding. Their 'fabric first' approach has ensured that all elements of energy saving within the building have already been addressed.</p> <p>Their energy audit demonstrates kW/hr generation of over 10,000 annually (£4000), against a project cost of £21,000 (£20,000 requested), a repayment period of approximately 5 years.</p>

Subject to review by Chris Dear I would support this application.

Chris Dear - Climate Emergency Dept:

Waltham Chase Village Hall are building on the steps they've already taken to enhance the energy-efficiency of their building – notably through LED lighting funded through this scheme – by now seeking to facilitate self-generation through solar PV, as recommended by the independent energy auditors. The intervention is forecast to provide an annual financial saving of in excess of £4,000 whilst achieving an annual carbon saving of 2.42tCO₂e.

On that basis, the application is supported.

Cllr Lumby has written an email of support for the project.

Officer comments and recommendation

Lisa Wood – Rural Affairs Programme Support Officer

I would recommend award of £20,000.

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Leader and Executive Member for Hampshire 2050 and Corporate Services
Date:	19 January 2023
Title:	The Leader's Community Grants
Report From:	Director of Hampshire 2050

Contact name: Emma Noyce

Tel: 0370 779 8373

Email: emma.noyce@hants.gov.uk

Purpose of this Report

1. The report considers six applications for a grant from the Leader's Community Grant Fund 2022/23.

Recommendations

2. That in respect of the two grant applications from Play to the Crowd only, the Leader and Executive Member for Hampshire 2050 and Corporate Services amends the Leader's Community Grants scheme conditions by removing the requirement that organisations will not be awarded more than one grant per financial year.
3. That the Leader and Executive Member for Hampshire 2050 and Corporate Services approves six grants totalling £67,800 from the Leader's Community Grant Fund 2022/23 to cultural and community organisations in Hampshire as outlined in Appendix 2.
4. That the Leader and Executive Member for Hampshire 2050 and Corporate Services approves the carry forward of the grant to The Winchester Pavilion Project to 2023/24.

Executive Summary

5. Five organisations have applied for a grant through the Leader's Community Grant Fund 2022/23 and the funds requested total £67,537. The report considers the applications and recommends the awards totalling £67,800. The recommended award can be met from within existing budget provision.

Contextual Information

6. The purpose of this grant stream is to fund projects which provide community benefit and help local communities thrive and/or to help local organisations become financially self-supporting and not reliant on public sector funding.

Full details, including what the County Council can and cannot fund, are set out in Appendix 1.

7. Six applications have been submitted for consideration. Details are set out in Appendix 2.
8. It is noted that organisations are normally expected to make only one application to the Leader's Community Fund in any given year. This report considers two applications from Play to the Crowd. One of the applications relates to the use of the Great Hall for a theatre production, which is being delivered collaboratively between Rabble Theatre, Play to the Crowd and Hampshire County Council. The other application relates to the Winchester Hat Fair. For reasons beyond their control, Play to the Crowd were unsuccessful in an application for continued Arts Council NPO funding. Due to the exceptional circumstances, and to provide transitional support to a major Hampshire event, both applications from Play to the Crowd have been accepted for consideration. In the circumstances, it is recommended that the grant scheme condition that "organisations will not be awarded more than one grant per financial year" is waived for the purposes of these two applications only.
9. This report also notes a request from The Winchester Pavilion Project for an extension of time for the grant to be paid. The project was awarded up to 5% of capital project costs, to a maximum of £30,000, in July 2019. Since then, there have been several delays as increasing construction costs led to commissioning a new architect to simplify the design and bring costs within budget. The building work is now expected to commence in June 2023 with practical completion in March 2024.

Finance

10. The recommended award can be met from within existing budget provision.

Consultation and Equalities

11. A high-level Equalities Impact Assessment has been undertaken. The grants are intended to have a positive impact and advance equality.
12. The corporate terms and condition of grant require that any organisation in receipt of funding shall ensure that at all times it complies with the Equality

Act 2010 if applicable and shall ensure that it does not discriminate against any person or persons on the basis of protected characteristics.

Climate Change Impact Assessment

13. 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.
14. The carbon mitigation tool decision tree indicates it is not suitable for the assessment of a programme. The decisions in this report are financial decisions in relation to a programme of one-off grant opportunities. Therefore, the tool is not suitable for this Climate Change Impact Assessment and has not been used.

Other Key Issues

15. Legal Implications: Section 1 (1) of the Localism Act gives the County Council the power to do anything that individuals may generally do. This includes the power to make grants.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

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

Other Significant Links

Links to previous Member decisions:	
<u>Title</u>	<u>Date</u>
Leader's Community Grants – Revised Criteria and Management	8 July 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.)

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 protected characteristic that are connected to that characteristic;
- Take steps to meet the needs of persons sharing a relevant protected characteristic that are 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 in which participation by such persons is disproportionately low.

2. Equalities Impact Assessment:

- 2.1. A high-level Equalities Impact Assessment has been undertaken. The grants are intended to have a positive impact and advance equality.

Leader's Community Grants – Criteria

What is funded?

The purpose of the scheme is to fund one-off, time limited projects which:

- provide community benefit and help local communities thrive
- help local organisations become financially self-supporting and not reliant on public sector funding

Proposals will be particularly welcomed where they can demonstrate how they:

- respond to the [Climate Emergency](#), as declared by the Council in June 2019
- reduce demand for Council services

Proposals must support the priorities and outcomes of Hampshire County Council's [Serving Hampshire - Strategic Plan for 2021 - 2025](#). It forms the cornerstone of all strategies and plans across departments and service areas. It features four key aims:

- Hampshire maintains strong and sustainable economic growth and prosperity
- people in Hampshire live safe, healthy and independent lives
- people in Hampshire enjoy a rich and diverse environment
- people in Hampshire enjoy being part of strong, inclusive communities

Applications can be made for over £1,000 to a maximum of £25,000 and may be for activity costs and/or capital costs. Applications in excess of £25k will occasionally be considered in exceptional circumstances.

Secured match funding or clear evidence of seeking match funding is highly desirable. Organisations should have also applied to local District or Parish Councils where local funding opportunities exist.

Supporting documentation will be required for all applications.

Who can apply?

Organisations wishing to apply must be properly constituted with clear and effective governance and management structures. They must be delivering activities or services that benefit Hampshire residents. Organisations will not normally be eligible for grants where they hold unallocated reserves in excess of one year's running costs. Where it is judged that unallocated reserves are unreasonably in excess of what is required or not allocated for legitimate purposes, those organisations may receive a reduced grant. All organisations are expected to have an agreed reserves policy that addresses their financial risk.

The following organisations are not normally funded under this scheme:

- individuals
- services provided solely within the unitary authority areas of Portsmouth City Council and/or Southampton City Council

- other local authorities, including District, Parish and Town Councils
- commercial/profit making organisations
- schools, including pre-schools and colleges
- large, national organisations or 'household name charities', including local branches
- political parties or groups affiliated with a political party or from lobbying/campaigning organisations.
- Applications will only be considered from faith groups who can demonstrate their facilities are open and used by the local community other than for church related activities and then only for works in relation to the Disability Discrimination Act
- Requests may be considered from County wide groups (e.g. Guides, Scouts, Hampshire County Youth Orchestra) for specific trips e.g. for an international jamboree or cultural tour. Individual requests will not usually be considered.
- Self-help by organisations is encouraged, and therefore grants are normally only a percentage of the sum required to complete a project.

When to apply

Applications are welcomed at any time and will be dealt with on a 'first come, first served' basis. Recommendations for awards will be taken to the next available Executive Members decision day. This may be up to three months after the application is received, in line with meeting schedules.

Projects should be well developed, with match-funding secured, and any supported projects will normally be expected to commence within six-months of the decision date. All applicants for building works will be expected to evidence freehold or to have obtained permission from the landlord. If required, applicants will also be expected to have obtained (or engaged in the process of) planning permission and/or listed buildings consent (if appropriate) to carry out the works before applying.

What is not funded?

The following projects are not funded under this scheme:

- the purchase of land
- capital works that have already been carried out - we cannot retrospectively fund projects; grants are awarded for works to be carried out in the future
- general running costs of organisations - these grants are not intended to replace shortfalls in service delivery budgets or replace funding for other support you may be able to obtain, or that you have obtained from us in the past
- ongoing staff costs - we may fund a fixed-term member of staff or consultant to carry out a time-limited piece of work
- repeat applications to cover previously funded activities/annual applications for the same activities
- profit-making or fund-raising activities, or onward distribution of funds

- projects which meet the aims of other Hampshire County Council grant schemes - where relevant, applications may be transferred to more appropriate schemes
- applications for £1,000 or less - where relevant, these should be directed to the Members' Devolved Grants Scheme.

Organisations will not be awarded more than one grant per financial year and previously funded projects must be completed before a new application is made. Previous levels of Council funding will be taken into account when assessing applications.

Grant Funding to Culture and Community Organisations - 2022/23

Organisation (District / Division)	Proposal	Amount Requested	Amount Recommended
The Rude Mechanical Theatre Company			
(East Hants District) (East Hants/Petersfield Hangers & Liphook, Headley and Grayshott & Alton Rural)			
<i>Application summary</i>	<p>The organisation seeks funding to support Miss Popplewell's Garden - a touring production to outdoor venues in small rural communities across the South of England, including seven villages in Hampshire. This would enable people in rural areas to enjoy cultural activity which otherwise they would have limited access to. The organisation has a good track record of involving local communities in the tour. The amount requested from the Council is a small proportion of the costs, but along with other local authority contributions helps secure Arts Council England funding as evidence of local support.</p> <p>Note: £500 awarded for touring production of 'Ikarus' – 07/05/2019.</p>	£1,000	£1,000
<i>Reach</i>	Will benefit approx. 850 Hampshire residents.		
<i>Funding (inc match)</i>	<p>The total project costs are £126,959.</p> <p>£1,000 from Ashley Foundation, £500 from Wealden DC (expected outcome 31/01/23), £15,000 from Arts Council England (expected outcome 01/12/22). They expect to generate £2,000 from donations, £104,379 from ticket sales, £3080 from programme sales.</p>		
<i>Local Member Comments</i>	Local Councillors were invited to comment and Cllr Oppenheimer and Cllr Kemp-Gee were supportive.		
<i>Recommendation /conditions</i>	It is recommended the organisation is awarded £1,000.		

Organisation (District / Division)	Proposal	Amount Requested	Amount Recommen ded
Wickham Community Association			
<i>(Winchester/Winchester Southern Parishes)</i>			
<i>Application summary</i>	The organisation seeks funding to refurbish and develop their polytunnel area to provide a covered space for local residents and workshop groups, and to grow a wider variety of crops in a sheltered area. In partnership with Wickham Surgery to provide social prescription services as well as garden therapy provision, increased sustainability and environmental opportunities for the local school, youth club and scout group. The plans include creating accessible paths to the polytunnel, a level floor within the polytunnel so that the space can be used by everyone. Also, the installation of a high fence made of weldmesh, to retain site openness, but make the area secure from trespassers, installation of seating and start the planting in the area.	£5,777	£5,800
<i>Reach</i>	30 Hampshire residents per day are expected to benefit.		
<i>Funding (inc match)</i>	The total project costs are £12,116.42. Marwell Photographic Society - £134; Wickham Community Association - £700; Arnold Grant Foundation - £1000; Royal Garden Scheme - £400; Magic Little Grants - £500. Volunteers will be providing labour 'in kind' to an approx. value of £3,600. Total value £6334. Note: £4,980 Waste Prevention Community grant 21/01/21 towards a community fridge and pantry.		
<i>Local Member Comments</i>	Councillor Patricia Stallard has been invited to comment.		
<i>Recommendation/ conditions</i>	It is recommended the organisation is awarded £5,800.		

Organisation (District / Division)	Proposal	Amount Requested	Amount Recommend ed
Fleet & District Carnival Association			
<i>(Hart / Fleet Town)</i>			
<i>Application summary</i>	<p>The organisation seeks funding towards the annual Fleet & District Carnival on 1 July 2023. This event has been in the community since 1956, with a small group of volunteers (10-12) helping to raise funds and sponsorship to cover the running costs of the carnival each year. This year saw a large increase in running costs, so currently looking for additional support. Costs increased from £17,500 to nearly £20,000.</p> <p>The whole of the community are invited to enjoy the day for free. This grant would go towards the organisational costs.</p> <p>Note: £100 Councillor Grant awarded 17/12/18.</p>	£1,000	£1,000
<i>Reach</i>	7,000 Hampshire Residents are expected to benefit.		
<i>Funding (inc match)</i>	<p>The total project costs are approximately £20,000.</p> <p>Raised to date: County Councillor Grants £1,850; Hart District Council - £2,000; Fleet Town Council - £1,000; Tesco Community Grant - £1,500; Sponsorship - £1,250</p> <p>Total £5,100.</p>		
<i>Local Member Comments</i>	Councillor Steve Forster has been invited to comment but had to declare an interest as he is a member of the Carnival Committee. Councillor Stephen Parker has been invited to comment.		
<i>Recommendation /conditions</i>	It is recommended the organisation is awarded £1,000, subject to the provision of the Reserves and Safeguarding Policies.		

		(Test Valley /Test Valley Central)	
<i>Application summary</i>	<p>The organisation seeks funding a series of pilot arts engagement events to promote community cohesion in the Test Valley area.</p> <p>TVAF commissioned the 'Finding Friends' Report in 2021 to support the understanding of key needs, customs, challenges, and opportunities with relation to the integration and representation of local ethnic minority groups in Test Valley. The Report made several recommendations to encourage the borough's 'new' and 'invisible' communities to come forward through a series of engagement strategies. The project is planned to create a series of interactions, projects and events using arts and culture as the means to provide the opportunity for greater visibility within the community including:</p> <ul style="list-style-type: none"> • A scoping exercise to make contact, create and develop relationships with local identified communities • Formation of a 'Finding Friends' network • Pilot - An internationally themed locally based food festival • Pilot - Pop up performing arts and music workshops • Pilot - A visual arts programme of interactive workshops resulting in an exhibition Test Valley Tales II • Andover Mela • Animating Museums and Libraries - Artists In Residence <p>Note: £1,250 Councillor grants awarded 18/9/18 & 8/10/18 towards a production; £500 Councillor grant awarded 17/11/21 towards an online cultural hub; £500 Councillor grant awarded 3/10/22 towards a publication re-print.</p> <p>TVAF were awarded £50,000 of Leader's Investment Fund funding in 2018.</p>	£25,000	£25,000
<i>Reach</i>	15,000 Hampshire Residents are expected to benefit		
<i>Funding (inc match)</i>	<p>The total project costs are £50,915.</p> <p>£25,500 funding raised including £10,000 own funds, £5,000 donation and £10,500 application to the Arts Council.</p>		
<i>Local Member Comments</i>	Multiple divisions.		
<i>Recommendation/conditions</i>	<p>It is recommended the organisation is awarded £25,000 subject to:</p> <p>i. Confirmation that the application to the Arts Council has been successful.</p>		

	<p>ii. The submission of an action plan with measurable outcomes, including the submission of a completion report containing lessons learnt, which can be shared with other Arts Organisations across the County.</p> <p>iii. The award being made in three staged payments, linked to specific activities, and an evaluation being submitted prior to the release of the second and third staged payment and after the final activity is completed.</p> <p>In addition, and in accordance with the scheme's criteria it is noted that this is a one-off award; repeat applications to cover previously funded activities/annual applications for the same activities are not supported.</p>		
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Play to the Crowd			
(Winchester / Winchester Eastgate/Winchester Westgate)			
Application summary	<p>Play to the Crowd is an arts and educational charity, based in Winchester, comprising of the Theatre Royal Winchester, Hat Fair Outdoor Arts Festival and Playmakers, a range of participatory and community engagement activities.</p> <p>Play to the Crowd are presenting Rabble Theatre's Henry 1st in The Great Hall, Winchester in July 2023; the venue chosen because it resonates with the historical period and storyline the production depicts.</p> <p>Rabble Theatre, Play to the Crowd and Hampshire County Council want to collaborate in partnership to present this production. This grant application is to cover the costs for using the Great Hall and ancillary rooms for setting up, backstage facilities and the performances. This will also include an allowance for lost revenue when the Hall is closed to the public.</p> <p>Note: £73,000 Culture & Recreation Fund grant awarded 16/01/20 for pump-priming. £5,500 Councillor grants awarded Sept/Oct 2020 towards developing digital arts and participation.</p>	£10,835	£11,000
Reach	250 Hampshire Residents are expected to benefit at each of 6 performances (1500 people).		

<i>Funding (inc match)</i>	The total project costs are £37,796. Own funds committed - £1,000; Expected ticket sales - £14,000; Arts Council England funding to Rabble Theatre (part of) - £7,000; Rabble Theatre fundraising - £1961.		
<i>Local Member Comments</i>	Multiple divisions.		
<i>Recommendation/ conditions</i>	It is recommended the organisation is awarded £11,000		

Play to the Crowd*(Winchester / Winchester Eastgate/Winchester Westgate)*

<i>Application summary</i>	<p>Hat Fair Outdoor Arts Festival 2023 - a distinctive part of Hampshire and Winchester's identity. As well as presenting a unique mix of international street performers, it is a commissioning festival, working with a select number of partner festivals across the UK to support the making of new Outdoor Arts performance. It also has a growing reputation for supporting local and emerging talent, blending professional and community work in a single Festival. It was, until Covid, the longest continually running Outdoor Arts Festival in the country and will reach its 50th anniversary in 2024.</p> <p>Specifically, this request will enable the local community Carnival Parade to take place with hundreds of Hampshire school children and other community groups participating. This work has already started training teachers in carnival costume making skills and lead workshops in local schools and community settings across the county alongside partners New Carnival Company, from The Isle Of Wight. It will also enable the presentation of a professional interactive project which gathers participants through workshops before Hat Fair begins as well as on the weekend, before presenting a community celebration/party event as part of the climax to the 2023 Festival.</p> <p>Play to the Crowd applied to continue as an NPO of Arts Council England from 2023-2026 but the application was unsuccessful due to 'geographic rebalancing'.</p> <p>Note: £1,950 Councillor grants awarded May/June 2022 towards the Hat Fair Carnival 2022.</p>	£24,925	£25,000
<i>Reach</i>	50,000 Hampshire Residents are expected to benefit		
<i>Funding (inc match)</i>	£243,346		

	Play to the Crowd - £5,000; Winchester City Council - £19,200; Without Walls Membership subsidy - £22,019; Winchester BID - £3,500, Other small grants - £5,000; Expected Ticket Sales - £5,000; Market stalls & Misc. income - £6,000; Core costs covered 'in kind' by Play to the Crowd - £40,000; Arts Council England Transition Fund - £79,702; Arts Council England Project Grant - £29,000. Total raised £218,421		
<i>Local Member Comments</i>	Multiple divisions.		
<i>Recommendation/conditions</i>	It is recommended the organisation is awarded £25,000 subject to confirmation that the application to the Arts Council England has been successful. It is further noted that this second application from Play to the Crowd has been admitted in view of the significant impact of removal of Arts Council NPO funding on a regionally important event. In accordance with the Leader's Community Grant Fund criteria, this is a one-off award; repeat applications to cover previously funded activities/annual applications for the same activities are not supported.		
TOTALS		£67,537	£67,800

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Leader and Executive Member for Hampshire 2050 and Corporate Services
Date:	19 January 2023
Title:	Chief Officer Delegations Register
Report From:	Director of Universal Services, Hampshire 2050 and Director of People and Organisation

Contact name: Gary Westbrook, Director of Hampshire 2050

Tel: 0370 779 8940

Email: gary.westbrook@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to redelegate existing Executive Member Authority in favour of the Directors of Culture Communities and Business Services (CCBS), Environment Transport and Economy (ETE) and the Head of Law and Governance and Monitoring Officer, to the Director of Hampshire 2050 and the Director of People and Organisation.

Recommendation(s)

- 1.1. That the Leader and Executive Member for Hampshire 2050 and Corporate Services approves the list of **ongoing delegations** in Appendix 1 and confirms that these are delegated to the Director of Hampshire 2050.
- 1.2. That the Leader and Executive Member for Hampshire 2050 and Corporate Services approves the list of **time limited delegations** in Appendix 2 and confirms that these are delegated to the Director of Hampshire 2050.
- 1.3. That the Leader and Executive Member for Hampshire 2050 and Corporate Services approves the list of **ongoing delegations** in Appendix 3 and confirms that these are delegated to the Director of People and Organisation.

Executive Summary

2. This report is required as a result of the Council's restructure on 1 January 2023 to ensure that existing delegations remain lawful and so that the new Directors of Hampshire 2050 and People and Organisation can effectively and lawfully make decisions using the delegations.

Contextual information

3. On 1 January, CCBS, ETE and Law and Governance were disbanded, and their functions primarily reallocated as appropriate to Hampshire 2050, Universal Services and People and Organisation.
4. In order to ensure the effective running of the Council existing delegations to the Directors of CCBS, ETE and the Head of Law and Governance and Monitoring Officer should be reconfirmed to the Directors of Hampshire 2050, Universal Services and People and Organisation.
5. Links to the relevant reports in the Appendices set out the rational for and the detail of each delegation.

Climate Change Impact Assessment

6. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience impacts 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.
7. The carbon mitigation tool and/or climate change adaptation tool are not applicable because the decision is administrative in nature.

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:	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 protected characteristic that are connected to that characteristic;
- Take steps to meet the needs of persons sharing a relevant protected characteristic that are 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 in which participation by such persons is disproportionately low.

2. Equalities Impact Assessment:

2.1. There are no equality impacts arising as a result of this Report

Directorate Register of Delegations (for Hampshire 2050 Directorate) PART A : ONGOING DELEGATIONS			
Date of Delegation	Name of Report	Full Text of Delegation	Link to Report containing the Delegation
03/10/2022	Manydown North to Town Centre Cycle Route Basingstoke	That the Executive Lead Member for Transport and Environment Strategy delegates authority to the Director of Economy, Transport and Environment to progress all design and development work necessary to enable the completion of detailed design, make minor amendments, and accommodate responses made in the public engagement and take opportunities to secure sufficient funding to comprehensively deliver the scheme.	Manydown North to Town Centre Cycle Route Basingstoke-2022-10-03-ELMTES Decision Day (hants.gov.uk)
03/10/2022	School Streets - Traffic Orders	That the Executive Member for Highways Operations delegates authority to the Director of Economy, Transport, and Environment (in consultation with the Head of Legal Services) to progress and make permanent traffic regulation orders to sustain the School Streets Schemes at Harrison Primary School, Fareham, and Cadland Infant School, Holbury, subject to agreement with the schools that they will continue to operate the schemes with their own resources	School Streets - Traffic Orders-2022-10-03-ELMTES Decision Day (hants.gov.uk)
18/11/2021	Winchester Movement Strategy - Consultation and Engagement	That the Executive Lead Member for Economy, Transport and Environment gives approval to undertake consultation on any scheme listed in the action plan as and when it reaches an appropriate stage of optioneering or preferred design, and delegates authority to the Director of Economy, Transport, and Environment to confirm the details and make the necessary arrangements	Winchester Movement Strategy - Consultation and Engagement-2021-11-18-EMETE Decision Day (hants.gov.uk)
18/11/2021	Portsmouth and South-East Hampshire Transforming Cities Fund (TCF): Planning and Land Agreements	That authority be delegated to the Director of Economy, Transport and Environment to approve the securing of all necessary consents, including the submission of necessary planning applications to facilitate and deliver the Gosport Interchange Improvements and other schemes within the Portsmouth and South-East Hampshire TCF Programme	Portsmouth TCF Planning and Land Agreements-2021-11-18-EMETE Decision Day (hants.gov.uk)
28/10/2021	Bus Priority Enforcement Policy and Practice	That authority be delegated to the Director of Economy, Transport and Environment, in consultation with the Head of Legal Services, to secure any consents, permissions, rights or easements required to facilitate and enable the That the Executive Lead Member for Economy, Transport and Environment approves the appended draft Code of Practice referred to in the Countywide Bus Priority Enforcement Policy and delegates authority to the Director of Economy, Transport and Environment to make minor amendments and updates as necessary to both documents in consultation with the Executive Lead Member for Economy, Transport and Environment	Bus Priority Enforcement Policy and Practice-2021-10-28-ELMETE Decision Day (hants.gov.uk)
17/06/2021	Bus Back Better: National Bus Strategy	That authority is delegated to the Director of Economy, Transport, and Environment to make the necessary arrangements, including preparation of a Bus Service Improvement Plan (BSIP), to be reported back to the Executive Lead Member in due course	Bus Back Better - National Bus Strategy-2021-06-17-EMETE Decision Day (hants.gov.uk)
17/06/2021	New Everywhere International SMEs (EIS) European Project Funding	That authority is delegated to the Director of Economy, Transport, and Environment in consultation with the Head of Legal Services to enter into the necessary funding and other arrangements to implement the scheme	New Everywhere International SMEs European Project Funding-2021-06-17-EMETE Decision Day (hants.gov.uk)
17/06/2021	Community Renewal Fund	That authority is delegated to the Director of Economy, Transport and Environment to submit to Government those bids across Hampshire which meet the criteria set out by the Ministry of Housing, Communities and Local Government (MHCLG)	Community Renewal Fund-2021-06-17-EMETE Decision Day (hants.gov.uk)
10/03/2020	Basingstoke Town Centre Transport Study and Mass Rapid Transit	That authority be delegated to the Director of Economy, Transport and Environment to work with the developers of Basingstoke Leisure Park to identify and develop the transport interventions required to support the development proposal, including high quality public transport, walking and cycling links to/from the Town Centre	https://democracy.hants.gov.uk/documents/s46292/Report.pdf

15/01/2019	Farnborough Growth Package - Lynchford Road and Invincible Road Improvements	That authority be delegated to the Director of Economy, Transport and Environment to progress all design, development and business case work necessary for the Scheme and enable the completion of detailed design on the section from the A331 roundabout to and including St Alban's roundabout ("Phase One") including engagement with Rushmoor Borough Council and make minor amendments to accommodate responses following the engagement exercise if necessary	2019-01-15-EMET Decision Day-Farnborough Growth Package Improvements (hants.gov.uk)
13/11/2018	Basingstoke South West Corridor to Growth – Brighton Hill Roundabout	That authority be delegated to the Director of Economy, Transport and Environment to progress all design, development and business case work necessary to enable the completion of detailed design, including engagement with Basingstoke and Deane Borough Council and make minor amendments to accommodate responses made in the public consultation	Appendix 1 (hants.gov.uk)
13/11/2018	Botley Bypass – Amendment to Land Acquisition Plan	That authority is delegated to the Director of Economy, Transport, and Environment in consultation with the Head of Legal Services to make all necessary arrangements, including the making of statutory orders, agreements, easements, consents, licences, and approvals, and carrying out and completing statutory procedures required to implement the revised Botley Bypass proposals	Appendix 1 (hants.gov.uk)
24/04/2018	Air Quality in Hampshire	That authority is delegated to the Director of Economy, Transport and Environment to make outline business case submissions to the Government for future air quality interventions, as well as funding bids, and also to negotiate and enter into memoranda of understanding as appropriate to deliver air quality interventions in consultation with the Executive Member for Environment and Transport	Appendix 1 (hants.gov.uk)
13/03/2018	Farnborough Growth Package and Blackwater Valley Gold Grid	That authority be delegated to the Director of Economy, Transport and Environment to identify schemes on the A325 Farnborough Road corridor on which to progress feasibility design work as a reserve to the identified prioritised schemes above	Appendix 1 (hants.gov.uk)
14-Dec-16	Strategic Land Update	10.1 That authority be given to proceeding with the governance approach for Manydown as outlined in this report and that the Director of Culture, Communities and Business Services (Strategic Manager - Assets and Development) to develop and implement these as part of the PSP procurement process including detailed terms and conditions for the constitution of the corporate bodies. 10.2 That authority be given to develop and enter into a Manydown Joint Working Agreement or arrangement as outlined in this report and that the Director of Culture, Communities and Business Services (Strategic Manager - Assets and Development) develop and settle detailed terms and conditions for this.	https://www.hants.gov.uk/aboutthecouncil/councillors/meetings-archive/meetings-summary?date_id=1413
18-Jul-17	Strategic Land Update	10.1 That approval be given to the Manydown Section 106 strategy set out in section 5 including those related to the lease and that authority be given to enter into any planning or legal agreements and transfers of legal interests in land necessary to secure the planning consent for Manydown and that the Director of Culture, Communities and Business Services (Strategic Manager - Assets and Development) to settle detailed terms and conditions. 10.3 That approval be given to finalise and agree the Manydown Joint Working Agreement with Basingstoke and Deane Borough Council as part of the wider Manydown Project Governance below TopCo and the two authorities as land owners.	https://democracy.hants.gov.uk/mgIssueHistoryHome.aspx?IId=4465&AIID=1556
07-Feb-18	Manydown North	1. That approval be given to both the transfer of interest on the basis set out in paragraphs 9 to 15 of this report and to the Manydown Garden Communities (MGC) LLP and the County Council to entering into all necessary documentation to give effect to the transfer of interest and to delegate authority to the Director of Culture, Communities and Business Services (Strategic Manager – Development and Delivery) to finalise the terms of all such documentation. 2. That approval be given to the Manydown Garden Communities LLP 2022 Budget on the basis set out in the report.	https://democracy.hants.gov.uk/documents/s12571/Decision%20Record.pdf

24-Jul-18	Former Fort Hill Community School, Basingstoke – Future Strategy	<p>To the proposed planning and development strategy for the former Fort Hill Community School site including the submission of an Outline Planning Application for potential new uses, including the principal of potential offsetting of open space provision, as outlined in this report.</p> <p>1.2.To submit a Section 77 application to the DfE for consent to dispose of those parts of the site designated as playing fields under the Schools Standards and Framework Act 1998 to enable any new future use of the site including public open space. 1.3.For the strategy, procurement and estimated expenditure relating to the proposed demolition of the former Fort Hill Community School buildings, as outlined in this report. 1.4.That the Director of Culture, Communities and Business Services (Strategic Manager - Assets and Development) be authorised to enter into any necessary planning and/or legal agreements to support the above recommendations as necessary.</p>	https://democracy.hants.gov.uk/documents/s21455/Decision%20Record.pdf
24-Jul-18	Strategic Land Update - Manydown	<p>1.1That the proposed governance framework as illustrated in Appendix 1 for a Manydown TopCo and set out in this Report is agreed and that approval is given to the establishment of a limited liability partnership of Hampshire County Council and Basingstoke and Deane Borough Council (TopCo) and also approval for TopCo then becoming a member of a limited liability partnership (DevCo) with Hampshire County Council's and Basingstoke and Deane Borough Council's jointly selected Private Sector Partner (PSP).</p> <p>1.2That approval be given to the principal terms of the Manydown TopCo Draft Members Agreement as set out in this Report and delegation be given to the Director of Culture, Communities and Business Services (Strategic Manager - Assets and Development) in consultation with the Director of Culture, Communities and Business Services, Deputy Chief Executive, and Director of Corporate Resources and the Head of Legal Services authority to finalise the terms of the TopCo Members Agreement and authority given to enter into the TopCo Members Agreement on behalf of the County Council.</p> <p>1.3That the Executive Member for Policy and Resources and Leader of the County Council shall be the person who, for the purposes of the Manydown TopCo Members Agreement, acts as "Hampshire" County Council in its capacity as a member of the Manydown TopCo.</p> <p>1.4That approval be given to the appointments of nominated County Council Representatives to the Manydown TopCo Board as the Manydown Portfolio Holder (and current Executive Member for Economic Development and the Director of Culture, Communities and Business Services. Also that approval be given to the appointment of the Director of Culture, Communities and Business Services (Strategic Manager - Assets and Development) as the County Council's nominated Representative on the Board to oversee and deliver the day to day activities of TopCo and that the County Council representatives appointed under this paragraph</p>	https://democracy.hants.gov.uk/documents/s21454/Decision%20Record.pdf
26-Sep-18	Three Extra Care Development Opportunities in Gosport, Petersfield and New Milton – Outcome of Procurement	<p>That the Director of Culture, Communities and Business Services (Strategic Manager – Assets and Development) be authorised to accept the tender submissions, to include the release of any required capital funding and site transfers, on the basis set out in this report and appendices to support the development and operation of the three Extra Care schemes at Bulmer House in Petersfield, Addenbrooke in Gosport, and Fernmount in New Milton. 1.2. That the Director of Culture, Communities and Business Services (Strategic Manager – Assets and Development) be authorised to settle the detailed terms and conditions as may be deemed necessary to conclude the site transfers. 1.3. That approval be given to obtain prior notification consent to demolish, and to fund the demolition of the buildings currently on each site, as set out in this report and appendices. 1.4. That approval be given to enter into any related legal or planning agreements deemed necessary and that the Director of Culture, Communities and Business Services (Strategic Manager – Assets and Development) be authorised to settle the detailed terms and conditions.</p>	https://democracy.hants.gov.uk/mgConvert2PDF.aspx?ID=23156&ISATT=1#search=%22bulmer%20house%20petersfield%22

25-Jul-19	Strategic Land Update	<p>That approval be given to the updated Project Appraisal for the Uplands Development Infrastructure (UDI) works on the basis set out in paragraph 17.</p> <p>That approval be given in respect of the hybrid planning consent for the Woodhouse Lane site at Hedge End to submit the necessary application(s) to vary the S.106 agreement and/or to secure amendments to planning conditions as may be required under the provisions of the Town and Country Planning Act (TCPA).</p> <p>That approval be given to the transfer to an area of land within the Woodhouse Lane development site (more particularly shown on Plan 2), to Eastleigh Borough Council on the basis set out in paragraph 20 for the provision of Community Sports Pitches, with the Director of Culture, Communities and Business Services (Assistant Director – Properties and Facilities) authorised to finalise the detailed terms of the transfer.</p> <p>That approval be given to the identified marketing strategy for the Uplands Farm development sites on the basis set out in paragraphs 22-28 of this report, with the outcome of marketing to be reported to future meetings of the Executive Member.</p> <p>That approval be given for the County Council in its capacity as master-developer in respect of the Woodhouse Lane site to submit Reserved Matters application(s) to provide key footpaths, foot bridges and an area of open space in front of the new Deer Park Academy.</p> <p>That approval be given to the approach to and the disposal strategy identified for the Winchester Street site in Botley (including the Listed Farm complex) on the basis set out in paragraphs 33-37 recognising the physical constraints of the site and the independencies with the Botley Bypass proposed to the northern part of the site.</p> <p>That approval be given to a revised investment strategy for the sale proceeds from the disposal of the former Fort Hill School site in Basingstoke on the basis set out in paragraphs 38-41 to support the</p>	<p>https://democracy.hants.gov.uk/documents/s37126/Decision%20Record.pdf</p>
24-Sep-19	Southern Manydown, Basingstoke - Project Update	<p>2The establishment of an explicit project for and strategy to promote the Southern Manydown land on the basis set out in the report;</p> <p>3The proposed working arrangements with the Society of Merchant Venturers (SMV) and any other joining land owner, to promote the land at Southern Manydown including the establishment of a Landowner Board and to enter into a Memorandum of Understanding (MOU) on the basis set out in Appendix 3 with the Director of Culture, Communities and Business Services (Assistant Director – Property and Facilities) authorised to finalise the detailed terms of the Memorandum;</p> <p>4The proposed use of the secured Garden Town Capacity Fund monies to support the preparation of a range of studies relating to highways and infrastructure and strategic master-planning in respect of the Southern Manydown land.</p>	<p>https://democracy.hants.gov.uk/documents/s39571/Decision%20Record.pdf</p>
14-Nov-19	Former Fort Hill Community School & Newman Bassett, Basingstoke – Redevelopment and Disposal Strategy	<p>For the sale of the Former Fort Hill Community School site, and the remaining vacant land at Newman Bassett, as outlined in this report. ii. That the Director of Culture, Communities and Business Services (Assistant Director – Property and Facilities) be authorised to settle the detailed terms and conditions including any adjustments to the purchase price that may be required within the parameters set out in the report, as deemed may be necessary to conclude the sale. iii. That the Director of Culture, Communities and Business Services (Assistant Director – Property and Facilities) be authorised to enter into any necessary planning and/or legal agreements to enable the purchaser to secure planning consent for the scheme. iv. That the Director of Culture, Communities and Business Services (Assistant Director – Property and Facilities) be authorised to approve the publication of a VEAT Notice as outlined in this report.</p>	<p>https://democracy.hants.gov.uk/documents/s41019/Decision%20Record.pdf</p>

17-Jan-20	Manydown North – Update	That approval be given to both the transfer of interest on the basis set out in paragraphs 9 to 15 of this report and to the Manydown Garden Communities (MGC) LLP and the County Council to entering into all necessary documentation to give effect to the transfer of interest and to delegate authority to the Director of Culture, Communities and Business Services (Strategic Manager – Development and Delivery) to finalise the terms of all such documentation	https://democracy.hants.gov.uk/documents/q7576/Public%20minutes%2026th-Apr-2022%2010.00%20Executive%20Member%20for%20Policy%20and%20Resources%20Decision%20Day.pdf?T=11
05-Mar-20	Uplands Farm, Botley – Development Infrastructure Project Appraisal	That authority to make the arrangements to implement the UDI scheme, including minor variations to the design or contract, be delegated to the Director of Culture, Communities and Business Services (Assistant Director - Property and Facilities) in discussion with the Director of Economy, Transport and Environment.	https://democracy.hants.gov.uk/documents/q5511/Public%20minutes%2005th-Mar-2020%2014.00%20Executive%20Member%20for%20Policy%20and%20Resources%20Decision%20Day.pdf?T=11
05-Mar-20	Manydown North Update	Authorises the County Council, as a member of Manydown Garden Communities Limited Liability Partnership ("MGC LLP"), to agree written resolutions of MGC LLP required in order to take the business of MGC LLP forward and to participate with the Joint Venture Partner in the joint venture vehicle ("DevCo") in order for DevCo to progress the development of Manydown North and delegates to the Director of Culture, Communities and Business Services (Assistant Director – Property and Facilities) authority to finalise the terms of the resolutions and authorise signature; 1.2 Authorises the County Council, as a member of MGC LLP, acting as a member of DevCo, to agree written resolutions of DevCo required in order for DevCo to progress the development of Manydown North and delegates to the Director of Culture, Communities and Business Services (Assistant Director – Property and Facilities) authority to finalise the terms of the resolutions and authorise signature; 1.3 Authorises The Head of Law and Governance and Monitoring Officer to sign on behalf of the County Council (1) as a member of MGC LLP all written resolutions of MGC LLP and (2) as a member of MGC LLP, acting as a member of DevCo, all written resolutions of DevCo in accordance with the authorisation of the Executive Member for Policy and Resources above.	https://democracy.hants.gov.uk/documents/s46595/Decision%20Record.pdf
14-Jul-20	Strategic Land Update	Approval for Officers to respond to developer to enter into formal negotiations for access provision to adjacent land owned by developer. 2. Manydown North - notice to be served re the Farm Business Tenancy/negotiations. 3. Approval for proposed Governance arrangements for Manydown project. 4. Approval for sale of former Mill Chase Academy and Leisure Centre site. 5. Approval to the town planning/procurement for former Mill Chase site and maintenance of phase 1 SANG. 6. Approval for use of part of the sale proceeds to support cost of demolition and site remediation.	https://democracy.hants.gov.uk/documents/s54513/Decision%20Record.pdf

19-Jan-21	Strategic Land Update EXEMPT	<p>That approval be given to the updated Project Appraisal for the Uplands Development Infrastructure (UDI) works on the basis set out in paragraph 17.</p> <p>That approval be given in respect of the hybrid planning consent for the Woodhouse Lane site at Hedge End to submit the necessary application(s) to vary the S.106 agreement and/or to secure amendments to planning conditions as may be required under the provisions of the Town and Country Planning Act (TCPA).</p> <p>That approval be given to the transfer to an area of land within the Woodhouse Lane development site (more particularly shown on Plan 2), to Eastleigh Borough Council on the basis set out in paragraph 20 for the provision of Community Sports Pitches, with the Director of Culture, Communities and Business Services (Assistant Director – Properties and Facilities) authorised to finalise the detailed terms of the transfer.</p> <p>That approval be given to the identified marketing strategy for the Uplands Farm development sites on the basis set out in paragraphs 22-28 of this report, with the outcome of marketing to be reported to future meetings of the Executive Member.</p> <p>That approval be given for the County Council in its capacity as master-developer in respect of the Woodhouse Lane site to submit Reserved Matters application(s) to provide key footpaths, foot bridges and an area of open space in front of the new Deer Park Academy.</p> <p>That approval be given to the approach to and the disposal strategy identified for the Winchester Street site in Botley (including the Listed Farm complex) on the basis set out in paragraphs 33-37 recognising the physical constraints of the site and the independencies with the Botley Bypass proposed to the northern part of the site.</p> <p>That approval be given to a revised investment strategy for the sale proceeds from the disposal of the former Fort Hill School site in Basingstoke on the basis set out in paragraphs 38-41 to support the</p>	https://democracy.hants.gov.uk/documents/s65379/2021-01-19%20DR%20EMPR%20Strategic%20Land%20Update.pdf
27-Oct-21	Manydown, Basingstoke - Revisions to Officer Representation on the Joint Venture Boards and associated Officer Delegations	<p>2. That approval be given to the revised County Council Member Representatives on the Manydown Garden Communities (MGC) LLP and the Manydown Development Vehicle (MDV) LLP on the basis set out in paragraph 7 and 8 of the report.</p> <p>3. That approval be given to the transfer of all previous officer delegations given to Director of Culture, Communities and Business Services (Assistant Director – Property and Facilities) in respect of the overall Manydown project to the Director of Culture, Communities and Business Services (Strategic Manager – [Development and] Delivery).</p>	https://democracy.hants.gov.uk/documents/s87316/Decision%20Record.pdf
27-Oct-21	Outcome of Marketing of Woodhouse Lane (Meadows)	<p>1. That in respect of the Stage 2 marketing exercise for Phase 2 of the Woodhouse (Lane) Meadows site at Hedge End, approval be given to the preferred purchaser on the basis set out in paragraphs 21-24 with the Director of Culture, Communities and Business Services (Assistant Director – Property and Facilities) to be authorised to settle the detailed terms and conditions including any adjustments to the purchase price that may be deemed necessary within the parameters set out in the report to conclude the sale. 2. That the Director of Culture, Communities and Business Services (Assistant Director -Property and Facilities) be authorised to enter into any necessary planning and/or legal agreements to enable the disposal to proceed or to enable the purchaser to secure Reserved Matters in respect of the Phase 2 land and/or to secure any amendments to the existing hybrid planning consent as may be required.</p>	https://democracy.hants.gov.uk/documents/s87317/Decision%20Record.pdf

25-Jan-22

Manydown North Update

The appointment of the selected Joint Venture Partner on the revised basis as set out in paragraphs 20 to 22 and Appendix 1;
The suite of documents detailed in Appendix 2 and delegates authority, following the Gateway Review, to the Director of Culture, Communities and Business Services (Assistant Director – Property and Facilities) in consultation with the Director of Culture, Communities and Business Services, the Director of Corporate Resources and the Head of Legal Services to conduct and complete proper due diligence, finalisation of the terms of these agreements and any other required documentation and authorise the Head of Law and Governance and Monitoring Officer to enter into these documents;
The DevCo Members Agreement to increase the MGC LLP Member Representatives on the DevCo Board from four to six;
The MGC LLP and DevCo Member Representatives and Deputies as set out in paragraphs 27 to 29 of this report;
The Manydown Garden Communities LLP Business Plan 2019 on the basis summarised in the report and provided in Appendix 3;
The submission of additional planning application(s) in respect of Manydown North (Phase 1) to support the implementation of enabling ecological mitigation works.

[Decision Record.pdf \(hants.gov.uk\)](https://democracy.hants.gov.uk/documents/s90410/DecisionRecord.pdf)

25-Jan-22

Strategic Land -
Programme Update

That the general progress on the County Council's Strategic Land programme during 2021 summarised in paragraph 21 be noted.
1.2 That the analysis of cost and value outcomes set out in paragraphs 12 to 20 be recommended to Cabinet to support the commitment of the required revenue resources to maintain progress on the delivery of capital receipts from the Strategic Land Programme.
1.3 That the recommended planning and disposal strategies, related land transactions and associated revenue expenditure (as set out in paragraph 29 of the report and summarised in Table 2) be approved in respect of the following sites: land at Kings Copse Avenue, Hedge End; land at Lady Betty's Drive, Whiteley and land at Moortown Lane, Ringwood.
1.4 That the recommended planning and disposal strategy, related land transaction(s) and associated revenue expenditure (as set out in paragraphs 31 to 42 and summarised in Table 3) be approved in respect of the Land East of Basingstoke site. 1.5 For the Land East of Basingstoke site that the Director of Culture, Communities and Business Services (Strategic Manager – Delivery) be authorised to enter into any planning agreement(s) as may be required to secure the approved planning strategy and/or any other agreements, including an updated Memorandum of Understanding (MOU) with the adjoining owner.

<https://democracy.hants.gov.uk/documents/s90410/Decision%20Record.pdf>

26-Apr-22	Manydown North	<p>Authorises the County Council, as a member of Manydown Garden Communities Limited Liability Partnership ("MGC LLP"), to agree written resolutions of MGC LLP required in order to take the business of MGC LLP forward and to participate with the Joint Venture Partner in the joint venture vehicle ("DevCo") in order for DevCo to progress the development of Manydown North and delegates to the Director of Culture, Communities and Business Services (Assistant Director – Property and Facilities) authority to finalise the terms of the resolutions and authorise signature;</p> <p>Authorises the County Council, as a member of MGC LLP, acting as a member of DevCo, to agree written resolutions of DevCo required in order for DevCo to progress the development of Manydown North and delegates to the Director of Culture, Communities and Business Services (Assistant Director – Property and Facilities) authority to finalise the terms of the resolutions and authorise signature;</p> <p>Authorises The Head of Law and Governance and Monitoring Officer to sign on behalf of the County Council (1) as a member of MGC LLP all written resolutions of MGC LLP and (2) as a member of MGC LLP, acting as a member of DevCo, all written resolutions of DevCo in accordance with the authorisation of the Executive Member for Policy and Resources above.</p>	https://democracy.hants.gov.uk/documents/s95047/Decision%20Record.pdf
10-Nov-22	Strategic Land Update - Kings Copse Avenue, Hedge End	<p>1. That in relation to the land at Kings Copse Avenue, Hedge End, it be formally declared surplus and the sale to the identified party be approved with the Director of Culture, Communities and Business Services (Strategic Manager – Development and Delivery) authorised to proceed with detailed negotiations, agree the necessary detailed terms and conditions within parameters set out in the report and to enter into any agreements necessary to conclude the disposal.</p> <p>2. That if negotiations are not able to be concluded satisfactorily for any reason with the party and timescales identified in the report, then approval is given to proceed with open marketing of the site, the outcome of which will be reported back to a future meeting of the Executive Member for a Decision.</p>	
14-Dec-16	Strategic Land Update	<p>10.1 That authority be given to proceeding with the governance approach for Manydown as outlined in this report and that the Director of Culture, Communities and Business Services (Strategic Manager - Assets and Development) to develop and implement these as part of the PSP procurement process including detailed terms and conditions for the constitution of the corporate bodies.</p> <p>10.2 That authority be given to develop and enter into a Manydown Joint Working Agreement or arrangement as outlined in this report and that the Director of Culture, Communities and Business Services (Strategic Manager - Assets and Development) develop and settle detailed terms and conditions for this.</p>	https://democracy.hants.gov.uk/documents/s101750/Decision%20Record.pdf https://www.hants.gov.uk/aboutthecouncil/councillors/meetings-archive/meetings-summary?date_id=1413
18-Jul-17	Strategic Land Update	<p>10.1 That approval be given to the Manydown Section 106 strategy set out in section 5 including those related to the lease and that authority be given to enter into any planning or legal agreements and transfers of legal interests in land necessary to secure the planning consent for Manydown and that the Director of Culture, Communities and Business Services (Strategic Manager - Assets and Development) to settle detailed terms and conditions.</p> <p>10.3 That approval be given to finalise and agree the Manydown Joint Working Agreement with Basingstoke and Deane Borough Council as part of the wider Manydown Project Governance below TopCo and the two authorities as land owners.</p>	https://democracy.hants.gov.uk/mgIssueHistoryHome.aspx?Id=4465&AIID=1556

07-Feb-18	Manydown North	<p>1. That approval be given to both the transfer of interest on the basis set out in paragraphs 9 to 15 of this report and to the Manydown Garden Communities (MGC) LLP and the County Council to entering into all necessary documentation to give effect to the transfer of interest and to delegate authority to the Director of Culture, Communities and Business Services (Strategic Manager – Development and Delivery) to finalise the terms of all such documentation. 2. That approval be given to the Manydown Garden Communities LLP 2022 Budget on the basis set out in the report.</p>	https://democracy.hants.gov.uk/documents/s12571/Decision%20Record.pdf
24-Jul-18	Former Fort Hill Community School, Basingstoke – Future Strategy	<p>To the proposed planning and development strategy for the former Fort Hill Community School site including the submission of an Outline Planning Application for potential new uses, including the principal of potential offsetting of open space provision, as outlined in this report. 1.2.To submit a Section 77 application to the DfE for consent to dispose of those parts of the site designated as playing fields under the Schools Standards and Framework Act 1998 to enable any new future use of the site including public open space. 1.3.For the strategy, procurement and estimated expenditure relating to the proposed demolition of the former Fort Hill Community School buildings, as outlined in this report. 1.4.That the Director of Culture, Communities and Business Services (Strategic Manager - Assets and Development) be authorised to enter into any necessary planning and/or legal agreements to support the above recommendations as necessary.</p>	https://democracy.hants.gov.uk/documents/s21455/Decision%20Record.pdf
24-Jul-18	Strategic Land Update - Manydown	<p>1.1That the proposed governance framework as illustrated in Appendix 1 for a Manydown TopCo and set out in this Report is agreed and that approval is given to the establishment of a limited liability partnership of Hampshire County Council and Basingstoke and Deane Borough Council (TopCo) and also approval for TopCo then becoming a member of a limited liability partnership (DevCo) with Hampshire County Council's and Basingstoke and Deane Borough Council's jointly selected Private Sector Partner (PSP). 1.2That approval be given to the principal terms of the Manydown TopCo Draft Members Agreement as set out in this Report and delegation be given to the Director of Culture, Communities and Business Services (Strategic Manager - Assets and Development) in consultation with the Director of Culture, Communities and Business Services, Deputy Chief Executive, and Director of Corporate Resources and the Head of Legal Services authority to finalise the terms of the TopCo Members Agreement and authority given to enter into the TopCo Members Agreement on behalf of the County Council. 1.3That the Executive Member for Policy and Resources and Leader of the County Council shall be the person who, for the purposes of the Manydown TopCo Members Agreement, acts as "Hampshire" County Council in its capacity as a member of the Manydown TopCo. 1.4That approval be given to the appointments of nominated County Council Representatives to the Manydown TopCo Board as the Manydown Portfolio Holder (and current Executive Member for Economic Development and the Director of Culture, Communities and Business Services. Also that approval be given to the appointment of the Director of Culture, Communities and Business Services (Strategic Manager - Assets and Development) as the County Council's nominated Representative on the Board to oversee and deliver the day to day activities of TopCo and that the County Council representatives appointed under this paragraph</p>	https://democracy.hants.gov.uk/documents/s21454/Decision%20Record.pdf

26-Sep-18	Three Extra Care Development Opportunities in Gosport, Petersfield and New Milton – Outcome of Procurement	<p>That the Director of Culture, Communities and Business Services (Strategic Manager – Assets and Development) be authorised to accept the tender submissions, to include the release of any required capital funding and site transfers, on the basis set out in this report and appendices to support the development and operation of the three Extra Care schemes at Bulmer House in Petersfield, Addenbrooke in Gosport, and Fernmount in New Milton. 1.2. That the Director of Culture, Communities and Business Services (Strategic Manager – Assets and Development) be authorised to settle the detailed terms and conditions as may be deemed necessary to conclude the site transfers. 1.3. That approval be given to obtain prior notification consent to demolish, and to fund the demolition of the buildings currently on each site, as set out in this report and appendices. 1.4. That approval be given to enter into any related legal or planning agreements deemed necessary and that the Director of Culture, Communities and Business Services (Strategic Manager – Assets and Development) be authorised to settle the detailed terms and conditions.</p>	https://democracy.hants.gov.uk/mgConvert2PDF.aspx?ID=23156&ISATT=1#search=%22bulmer%20house%20petersfield%22
25-Jul-19	Strategic Land Update	<p>That approval be given to the updated Project Appraisal for the Uplands Development Infrastructure (UDI) works on the basis set out in paragraph 17.</p> <p>That approval be given in respect of the hybrid planning consent for the Woodhouse Lane site at Hedge End to submit the necessary application(s) to vary the S.106 agreement and/or to secure amendments to planning conditions as may be required under the provisions of the Town and Country Planning Act (TCPA).</p> <p>That approval be given to the transfer to an area of land within the Woodhouse Lane development site (more particularly shown on Plan 2), to Eastleigh Borough Council on the basis set out in paragraph 20 for the provision of Community Sports Pitches, with the Director of Culture, Communities and Business Services (Assistant Director – Properties and Facilities) authorised to finalise the detailed terms of the transfer.</p> <p>That approval be given to the identified marketing strategy for the Uplands Farm development sites on the basis set out in paragraphs 22-28 of this report, with the outcome of marketing to be reported to future meetings of the Executive Member.</p> <p>That approval be given for the County Council in its capacity as master-developer in respect of the Woodhouse Lane site to submit Reserved Matters application(s) to provide key footpaths, foot bridges and an area of open space in front of the new Deer Park Academy.</p> <p>That approval be given to the approach to and the disposal strategy identified for the Winchester Street site in Botley (including the Listed Farm complex) on the basis set out in paragraphs 33-37 recognising the physical constraints of the site and the independencies with the Botley Bypass proposed to the northern part of the site.</p> <p>That approval be given to a revised investment strategy for the sale proceeds from the disposal of the former Fort Hill School site in Basingstoke on the basis set out in paragraphs 38-41 to support the</p>	https://democracy.hants.gov.uk/documents/s37126/Decision%20Record.pdf
24-Sep-19	Southern Manydown, Basingstoke - Project Update	<p>2The establishment of an explicit project for and strategy to promote the Southern Manydown land on the basis set out in the report;</p> <p>3The proposed working arrangements with the Society of Merchant Venturers (SMV) and any other joining land owner, to promote the land at Southern Manydown including the establishment of a Landowner Board and to enter into a Memorandum of Understanding (MOU) on the basis set out in Appendix 3 with the Director of Culture, Communities and Business Services (Assistant Director – Property and Facilities) authorised to finalise the detailed terms of the Memorandum;</p> <p>4The proposed use of the secured Garden Town Capacity Fund monies to support the preparation of a range of studies relating to highways and infrastructure and strategic master-planning in respect of the Southern Manydown land.</p>	https://democracy.hants.gov.uk/documents/s39571/Decision%20Record.pdf

14-Nov-19	Former Fort Hill Community School & Newman Bassett, Basingstoke – Redevelopment and Disposal Strategy	For the sale of the Former Fort Hill Community School site, and the remaining vacant land at Newman Bassett, as outlined in this report. ii. That the Director of Culture, Communities and Business Services (Assistant Director – Property and Facilities) be authorised to settle the detailed terms and conditions including any adjustments to the purchase price that may be required within the parameters set out in the report, as deemed may be necessary to conclude the sale. iii. That the Director of Culture, Communities and Business Services (Assistant Director – Property and Facilities) be authorised to enter into any necessary planning and/or legal agreements to enable the purchaser to secure planning consent for the scheme. iv. That the Director of Culture, Communities and Business Services (Assistant Director – Property and Facilities) be authorised to approve the publication of a VEAT Notice as outlined in this report.	https://democracy.hants.gov.uk/documents/s41019/Decision%20Record.pdf
17-Jan-20	Manydown North – Update	That approval be given to both the transfer of interest on the basis set out in paragraphs 9 to 15 of this report and to the Manydown Garden Communities (MGC) LLP and the County Council to entering into all necessary documentation to give effect to the transfer of interest and to delegate authority to the Director of Culture, Communities and Business Services (Strategic Manager – Development and Delivery) to finalise the terms of all such documentation	https://democracy.hants.gov.uk/documents/q7576/Public%20minutes%2026th-Apr-2022%2010.00%20Executive%20Member%20for%20Policy%20and%20Resources%20Decision%20Day.pdf?T=11
05-Mar-20	Uplands Farm, Botley – Development Infrastructure Project Appraisal	That authority to make the arrangements to implement the UDI scheme, including minor variations to the design or contract, be delegated to the Director of Culture, Communities and Business Services (Assistant Director - Property and Facilities) in discussion with the Director of Economy, Transport and Environment.	https://democracy.hants.gov.uk/documents/q5511/Public%20minutes%2005th-Mar-2020%2014.00%20Executive%20Member%20for%20Policy%20and%20Resources%20Decision%20Day.pdf?T=11
05-Mar-20	Strategic Land Update	That delegated authority be given to the Deputy Chief Executive and Director of Corporate Resources, on the basis set out in this report and in consultation with the Chief Executive and the Leader of the County Council, to approve strategic land purchases up to £10 Million to be funded from prudential borrowing or the Advantageous Land Purchase Budget.	https://democracy.hants.gov.uk/documents/s46594/Decision%20Record.pdf
05-Mar-20	Manydown North Update	Authorises the County Council, as a member of Manydown Garden Communities Limited Liability Partnership ("MGC LLP"), to agree written resolutions of MGC LLP required in order to take the business of MGC LLP forward and to participate with the Joint Venture Partner in the joint venture vehicle ("DevCo") in order for DevCo to progress the development of Manydown North and delegates to the Director of Culture, Communities and Business Services (Assistant Director – Property and Facilities) authority to finalise the terms of the resolutions and authorise signature; 1.2 Authorises the County Council, as a member of MGC LLP, acting as a member of DevCo, to agree written resolutions of DevCo required in order for DevCo to progress the development of Manydown North and delegates to the Director of Culture, Communities and Business Services (Assistant Director – Property and Facilities) authority to finalise the terms of the resolutions and authorise signature; 1.3 Authorises The Head of Law and Governance and Monitoring Officer to sign on behalf of the County Council (1) as a member of MGC LLP all written resolutions of MGC LLP and (2) as a member of MGC LLP, acting as a member of DevCo, all written resolutions of DevCo in accordance with the authorisation of the Executive Member for Policy and Resources above.	https://democracy.hants.gov.uk/documents/s46595/Decision%20Record.pdf
14-Jul-20	Strategic Land Update	Approval for Officers to respond to developer to enter into formal negotiations for access provision to adjacent land owned by developer. 2. Manydown North - notice to be served re the Farm Business Tenancy/negotiations. 3. Approval for proposed Governance arrangements for Manydown project. 4. Approval for sale of former Mill Chase Academy and Leisure Centre site. 5. Approval to the town planning/procurement for former Mill Chase site and maintenance of phase 1 SANG. 6. Approval for use of part of the sale proceeds to support cost of demolition and site remediation.	https://democracy.hants.gov.uk/documents/s54513/Decision%20Record.pdf

19-Jan-21	Strategic Land Update EXEMPT	<p>That approval be given to the updated Project Appraisal for the Uplands Development Infrastructure (UDI) works on the basis set out in paragraph 17.</p> <p>That approval be given in respect of the hybrid planning consent for the Woodhouse Lane site at Hedge End to submit the necessary application(s) to vary the S.106 agreement and/or to secure amendments to planning conditions as may be required under the provisions of the Town and Country Planning Act (TCPA).</p> <p>That approval be given to the transfer to an area of land within the Woodhouse Lane development site (more particularly shown on Plan 2), to Eastleigh Borough Council on the basis set out in paragraph 20 for the provision of Community Sports Pitches, with the Director of Culture, Communities and Business Services (Assistant Director – Properties and Facilities) authorised to finalise the detailed terms of the transfer.</p> <p>That approval be given to the identified marketing strategy for the Uplands Farm development sites on the basis set out in paragraphs 22-28 of this report, with the outcome of marketing to be reported to future meetings of the Executive Member.</p> <p>That approval be given for the County Council in its capacity as master-developer in respect of the Woodhouse Lane site to submit Reserved Matters application(s) to provide key footpaths, foot bridges and an area of open space in front of the new Deer Park Academy.</p> <p>That approval be given to the approach to and the disposal strategy identified for the Winchester Street site in Botley (including the Listed Farm complex) on the basis set out in paragraphs 33-37 recognising the physical constraints of the site and the independencies with the Botley Bypass proposed to the northern part of the site.</p> <p>That approval be given to a revised investment strategy for the sale proceeds from the disposal of the former Fort Hill School site in Basingstoke on the basis set out in paragraphs 38-41 to support the</p>	https://democracy.hants.gov.uk/documents/s65379/2021-01-19%20DR%20EMPR%20Strategic%20Land%20Update.pdf
27-Oct-21	Manydown, Basingstoke - Revisions to Officer Representation on the Joint Venture Boards and associated Officer Delegations	<p>2. That approval be given to the revised County Council Member Representatives on the Manydown Garden Communities (MGC) LLP and the Manydown Development Vehicle (MDV) LLP on the basis set out in paragraph 7 and 8 of the report.</p> <p>3. That approval be given to the transfer of all previous officer delegations given to Director of Culture, Communities and Business Services (Assistant Director – Property and Facilities) in respect of the overall Manydown project to the Director of Culture, Communities and Business Services (Strategic Manager – [Development and] Delivery).</p>	https://democracy.hants.gov.uk/documents/s87316/Decision%20Record.pdf
27-Oct-21	Outcome of Marketing of Woodhouse Lane (Meadows)	<p>1. That in respect of the Stage 2 marketing exercise for Phase 2 of the Woodhouse (Lane) Meadows site at Hedge End, approval be given to the preferred purchaser on the basis set out in paragraphs 21-24 with the Director of Culture, Communities and Business Services (Assistant Director – Property and Facilities) to be authorised to settle the detailed terms and conditions including any adjustments to the purchase price that may be deemed necessary within the parameters set out in the report to conclude the sale. 2. That the Director of Culture, Communities and Business Services (Assistant Director -Property and Facilities) be authorised to enter into any necessary planning and/or legal agreements to enable the disposal to proceed or to enable the purchaser to secure Reserved Matters in respect of the Phase 2 land and/or to secure any amendments to the existing hybrid planning consent as may be required.</p>	https://democracy.hants.gov.uk/documents/s87317/Decision%20Record.pdf

25-Jan-22

Manydown North Update

The appointment of the selected Joint Venture Partner on the revised basis as set out in paragraphs 20 to 22 and Appendix 1;
The suite of documents detailed in Appendix 2 and delegates authority, following the Gateway Review, to the Director of Culture, Communities and Business Services (Assistant Director – Property and Facilities) in consultation with the Director of Culture, Communities and Business Services, the Director of Corporate Resources and the Head of Legal Services to conduct and complete proper due diligence, finalisation of the terms of these agreements and any other required documentation and authorise the Head of Law and Governance and Monitoring Officer to enter into these documents;
The DevCo Members Agreement to increase the MGC LLP Member Representatives on the DevCo Board from four to six;
The MGC LLP and DevCo Member Representatives and Deputies as set out in paragraphs 27 to 29 of this report;
The Manydown Garden Communities LLP Business Plan 2019 on the basis summarised in the report and provided in Appendix 3;
The submission of additional planning application(s) in respect of Manydown North (Phase 1) to support the implementation of enabling ecological mitigation works.

[Decision Record.pdf \(hants.gov.uk\)](https://democracy.hants.gov.uk/documents/s90410/DecisionRecord.pdf)

25-Jan-22

Strategic Land -
Programme Update

That the general progress on the County Council's Strategic Land programme during 2021 summarised in paragraph 21 be noted.
1.2 That the analysis of cost and value outcomes set out in paragraphs 12 to 20 be recommended to Cabinet to support the commitment of the required revenue resources to maintain progress on the delivery of capital receipts from the Strategic Land Programme.
1.3 That the recommended planning and disposal strategies, related land transactions and associated revenue expenditure (as set out in paragraph 29 of the report and summarised in Table 2) be approved in respect of the following sites: land at Kings Copse Avenue, Hedge End; land at Lady Betty's Drive, Whiteley and land at Moortown Lane, Ringwood.
1.4 That the recommended planning and disposal strategy, related land transaction(s) and associated revenue expenditure (as set out in paragraphs 31 to 42 and summarised in Table 3) be approved in respect of the Land East of Basingstoke site. 1.5 For the Land East of Basingstoke site that the Director of Culture, Communities and Business Services (Strategic Manager – Delivery) be authorised to enter into any planning agreement(s) as may be required to secure the approved planning strategy and/or any other agreements, including an updated Memorandum of Understanding (MOU) with the adjoining owner.

<https://democracy.hants.gov.uk/documents/s90410/Decision%20Record.pdf>

26-Apr-22	Manydown North	<p>Authorises the County Council, as a member of Manydown Garden Communities Limited Liability Partnership ("MGC LLP"), to agree written resolutions of MGC LLP required in order to take the business of MGC LLP forward and to participate with the Joint Venture Partner in the joint venture vehicle ("DevCo") in order for DevCo to progress the development of Manydown North and delegates to the Director of Culture, Communities and Business Services (Assistant Director – Property and Facilities) authority to finalise the terms of the resolutions and authorise signature;</p> <p>Authorises the County Council, as a member of MGC LLP, acting as a member of DevCo, to agree written resolutions of DevCo required in order for DevCo to progress the development of Manydown North and delegates to the Director of Culture, Communities and Business Services (Assistant Director – Property and Facilities) authority to finalise the terms of the resolutions and authorise signature;</p> <p>Authorises The Head of Law and Governance and Monitoring Officer to sign on behalf of the County Council (1) as a member of MGC LLP all written resolutions of MGC LLP and (2) as a member of MGC LLP, acting as a member of DevCo, all written resolutions of DevCo in accordance with the authorisation of the Executive Member for Policy and Resources above.</p>	https://democracy.hants.gov.uk/documents/s95047/Decision%20Record.pdf
10-Nov-22	Strategic Land Update - Kings Copse Avenue, Hedge End	<p>1. That in relation to the land at Kings Copse Avenue, Hedge End, it be formally declared surplus and the sale to the identified party be approved with the Director of Culture, Communities and Business Services (Strategic Manager – Development and Delivery) authorised to proceed with detailed negotiations, agree the necessary detailed terms and conditions within parameters set out in the report and to enter into any agreements necessary to conclude the disposal.</p> <p>2. That if negotiations are not able to be concluded satisfactorily for any reason with the party and timescales identified in the report, then approval is given to proceed with open marketing of the site, the outcome of which will be reported back to a future meeting of the Executive Member for a Decision.</p>	https://democracy.hants.gov.uk/documents/s101750/Decision%20Record.pdf
08-Dec-22	The Arc (formally Winchester Discovery Centre) – Legal Documentation pertaining to operational transfer	<p>That the Director of Culture, Communities and Business Services approves the terms of the documentation pertaining to the operational transfer of The Arc (formerly Winchester Discovery Centre) from Hampshire Libraries, Hampshire County Council (HCC) to Hampshire Cultural Trust (HCT) as set out in the exempt appendix to this decision record and authorises the agreements to be entered into by HCC. 2. The authority to agree to the financial arrangements contained within these documents was delegated to the Director of CCBS in consultation with the Director of Corporate Operations and the Head of Legal Services by Councillor Heron, Executive Member for Recreation, Heritage, Countryside on 19 March 2021. 3. Authority for the property arrangements by which the operational responsibility for WDC is transferred to Hampshire Cultural Trust (HCT) (including the nature and duration of tenure) was approved by Councillor Reid, Executive Member for Commercial Strategy, Estates and Property on the 20th July 2021</p>	https://hants.sharepoint.com/sites/CCBS/Shared%20Documents/Forms/AllItems.aspx?id=%2Fsites%2FCCBS%2FShared%20Documents%2FDemocratic%20Reports%2FOfficer%20Decision%20Record%20The%20Arc%20Legal%20documentation%20December%202022%20PDF%2Epdf&viewid=b7a07c62%2Ded8d%2D4f73%2D8115%2D2b76412e4201&parent=%2Fsites%2FCCBS%2FShared%20Documents%2FDemocratic%20Reports

14-Dec-16	Strategic Land Update	<p>10.1 That authority be given to proceeding with the governance approach for Manydown as outlined in this report and that the Director of Culture, Communities and Business Services (Strategic Manager - Assets and Development) to develop and implement these as part of the PSP procurement process including detailed terms and conditions for the constitution of the corporate bodies.</p> <p>10.2 That authority be given to develop and enter into a Manydown Joint Working Agreement or arrangement as outlined in this report and that the Director of Culture, Communities and Business Services (Strategic Manager - Assets and Development) develop and settle detailed terms and conditions for this.</p>	https://www.hants.gov.uk/aboutthecouncil/councillors/meetings-archive/meetings-summary?date_id=1413
18-Jul-17	Strategic Land Update	<p>10.1 That approval be given to the Manydown Section 106 strategy set out in section 5 including those related to the lease and that authority be given to enter into any planning or legal agreements and transfers of legal interests in land necessary to secure the planning consent for Manydown and that the Director of Culture, Communities and Business Services (Strategic Manager - Assets and Development) to settle detailed terms and conditions.</p> <p>10.3 That approval be given to finalise and agree the Manydown Joint Working Agreement with Basingstoke and Deane Borough Council as part of the wider Manydown Project Governance below TopCo and the two authorities as land owners.</p>	https://democracy.hants.gov.uk/mgIssueHistoryHome.aspx?Id=4465&AIID=1556
07-Feb-18	Manydown North	<p>1. That approval be given to both the transfer of interest on the basis set out in paragraphs 9 to 15 of this report and to the Manydown Garden Communities (MGC) LLP and the County Council to entering into all necessary documentation to give effect to the transfer of interest and to delegate authority to the Director of Culture, Communities and Business Services (Strategic Manager – Development and Delivery) to finalise the terms of all such documentation.</p> <p>2. That approval be given to the Manydown Garden Communities LLP 2022 Budget on the basis set out in the report.</p>	https://democracy.hants.gov.uk/documents/s12571/Decision%20Record.pdf
24-Jul-18	Former Fort Hill Community School, Basingstoke – Future Strategy	<p>To the proposed planning and development strategy for the former Fort Hill Community School site including the submission of an Outline Planning Application for potential new uses, including the principal of potential offsetting of open space provision, as outlined in this report.</p> <p>1.2. To submit a Section 77 application to the DfE for consent to dispose of those parts of the site designated as playing fields under the Schools Standards and Framework Act 1998 to enable any new future use of the site including public open space.</p> <p>1.3. For the strategy, procurement and estimated expenditure relating to the proposed demolition of the former Fort Hill Community School buildings, as outlined in this report.</p> <p>1.4. That the Director of Culture, Communities and Business Services (Strategic Manager - Assets and Development) be authorised to enter into any necessary planning and/or legal agreements to support the above recommendations as necessary.</p>	https://democracy.hants.gov.uk/documents/s21455/Decision%20Record.pdf

24-Jul-18

Strategic Land Update -
Manydown

1.1 That the proposed governance framework as illustrated in Appendix 1 for a Manydown TopCo and set out in this Report is agreed and that approval is given to the establishment of a limited liability partnership of Hampshire County Council and Basingstoke and Deane Borough Council (TopCo) and also approval for TopCo then becoming a member of a limited liability partnership (DevCo) with Hampshire County Council's and Basingstoke and Deane Borough Council's jointly selected Private Sector Partner (PSP).

1.2 That approval be given to the principal terms of the Manydown TopCo Draft Members Agreement as set out in this Report and delegation be given to the Director of Culture, Communities and Business Services (Strategic Manager - Assets and Development) in consultation with the Director of Culture, Communities and Business Services, Deputy Chief Executive, and Director of Corporate Resources and the Head of Legal Services authority to finalise the terms of the TopCo Members Agreement and authority given to enter into the TopCo Members Agreement on behalf of the County Council.

1.3 That the Executive Member for Policy and Resources and Leader of the County Council shall be the person who, for the purposes of the Manydown TopCo Members Agreement, acts as "Hampshire" County Council in its capacity as a member of the Manydown TopCo.

1.4 That approval be given to the appointments of nominated County Council Representatives to the Manydown TopCo Board as the Manydown Portfolio Holder (and current Executive Member for Economic Development and the Director of Culture, Communities and Business Services. Also that approval be given to the appointment of the Director of Culture, Communities and Business Services (Strategic Manager - Assets and Development) as the County Council's nominated Representative on the Board to oversee and deliver the day to day activities of TopCo and that the County Council representatives appointed under this paragraph That the Director of Culture, Communities and Business Services (Strategic Manager – Assets and Development) be authorised to accept the tender submissions, to include the release of any required capital funding and site transfers, on the basis set out in this report and appendices to support the development and operation of the three Extra Care schemes at Bulmer House in Petersfield, Addenbrooke in Gosport, and Fernmount in New Milton. 1.2. That the Director of Culture, Communities and Business Services (Strategic Manager – Assets and Development) be authorised to settle the detailed terms and conditions as may be deemed necessary to conclude the site transfers. 1.3. That approval be given to obtain prior notification consent to demolish, and to fund the demolition of the buildings currently on each site, as set out in this report and appendices. 1.4. That approval be given to enter into any related legal or planning agreements deemed necessary and that the Director of Culture, Communities and Business Services (Strategic Manager – Assets and Development) be authorised to settle the detailed terms and conditions.

<https://democracy.hants.gov.uk/documents/s21454/Decision%20Record.pdf>

26-Sep-18

Three Extra Care
Development Opportunities
in Gosport, Petersfield and
New Milton – Outcome of
Procurement

<https://democracy.hants.gov.uk/mgConvert2PDF.aspx?ID=23156&ISAT=1#search=%22bulmer%20house%20petersfield%22>

25-Jul-19	Strategic Land Update	<p>That approval be given to the updated Project Appraisal for the Uplands Development Infrastructure (UDI) works on the basis set out in paragraph 17.</p> <p>That approval be given in respect of the hybrid planning consent for the Woodhouse Lane site at Hedge End to submit the necessary application(s) to vary the S.106 agreement and/or to secure amendments to planning conditions as may be required under the provisions of the Town and Country Planning Act (TCPA).</p> <p>That approval be given to the transfer to an area of land within the Woodhouse Lane development site (more particularly shown on Plan 2), to Eastleigh Borough Council on the basis set out in paragraph 20 for the provision of Community Sports Pitches, with the Director of Culture, Communities and Business Services (Assistant Director – Properties and Facilities) authorised to finalise the detailed terms of the transfer.</p> <p>That approval be given to the identified marketing strategy for the Uplands Farm development sites on the basis set out in paragraphs 22-28 of this report, with the outcome of marketing to be reported to future meetings of the Executive Member.</p> <p>That approval be given for the County Council in its capacity as master-developer in respect of the Woodhouse Lane site to submit Reserved Matters application(s) to provide key footpaths, foot bridges and an area of open space in front of the new Deer Park Academy.</p> <p>That approval be given to the approach to and the disposal strategy identified for the Winchester Street site in Botley (including the Listed Farm complex) on the basis set out in paragraphs 33-37 recognising the physical constraints of the site and the independencies with the Botley Bypass proposed to the northern part of the site.</p> <p>That approval be given to a revised investment strategy for the sale proceeds from the disposal of the former Fort Hill School site in Basingstoke on the basis set out in paragraphs 38-41 to support the</p>	<p>https://democracy.hants.gov.uk/documents/s37126/Decision%20Record.pdf</p>
24-Sep-19	Southern Manydown, Basingstoke - Project Update	<p>2The establishment of an explicit project for and strategy to promote the Southern Manydown land on the basis set out in the report;</p> <p>3The proposed working arrangements with the Society of Merchant Venturers (SMV) and any other joining land owner, to promote the land at Southern Manydown including the establishment of a Landowner Board and to enter into a Memorandum of Understanding (MOU) on the basis set out in Appendix 3 with the Director of Culture, Communities and Business Services (Assistant Director – Property and Facilities) authorised to finalise the detailed terms of the Memorandum;</p> <p>4The proposed use of the secured Garden Town Capacity Fund monies to support the preparation of a range of studies relating to highways and infrastructure and strategic master-planning in respect of the Southern Manydown land.</p>	<p>https://democracy.hants.gov.uk/documents/s39571/Decision%20Record.pdf</p>
14-Nov-19	Former Fort Hill Community School & Newman Bassett, Basingstoke – Redevelopment and Disposal Strategy	<p>For the sale of the Former Fort Hill Community School site, and the remaining vacant land at Newman Bassett, as outlined in this report. ii. That the Director of Culture, Communities and Business Services (Assistant Director – Property and Facilities) be authorised to settle the detailed terms and conditions including any adjustments to the purchase price that may be required within the parameters set out in the report, as deemed may be necessary to conclude the sale. iii. That the Director of Culture, Communities and Business Services (Assistant Director – Property and Facilities) be authorised to enter into any necessary planning and/or legal agreements to enable the purchaser to secure planning consent for the scheme. iv. That the Director of Culture, Communities and Business Services (Assistant Director – Property and Facilities) be authorised to approve the publication of a VEAT Notice as outlined in this report.</p>	<p>https://democracy.hants.gov.uk/documents/s41019/Decision%20Record.pdf</p>

17-Jan-20	Manydown North – Update	That approval be given to both the transfer of interest on the basis set out in paragraphs 9 to 15 of this report and to the Manydown Garden Communities (MGC) LLP and the County Council to entering into all necessary documentation to give effect to the transfer of interest and to delegate authority to the Director of Culture, Communities and Business Services (Strategic Manager – Development and Delivery) to finalise the terms of all such documentation	https://democracy.hants.gov.uk/documents/q7576/Public%20minutes%2026th-Apr-2022%2010.00%20Executive%20Member%20for%20Policy%20and%20Resources%20Decision%20Day.pdf?T=11
05-Mar-20	Uplands Farm, Botley – Development Infrastructure Project Appraisal	That authority to make the arrangements to implement the UDI scheme, including minor variations to the design or contract, be delegated to the Director of Culture, Communities and Business Services (Assistant Director - Property and Facilities) in discussion with the Director of Economy, Transport and Environment.	https://democracy.hants.gov.uk/documents/q5511/Public%20minutes%2005th-Mar-2020%2014.00%20Executive%20Member%20for%20Policy%20and%20Resources%20Decision%20Day.pdf?T=11
05-Mar-20	Strategic Land Update	That delegated authority be given to the Deputy Chief Executive and Director of Corporate Resources, on the basis set out in this report and in consultation with the Chief Executive and the Leader of the County Council, to approve strategic land purchases up to £10 Million to be funded from prudential borrowing or the Advantageous Land Purchase Budget.	https://democracy.hants.gov.uk/documents/s46594/Decision%20Record.pdf
05-Mar-20	Manydown North Update	Authorises the County Council, as a member of Manydown Garden Communities Limited Liability Partnership ("MGC LLP"), to agree written resolutions of MGC LLP required in order to take the business of MGC LLP forward and to participate with the Joint Venture Partner in the joint venture vehicle ("DevCo") in order for DevCo to progress the development of Manydown North and delegates to the Director of Culture, Communities and Business Services (Assistant Director – Property and Facilities) authority to finalise the terms of the resolutions and authorise signature; 1.2 Authorises the County Council, as a member of MGC LLP, acting as a member of DevCo, to agree written resolutions of DevCo required in order for DevCo to progress the development of Manydown North and delegates to the Director of Culture, Communities and Business Services (Assistant Director – Property and Facilities) authority to finalise the terms of the resolutions and authorise signature; 1.3 Authorises The Head of Law and Governance and Monitoring Officer to sign on behalf of the County Council (1) as a member of MGC LLP all written resolutions of MGC LLP and (2) as a member of MGC LLP, acting as a member of DevCo, all written resolutions of DevCo in accordance with the authorisation of the Executive Member for Policy and Resources above.	https://democracy.hants.gov.uk/documents/s46595/Decision%20Record.pdf
14-Jul-20	Strategic Land Update	Approval for Officers to respond to developer to enter into formal negotiations for access provision to adjacent land owned by developer. 2. Manydown North - notice to be served re the Farm Business Tenancy/negotiations. 3. Approval for proposed Governance arrangements for Manydown project. 4. Approval for sale of former Mill Chase Academy and Leisure Centre site. 5. Approval to the town planning/procurement for former Mill Chase site and maintenance of phase 1 SANG. 6. Approval for use of part of the sale proceeds to support cost of demolition and site remediation.	https://democracy.hants.gov.uk/documents/s54513/Decision%20Record.pdf

19-Jan-21	Strategic Land Update EXEMPT	<p>That approval be given to the updated Project Appraisal for the Uplands Development Infrastructure (UDI) works on the basis set out in paragraph 17.</p> <p>That approval be given in respect of the hybrid planning consent for the Woodhouse Lane site at Hedge End to submit the necessary application(s) to vary the S.106 agreement and/or to secure amendments to planning conditions as may be required under the provisions of the Town and Country Planning Act (TCPA).</p> <p>That approval be given to the transfer to an area of land within the Woodhouse Lane development site (more particularly shown on Plan 2), to Eastleigh Borough Council on the basis set out in paragraph 20 for the provision of Community Sports Pitches, with the Director of Culture, Communities and Business Services (Assistant Director – Properties and Facilities) authorised to finalise the detailed terms of the transfer.</p> <p>That approval be given to the identified marketing strategy for the Uplands Farm development sites on the basis set out in paragraphs 22-28 of this report, with the outcome of marketing to be reported to future meetings of the Executive Member.</p> <p>That approval be given for the County Council in its capacity as master-developer in respect of the Woodhouse Lane site to submit Reserved Matters application(s) to provide key footpaths, foot bridges and an area of open space in front of the new Deer Park Academy.</p> <p>That approval be given to the approach to and the disposal strategy identified for the Winchester Street site in Botley (including the Listed Farm complex) on the basis set out in paragraphs 33-37 recognising the physical constraints of the site and the independencies with the Botley Bypass proposed to the northern part of the site.</p> <p>That approval be given to a revised investment strategy for the sale proceeds from the disposal of the former Fort Hill School site in Basingstoke on the basis set out in paragraphs 38-41 to support the</p>	https://democracy.hants.gov.uk/documents/s65379/2021-01-19%20DR%20EMPR%20Strategic%20Land%20Update.pdf
27-Oct-21	Manydown, Basingstoke - Revisions to Officer Representation on the Joint Venture Boards and associated Officer Delegations	<p>2. That approval be given to the revised County Council Member Representatives on the Manydown Garden Communities (MGC) LLP and the Manydown Development Vehicle (MDV) LLP on the basis set out in paragraph 7 and 8 of the report.</p> <p>3. That approval be given to the transfer of all previous officer delegations given to Director of Culture, Communities and Business Services (Assistant Director – Property and Facilities) in respect of the overall Manydown project to the Director of Culture, Communities and Business Services (Strategic Manager – [Development and] Delivery).</p>	https://democracy.hants.gov.uk/documents/s87316/Decision%20Record.pdf
27-Oct-21	Outcome of Marketing of Woodhouse Lane (Meadows)	<p>1. That in respect of the Stage 2 marketing exercise for Phase 2 of the Woodhouse (Lane) Meadows site at Hedge End, approval be given to the preferred purchaser on the basis set out in paragraphs 21-24 with the Director of Culture, Communities and Business Services (Assistant Director – Property and Facilities) to be authorised to settle the detailed terms and conditions including any adjustments to the purchase price that may be deemed necessary within the parameters set out in the report to conclude the sale. 2. That the Director of Culture, Communities and Business Services (Assistant Director -Property and Facilities) be authorised to enter into any necessary planning and/or legal agreements to enable the disposal to proceed or to enable the purchaser to secure Reserved Matters in respect of the Phase 2 land and/or to secure any amendments to the existing hybrid planning consent as may be required.</p>	https://democracy.hants.gov.uk/documents/s87317/Decision%20Record.pdf

25-Jan-22

Manydown North Update

The appointment of the selected Joint Venture Partner on the revised basis as set out in paragraphs 20 to 22 and Appendix 1;
 The suite of documents detailed in Appendix 2 and delegates authority, following the Gateway Review, to the Director of Culture, Communities and Business Services (Assistant Director – Property and Facilities) in consultation with the Director of Culture, Communities and Business Services, the Director of Corporate Resources and the Head of Legal Services to conduct and complete proper due diligence, finalisation of the terms of these agreements and any other required documentation and authorise the Head of Law and Governance and Monitoring Officer to enter into these documents;
 The DevCo Members Agreement to increase the MGC LLP Member Representatives on the DevCo Board from four to six;
 The MGC LLP and DevCo Member Representatives and Deputies as set out in paragraphs 27 to 29 of this report;
 The Manydown Garden Communities LLP Business Plan 2019 on the basis summarised in the report and provided in Appendix 3;
 The submission of additional planning application(s) in respect of Manydown North (Phase 1) to support the implementation of enabling ecological mitigation works.

[Decision Record.pdf \(hants.gov.uk\)](#)

25-Jan-22

Strategic Land -
Programme Update

That the general progress on the County Council's Strategic Land programme during 2021 summarised in paragraph 21 be noted.
 1.2 That the analysis of cost and value outcomes set out in paragraphs 12 to 20 be recommended to Cabinet to support the commitment of the required revenue resources to maintain progress on the delivery of capital receipts from the Strategic Land Programme.
 1.3 That the recommended planning and disposal strategies, related land transactions and associated revenue expenditure (as set out in paragraph 29 of the report and summarised in Table 2) be approved in respect of the following sites: land at Kings Copse Avenue, Hedge End; land at Lady Betty's Drive, Whiteley and land at Moortown Lane, Ringwood.
 1.4 That the recommended planning and disposal strategy, related land transaction(s) and associated revenue expenditure (as set out in paragraphs 31 to 42 and summarised in Table 3) be approved in respect of the Land East of Basingstoke site. 1.5 For the Land East of Basingstoke site that the Director of Culture, Communities and Business Services (Strategic Manager – Delivery) be authorised to enter into any planning agreement(s) as may be required to secure the approved planning strategy and/or any other agreements, including an updated Memorandum of Understanding (MOU) with the adjoining owner.

<https://democracy.hants.gov.uk/documents/s90410/Decision%20Record.pdf>

26-Apr-22	Manydown North	<p>Authorises the County Council, as a member of Manydown Garden Communities Limited Liability Partnership ("MGC LLP"), to agree written resolutions of MGC LLP required in order to take the business of MGC LLP forward and to participate with the Joint Venture Partner in the joint venture vehicle ("DevCo") in order for DevCo to progress the development of Manydown North and delegates to the Director of Culture, Communities and Business Services (Assistant Director – Property and Facilities) authority to finalise the terms of the resolutions and authorise signature;</p> <p>Authorises the County Council, as a member of MGC LLP, acting as a member of DevCo, to agree written resolutions of DevCo required in order for DevCo to progress the development of Manydown North and delegates to the Director of Culture, Communities and Business Services (Assistant Director – Property and Facilities) authority to finalise the terms of the resolutions and authorise signature;</p> <p>Authorises The Head of Law and Governance and Monitoring Officer to sign on behalf of the County Council (1) as a member of MGC LLP all written resolutions of MGC LLP and (2) as a member of MGC LLP, acting as a member of DevCo, all written resolutions of DevCo in accordance with the authorisation of the Executive Member for Policy and Resources above.</p>	https://democracy.hants.gov.uk/documents/s95047/Decision%20Record.pdf
10-Nov-22	Strategic Land Update - Kings Copse Avenue, Hedge End	<p>1. That in relation to the land at Kings Copse Avenue, Hedge End, it be formally declared surplus and the sale to the identified party be approved with the Director of Culture, Communities and Business Services (Strategic Manager – Development and Delivery) authorised to proceed with detailed negotiations, agree the necessary detailed terms and conditions within parameters set out in the report and to enter into any agreements necessary to conclude the disposal.</p> <p>2. That if negotiations are not able to be concluded satisfactorily for any reason with the party and timescales identified in the report, then approval is given to proceed with open marketing of the site, the outcome of which will be reported back to a future meeting of the Executive Member for a Decision.</p>	https://democracy.hants.gov.uk/documents/s101750/Decision%20Record.pdf
15/03/2022	Local Regeneration and Growth Partnerships with District Local Authorities	<p>That Cabinet:</p> <p>Agrees that the County Council should be represented in local regeneration and growth partnership governance arrangements by the Executive Lead Member for Economy, Transport and Environment plus a local county councillor where appropriate, and that appointment to such future partnership arrangements is delegated to the Executive Lead Member for Economy, Transport and Environment.</p>	Place-based Collaboration with District Local Authorities-2022-03-15-Cabinet (hants.gov.uk)
12/03/2015	Enterprise M3 Local Enterprise Partnership Governance Agreement (Procurement)	<p>That, in relation to any funding administered by the Enterprise M3 LEP, and subject to the LEP providing instructions on the terms and conditions of the legal contracts, the Executive Member for Policy and Resources delegates authority to the Director of Economy, Transport and Environment to finalise and agree the details of the legal contracts with the individual funding recipients.</p>	2015-03-12 DR EMPR Enterprise M3 LEP Governance Agreement (Procurement)_ (HF000008601682).pdf
		<p>That the Executive Member for Policy and Resources delegates authority to the Director of Economy, Transport and Environment to authorise payments to funding recipients in relation to any funding administered by the Enterprise M3 LEP, subject to satisfactory monitoring compliance undertaken by Enterprise M3 LEP.</p>	
12/05/2022	Revolving Community Energy Fund	<p>That the Executive Member for Climate Change and Sustainability delegates authority for individual investments, up to £25,000 each, from the RCEF, to the Director of Economy, Transport and Environment, in consultation with the Executive Member for Climate Change and Sustainability and the Climate Change Board</p>	Revolving Community Energy Fund-2022-05-12-ELMETE Decision Day (hants.gov.uk)
			3 years from decision, review scheme in 2025

24/04/2018	Air Quality in Hampshire	That authority is delegated to the Director of Economy, Transport and Environment to make outline business case submissions to the Government for future air quality interventions, as well as funding bids, and also to negotiate and enter into memoranda of understanding as appropriate to deliver air quality interventions in consultation with the Executive Member for Environment and Transport	Appendix 1 (hants.gov.uk)	
19/11/2020	Waterside Transport Update	That authority is delegated to the Director of Economy, Transport and Environment to continue to progress the design, development, and business case work for the A326 highway improvements, subject to the approval of the Strategic Outline Business Case submission to the DfT, to include the progression of all appropriate investigative, topographic and environmental survey works	Waterside Transport Update-2020-11-19-EMETE Decision Day (hants.gov.uk)	
25/10/2012	Enterprise M3 Local Enterprise Partnership (LEP) – Hampshire County Council acting as Accountable Body for Core LEP Funding and Growing Enterprise Fund Enterprise M3 Local	That the Executive Member for Policy and Resources delegates authority to the Director of Economy, Transport and Environment to authorise payments to grant recipients in relation to the Growing Enterprise Fund, subject to satisfactory monitoring compliance undertaken by Enterprise M3	https://www.hants.gov.uk/get-decision-document?documentId=9798&file=Enterprise+M3+LEP+Governance.pdf&type=pdf	Used in Scheme of Authorisation and Delegation
25/10/2012	Enterprise Partnership (LEP) – Hampshire County Council acting as Accountable Body for Core LEP Funding and Growing Enterprise Fund	That, in relation to the Growing Enterprise Fund, and subject to the Enterprise M3 Local Enterprise Partnership providing instructions on the terms and conditions of the legal contracts, the Executive Member for Policy and Resources delegates authority to the Director of Economy, Transport and Environment to finalise and agree the details of the legal contracts with the individual grant recipients	https://www.hants.gov.uk/get-decision-document?documentId=9798&file=Enterprise+M3+LEP+Governance.pdf&type=pdf	Used in Scheme of Authorisation and Delegation
16/07/2019	Commuted Sums Policy Guidance	That in the absence of relevant objections that cannot be reasonably overcome arising from stakeholder engagement, authority is delegated to the Director of Economy, Transport and Environment to finalise and implement the Commuted Sum Policy Guidance and Calculator	Commuted Sums-2019-07-16-EMETE Decision Day (hants.gov.uk)	
16/07/2019	Commuted Sums Policy Guidance	That authority is delegated to the Director of Economy, Transport and Environment to make future minor amendments and additions to the Commuted Sums Policy Guidance and Calculator in consultation with the Executive Member for Economy, Transport and Environment as appropriate		
16/07/2019	Commuted Sums Policy Guidance	That authority is delegated to the Director of Economy, Transport and Environment, in consultation with the Director of Corporate Resources, to review the commuted sum discount rate at least once every five years and amend if required to ensure arrangements are reflective of interest rates and construction costs		

Directorate Register of Delegations (for Hampshire 2050 Directorate)				
PART B : TIME LIMITED DELEGATIONS				
Date of Delegation	Name of Report	Full Text of Delegation	Link to Report containing the Delegation	Expiry date
03/10/2022	Basingstoke Transport Update	<p>That the Executive Member for Transport and Environment Strategy delegates authority to the Director of Economy, Transport and Environment to:</p> <ul style="list-style-type: none"> • commence a public engagement exercise on the Mass Rapid Transport (MRT) strategy later in 2022/23; • undertake design and optioneering work for the Mass Rapid Transport (MRT) and, without prejudice, conduct engagement with landowners that may be impacted by the options under development; and • make representations to Basingstoke and Deane Borough Council for Hampshire County Council's desire to progress this scheme and safeguard land where possible 	Basingstoke Transport Update-2022-10-03-ELMTES Decision Day (hants.gov.uk)	31.12.2025 at earliest.
17/06/2021	New Everywhere International SMEs (EIS) European Project Funding	<p>That authority is delegated to the Director of Economy, Transport, and Environment in consultation with the Head of Legal Services to enter into the necessary funding and other arrangements to implement the scheme</p> <p>That authority is delegated to the Director of Economy, Transport and Environment to submit to Government those bids across Hampshire which meet the criteria set out by the Ministry of Housing, Communities and Local Government (MHCLG)</p>	New Everywhere International SMEs European Project Fund	2025
17/06/2021	Community Renewal Fund	<p>That the Executive Member for Economy, Transport and Environment delegates authority to the Director of Economy, Transport and Environment to make minor modifications and adjustments to schemes to ensure that they comply with latest Government guidance and that costs fall within the budget provision.</p> <p>That authority is delegated to the Director of Economy, Transport and Environment to enter into legal and other arrangements with the respective lead authorities to secure the necessary funding to deliver the TCF programme</p>	Community Renewal Fund-2021-06-17-EMETE Decision Day	2025
19/11/2020	Transforming Cities Fund	<p>That authority is delegated to the Director of Economy, Transport and Environment to enter into legal and other arrangements with the respective lead authorities to secure the necessary funding to deliver the TCF programme</p>	Transforming Cities Fund-2020-11-19-EMETE Decision Day (I	Mar-25
04/06/2019	Transforming Cities Fund Tran	<p>That authority be delegated to the Director of Economy, Transport and Environment in consultation with the Head of Legal Services to progress appropriate orders, notices or statutory procedures and secure any consents, permissions, rights or easements necessary to enable the Scheme to be implemented and completed</p>	https://democracy.hants.gov.uk/documents/s34319/Report.pdf	March 2025
15/01/2019	Farnborough Growth Package	<p>That authority be delegated to the Director of Economy, Transport and Environment in consultation with the Head of Legal Services to progress appropriate orders, notices or statutory procedures and secure any consents, permissions, rights or easements necessary to enable the Scheme to be implemented and completed</p>		Mar-25

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Directorate Register of Delegations (for People and Organisation Directorate) PART A : ONGOING DELEGATIONS APPENDIX 3

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