

EXECUTIVE DECISION DAY NOTICE

Executive Lead Member for Universal Services Decision Day &
Executive Member for Countryside and Regulatory Services
Decision Day

Date and Time Monday 15th May, 2023 at 2.00 pm

Place Remote Decision Day - Remote

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

~ Executive Lead Member for Universal Services ~

Deputations

To receive any deputations notified under Standing Order 12.

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

1. BUS CONTRACTS FOR ALTON AND WINCHESTER AREAS (Pages 3 - 10)

To consider a report of the Director of Universal Services regarding The purpose of this report is to detail the outcomes of tenders to provide five bus services in the Alton area in addition to four in the Winchester area. The services have been tendered via the Dynamic Purchasing System for the Provision of Passenger Transport Services.

2. VARIATION TO TIMESCALE FOR SP23 BUS SAVINGS (Pages 11 - 16)

To consider a report of the Director of Universal Services regarding a variation to the approval given at decision day on 7 November 2022 in relation to the implementation timescale of savings against two bus services in Hampshire. This delay in implementation is to enable further discussion to take place with stakeholders.

3. PROJECT APPRAISAL UPDATE - SOUTHAMPTON AND SOUTH-WEST HAMPSHIRE TRANSFORMING CITIES FUND EASTLEIGH TOWN CENTRE CYCLES (Pages 17 - 24)

To consider a report of the Director of Universal Services regarding the delivery and budget for the Transforming Cities Fund (TCF) Eastleigh Town Centre Cycles scheme, outlining the reasons for budgetary increase and an updated scheme programme.

4. COMMUTED SUMS POLICY GUIDANCE (Pages 25 - 54)

To consider a report of the Director of Universal Services regarding the development of a new Commuted Sums Policy Guidance and Commuted Sums Calculator.

~ Executive Member for Countryside and Regulatory Services ~

Deputations

To receive any deputations notified under Standing Order 12.

Exclusion of the Press and Public

That the public be excluded from the meeting during the following item 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 this item 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 report.

NON KEY DECISIONS (EXEMPT/CONFIDENTIAL)

5. PROPERTY SERVICES ASSET DECISIONS (Pages 55 - 68)

To consider an exempt report of the Director of Universal Services seeking approval of a number of formal transactions relating to Hampshire County Council owned or occupied assets.

ABOUT THIS AGENDA: On request, this agenda can be provided in an alternative format.

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

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Lead Member for Universal Services
Date:	15 May 2023
Title:	Bus Contracts for Alton and Winchester Areas
Report From:	Director of Universal Services

Contact name: Mike Griffin-Thorn

Tel: 0370 779 8405

Email: Mike.griffin-thorn@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to detail the outcomes of tenders to provide five bus services in the Alton area in addition to four in the Winchester area. The services have been tendered via the Dynamic Purchasing System for the Provision of Passenger Transport Services. If approved, the contracts are due to be funded from the Public Bus budget at an annual cost of £461,021 and will be awarded for a four-year duration with the option to extend for a up to a further 2 years in annual increments at a total maximum cost of £3,557,059.

Recommendations

2. That the Executive Lead Member for Universal Services gives authority to spend and enter into contractual arrangements (in consultation with the Head of Legal Services) for new contracts for the Alton and Winchester local bus services, as set out in this report, to commence from 1 August 2023 for a period of four years with an option to extend in annual increments until September 2029 at an annual cost of £461,021, and total maximum cost of £3,557,059, to be met from the Public Bus Budget with a £53,795 contribution from the Home to School Transport Budget for service 67.
3. That the Executive Lead Member for Universal Services approves the mechanism set out within this report to bring contract values down into budgeted levels including conducting a full review of usage on the proposed services and potentially recommending changes to service levels to reduce cost. The Executive Lead Member for Universal Services also notes that this will result in a further report being brought for consideration setting out any recommended changes in full.

Executive Summary

4. This paper seeks to propose a course of action to ensure that public transport services continue to support access to work, education, retail, and health for the widest section of the community, thereby supporting quality of life and wellbeing while achieving value for money.

5. The proposed bus tenders retain the existing level of service as far as is affordable and take account of any known changes to the commercial network.

Contextual information

6. The Covid-19 pandemic has had a negative impact on all passenger transport services in Hampshire, from rail, to ferry, to bus to community transport. Patronage on these services dropped sharply at the outset of the pandemic and, due to a number of factors, including changes in the way people work, shop and choose to travel, patronage levels have not recovered. This is especially the case for passengers who hold either an Older Persons' or Disabled Persons concessionary bus pass.
7. This reduction in patronage has led to a fall in fare revenue for all passenger transport services which means it is now more expensive than pre-covid to provide these services. Severe driver shortages and inflationary pressures through rises in energy, staff and fuel costs have further increased these costs.
8. The services within this report were last tendered in 2016. They were extended via Single Tender Agreement throughout the pandemic to ensure continuity of service.
9. The services have now been competitively tendered via the Dynamic Purchasing System for the Provision of Passenger Transport Services where several Lots or options were tendered:
 - a) Service C41 and Service 95.
 - Lot 1 – This is the C41 service in its current format with no change;
 - Lot 2 – This is the 95 service in its current format with no change;
 - Lot 3 – This is the combined service C41 & 95. Variation in times and days of operation but the same level of service; and
 - Lot 4 – This is the same as Lot 3 but with an additional day if the budget would permit.
 - b) Service 67.
 - Lot 1 - This is for the current timetable with no changes; and
 - Lot 2 – This is for the last Monday-Friday journey, the first Saturday journey and last Saturday journey to curtail at West Meon Hut.
10. This report proposes that the following are awarded:

Service	Proposed Lot to be awarded	Proposed New Annual Contract Value	Difference in service levels
240	Lot 1	£19,800	NONE
250	Lot 1	£15,000	NONE
38	Lot 1	£111,203	NONE

94	Lot 1	£76,500	NONE
C41	Lot 3	£38,444	NONE
46	Lot 1	£31,865	NONE
63	Lot 1	£25,444	NONE
67	Lot 2	£142,765	See 9.2
95	See C41 above		See C41 above/9.1
Total value		£461,021	

Finance

11. The total contract cost for these proposed services would be £3,557,059 however, potential inflationary increases have been built into this figure to ensure there is transparency over the total contract spend. Inflationary increases will be applied to the contract value in line with the Terms and Conditions which will apply to these contracts.
12. Given the challenging economic climate, this report has allowed for inflationary increases of up to 10% in years 2, 3, 4 (and 5 and 6 should the proposed contracts be extended), however, the actual inflation applied is expected to be much lower than the maximum figure and would be subject to available budget.
13. Approval for the Home to School element associated to the Service 67 is in line with the statutory right imposed on Childrens Services and has been agreed with service leads.
14. Overall, this tendering round represents a £44,341 higher cost per annum than the previous contracts, despite awarding tenders for reduced timetables. Savings from elsewhere within the budget will be identified to absorb this higher cost until the steps set out in paragraph 15 have been undertaken.
15. It is proposed that a detailed patronage analysis is undertaken during the first year that these new contracts operate to identify where further savings, to permanently offset the increased costs, will be made. These further savings could see reductions in days of operation or the number of journeys available. A report will be presented to the Executive Member which will detail where these proposed savings will come from within the first year of these contracts.

Performance

16. This section outlines the new service levels on a service by service basis;
 - Service 240 currently operates on a Monday and Thursday and offers four off peak roundtrips per day. It is proposed that the new service will operate the same route and frequency with no changes;

- Service 250 currently operates on a Monday, Wednesday and Friday and offers three off peak roundtrips per day. It is proposed that the new service will operate the same route and frequency with no changes;
- Service 38 currently operates on Monday to Friday and offers five return journeys per day. It is proposed that the new service will operate the same route and frequency with no changes;
- Service 94 currently operates on a Monday to Friday and offers seven off-peak roundtrips per day. It is proposed that the new service will operate the same route and frequency with no changes;
- Service C41 currently operates on a Wednesday and Friday and offers one off peak roundtrip per day with the addition of a later return journey by request only. It is proposed that the new service will operate combined with the Service 95. Whilst the route and level of service will remain the same, the need to adjust the times of operation will be necessary. Both routes will continue to offer one off peak roundtrip per day;
- Service 46 currently operates on Monday to Friday and offers two off peak return journeys per day with the addition of two commercially operated peak journeys with no bearing on the Council. It is proposed that the new service will operate the same route and frequency with no changes;
- Service 63 currently operates on a Monday and Thursday and offers two roundtrips per day with the addition of a later return journey in afternoon. It is proposed that the new service will operate the same route and frequency with no changes;
- Service 67 currently operates on a Monday to Saturday and offers seven roundtrips per day inclusive of peak, off peak and a Home to School element with four journeys operating on a Saturday. It is proposed that the new service will operate the same timetable but with curtailment at West Meon Hut for the last weekday peak journey departing Winchester at 17:50, the first journey on a Saturday now departing West Meon at 07:57, and the final Saturday journey from Winchester departing at 17:57; and
- Service 95 currently operates on a Monday and Thursday and offers two off peak roundtrips per day. It is proposed that the new service will operate combined with the Service C41. Whilst the route and level of service will remain the same, the need to adjust the times and days of operation will be necessary. Both routes will continue to offer one off peak roundtrip per day.

Consultation and Equalities

17. The tendering exercise for service 67 has been undertaken with consultation with the relevant Parishes.
18. The County Council carried out a Passenger Transport consultation in 2022 to inform the Council on how it could best implement its savings in 2023. Views were sought from users of all subsidised bus services including the services this report focusses on.
19. When designing the various lots that were tendered and drawing up recommendations for approval, consideration was given to the views expressed

in this consultation, and as such lots included an opportunity to retain existing service levels if this proved to be within budget.

20. The views of the passengers of Service 67, the only service for which changes to journey opportunities are proposed within this report, have specifically been considered at the point of tender design. 114 passengers of Service 67 responded to the 2022 consultation. When asked whether they would prefer to see a reduction in the number of times per day or days per week their service operates, the majority responded that they would prefer to see a reduction in the number of times per day the service operates. It is for this reason, one of the tendered Lots included a timetable which curtailed the number of journeys a small number of passengers could make.
21. Data shows that the main users of these services tend to belong to groups with the following protected characteristics: Age, Disability, Gender, Pregnancy & Maternity, Race, Rurality and Poverty. Therefore, the ongoing provision of the unchanged services is expected to have a neutral impact on these groups.
22. Service 67 – Due to the proposed reduction in timetable, namely the curtailment at West Meon Hut to this route, it is likely that there could be a negative impact on the protected groups identified above that travel on this portion of the service.
23. It is expected that service users which belong to groups with the following protected characteristics: Gender Reassignment, Religion or Belief, Sexual Orientation and Marriage & Civil Partnership will be neutrally impacted as there is no evidence to suggest that people with these characteristics are more likely to use public transport than those without.

Climate Change Impact Assessments

24. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.
25. These tools are not designed to be applied to public transport services and therefore are not relevant in this instance.
26. Public transport offers an alternative to individuals travelling in a private car thus can help reduce carbon emissions on Hampshire's roads.
27. Work will be undertaken to ensure these services are well publicised and promoted within their relevant communities to ensure that as many people as possible benefit from their positive climate credentials.

Conclusions

28. The recommendations offer the best value which can be achieved at this time given the challenging environment surrounding public transport at the time of tendering.
29. The proposed approach within this report ensures the communities served by these services retain their local transport links which improve their access to retail, health, education and leisure facilities.

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

2. Equalities Impact Assessment:

- 2.1 Data shows that the main users of these services tend to belong to groups with the following protected characteristics: Age, Disability, Gender, Pregnancy & Maternity, Race, Rurality and Poverty. Therefore, the ongoing provision of these services is expected to have a neutral impact on these groups.
- 2.2 Service 67 – Due to the proposed reduction in timetable, namely the curtailment at West Meon Hut to this route, it is likely that there could be a negative impact on the protected groups identified above that travel on this portion of the service.
- 2.3 It is expected that service users which belong to groups with the following protected characteristics: Gender Reassignment, Religion or Belief, Sexual Orientation and Marriage & Civil Partnership will be neutrally impacted as there is no evidence to suggest that people with these characteristics are more likely to use public transport than those without.

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Lead Member for Universal Services
Date:	15 May 2023
Title:	Variation to Timescale for SP23 Bus Savings
Report From:	Director of Universal Services

Contact name: Lisa Cook

Tel:

Email: @hants.gov.uk

Purpose of this Report

1. The purpose of this report is to make a variation to the approval given at decision day on 7 November 2022 in relation to the implementation timescale of savings against two bus services in Hampshire. This delay in implementation is to enable further discussion to take place with stakeholders.

Recommendations

2. That the Executive Lead Member for Universal Services notes the updated implementation timescale for the savings proposals for the New Forest Cango and Andover Villages services and approves that these changes be implemented by September 2023 rather than by April 2023.
3. That the Executive Lead Member for Universal Services delegates authority to the Director of Universal Services to enter into any contractual arrangements to enable the detailed arrangements for this course of action to be implemented, in consultation with the Executive Lead Member for Universal Services, and to make minor variations to the timescales or subsidy arrangements on specific passenger transport services provided overall budget savings are maintained and changes are consistent with the approach set out in this report.
4. That the Executive Lead Member for Universal Services approves that any budgetary pressure caused by the recommendation above, is funded through the one-off Local Transport Fund grant issued by the Department for Transport up to a value of £32,376.

Executive Summary

5. This paper seeks to set out why savings to the New Forest Cango and Andover Villages bus services linked to the Council's 2023 savings programme are recommended to be made by September 2023 rather than by April 2023, as agreed as the Executive Lead Member for Transport and Environment Strategy's decision day in November 2022.

6. This paper also sets out why these are the only two services for which this course of action is proposed, New Forest Cango due to its high level of stakeholder involvement and Andover Villages for its higher than average proportion of passengers who travel using a wheelchair.

Contextual information

7. On 7 November 2022, a report setting out how the County Council proposed to implement £800,000 of savings against the passenger transport budget was taken to Executive Lead Member for Transport and Environment Strategy Decision Day.
8. This report set out how these savings would be implemented by 1 April 2023.
9. Apart from savings associated with the two services detailed in this report, the only exception to this was the consistent fares policy for users of the Council's community transport services which were proposed to be implemented incrementally to mitigate the financial impact on passengers of these services.

New Forest Cango

10. New Forest Cango is a bookable local bus service. Since 2015, a consortium of parishes has funded the booking element of this service.
11. Due to its position as a stakeholder in this service, the Council has undertaken a series of meetings with the parishes to try to identify a savings proposal that both meets as many needs of their parishioners as is possible within the reduced budget available.
12. During one of these meetings, the Parish identified that they would like to explore a more community based solution and should such a solution be possible, they would explore whether there was a possibility of making a funding contribution towards this service.
13. In order to achieve this, a procurement process would need to be carried out and therefore more time required to ensure that such a process was legally compliant.

Andover Village Services

14. The report in November recommended that the Andover Village Services were replaced with a demand responsive solution. This is because the County Council has wider medium term ambitions around implementing a demand responsive minibus service in Andover.
15. The village of Enham Alamein is served by this service where the charity Enham Trust is based. This is a charity which supports disabled people to live, work and enjoy life to the full, as independently as possible.
16. Due to the housing and support that Enham Trust offer, a higher than average number of passengers travelling with a wheelchair use the Andover Villages Service.
17. Since November, the County Council has run a procurement process to secure an operator for this service. A limited number of bids were received for this contract, most likely due to the requirement that the service must be accessible to those who need to travel with a wheelchair. The pool of providers with accessible vehicles is smaller than those with standard vehicles.

18. The delay in the implementation of the savings against this service would enable the County Council to explore new potential options that have arisen following stakeholder engagement since the savings report was approved in November.
19. If the County Council is unable to secure an operator for a demand responsive transport service, it may be that an alternative solution is implemented.

Finance

20. The November decision day report approved that annually, £32,200 savings were made against the New Forest Cango Service and £45,502 against the Andover Villages Service.
21. If the proposal to delay the implementation of these savings is approved, the maximum pressure on the County Council's budget between 1 April and 31 August 2023 would be £32,376.
22. It is proposed that this pressure is funded from the Local Transport Fund. A temporary one-off fund issued by the Department for Transport to support subsidised services during this period.

Performance

23. If approved, there would be no changes to service levels on 1 April 2023.
24. The latest that changes would be made is 1 September 2023.
25. Services that are competitively tendered will be brought back to Decision Day to seek approval to spend and enter into contractual arrangements.
26. The County Council will ensure that these changes are publicised within the local community ahead of implementation.

Consultation and Equalities

27. Consultation was undertaken between May and July 2022 to inform implementation plans for a reduction of £800,000 per annum of the County Council's passenger transport budget. A full breakdown and analysis of this consultation can be found as an appendix to the previously mentioned Decision Day report taken in November 2022.
28. An Equalities Impact Assessment has been undertaken. Data shows that the service users more likely to be positively impacted will belong to groups with the following protected characteristics: Age, Disability, Gender, Pregnancy & Maternity, Race, Rurality and Poverty. This is because people with these characteristics are more likely to use public transport. Therefore, the continued provision of these services would be a benefit to them. In particular, the continuation of the Andover Villages service will benefit the high proportion of wheel chair users who rely on this service.

Climate Change Impact Assessments

29. 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.

Carbon Mitigation

30. The continued operation of these two specific services until September will have a minimal impact on climate change, but the opportunity to develop better solutions for realising the required savings will enable more people to continue to use public transport, with a consequent benefit for carbon mitigation.

Conclusions

31. If approved, the recommendations within this report will ensure that the best level of service within the reduced budget available is secured for these two areas.
32. Any modified contract arrangements would be in place until existing contracts expire at which point, services will be competitively tendered.

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:	no
People in Hampshire enjoy being part of strong, inclusive communities:	no

Other Significant Links

Links to previous Member decisions:	
<u>Title</u> Passenger Transport SP23 Savings Proposals-2022-11-07-ELMTES Decision Day (hants.gov.uk)	<u>Date</u> 07/11/2022
Direct links to specific legislation or Government Directives	
<u>Title</u>	<u>Date</u>

Section 100 D - Local Government Act 1972 - background documents

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

EQUALITIES IMPACT ASSESSMENT:

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- Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

2. Equalities Impact Assessment:

- 2.1. An Equalities Impact Assessment has been undertaken. Data shows that the service users more likely to be positively impacted will belong to groups with the following protected characteristics: Age, Disability, Gender, Pregnancy & Maternity, Race, Rurality and Poverty. This is because people with these characteristics are more likely to use public transport. Therefore, the continued provision of these services would be a benefit to them. In particular, the continuation of the Andover Villages service will benefit the high proportion of wheelchair users who rely on this service.

Executive Summary

6. This scheme is part of the Tranche 2 TCF programme and aims to make cycle route improvements in Eastleigh Town Centre, to provide continuity and connectivity for cyclists in the area.
7. The scheme was included in the report '*Project Appraisal: Southampton and South-West Hampshire Transforming Cities Fund Programme*', which was approved in the Executive Lead Member for Economy, Transport and Environment Decision Day on 27 January 2022.
8. The scheme will include the relocation of existing cycleways, the introduction of new cycle ways between Leigh Road and Arnold Road, a change in priority along Desborough Road and the introduction of a raised table on Chestnut Avenue.
9. This scheme is currently forecast to cost £1,563,000.
10. The scheme aligns with Hampshire County Council Strategic plan by helping people in Hampshire to live safe, independent and healthy lifestyles.
11. The scheme aligns with the drafted Local Transport Plan 4 (LTP4) outcomes as it contributes towards a carbon neutral, resilient Hampshire including encouraging fewer vehicles on Hampshire's roads. In addition to helping the public and council to respect and protect Hampshire's environment, the scheme aids people to live healthy, happy and inclusive lives by promoting active travel modes.
12. The scheme is awaiting contract award with a forecast start of works in late May 2023 (subject to approval of this report).

Contextual information

13. The scope of the scheme remains largely as approved in January 2022 and introduces several cycle improvements throughout Eastleigh Town Centre, including:
 - a new signalised segregated crossing arrangement for cyclists on A335 Station Hill, adjacent to existing signalised crossing opposite Eastleigh Railway Station;
 - a new continuous segregated cycleway on the southern side of Leigh Road with existing vehicular parking bays relocated to the north side of Leigh Road;
 - change of junction priority at Desborough Road junctions with Grantham Road, Factory Road/Wells Place and Cherbourg Road to prioritise north/southbound cyclists. New signage and road markings will be implemented at this junction to make drivers aware of the need to give way and the presence of cyclists;
 - a modal filter on Desborough Road south of Meadow Lane which will allow cyclists through (travelling north-south on Desborough and vice versa) but not motor traffic resulting in lower traffic roads which encourage cycling;

- signage and repainting of road markings at Desborough Road/Derby Road and the relocation of an existing bus stop on Derby Road away from the junction;
 - a new signalised Toucan crossing on Chestnut Avenue located between Desborough Road and Arnold Road. The provision of this crossing includes the closure of the Chestnut Avenue/Desborough Road junction to all vehicles except cyclists and emergency vehicles which will be enforced via bollards. Arnold Road will become “left turn out only” to facilitate the Toucan Crossing. Two bus stops will also be relocated on Chestnut Avenue as a result of providing the Toucan crossing. The provision of this crossing will result in a net loss of about nine on-street parking spaces on Desborough Road and Chestnut Avenue;
 - new signage and cycle symbols along Arnold Road to highlight presence of cyclists on route;
 - a connection to existing shared use footway/cycleway on Wide Lane via Argosy Crescent and Ambassador Walk;
 - the route will then join the existing shared use footway/cycleway on the western side of A335 Wide Lane; and
 - approximately eight new trees to be planted and one tree to be removed at Arnold Road resulting in net gain in tree numbers along the route.
14. The interventions will encourage people to leave their car at home to travel locally to access facilities, including providing cycle links between public transport hubs such as Eastleigh Bus Station, Eastleigh Train Station and Southampton Airport Parkway. There is a combined success between this scheme and other TCF schemes in the area, such as TCF Travel Hubs to promote and improve active travel opportunities in the local area.
15. The current economic outlook has played a large role in the projects budgetary increase. The regional market has seen high volumes of infrastructure schemes, with similar timescales, and in an uncertain market accurate scheme costs have been difficult to predict. Factors such as material shortages, rising fuel costs, labour costs and a shortage of HGV drivers are impacting logistics and supply chain management as lead times for key materials are affected. Additionally, events in eastern Europe continue to have a very significant impact on top of these existing challenges which has intensified the financial situation. Evidence has been seen through tendering that projects costs have been seen to increase by up to 20% over the past 12 months.
16. The Building Cost Information Service reported the Tender Price Index faced a 9.1% increase on an annual basis in September 2022 and construction materials prices rose by 22.3% from the previous year.

Finance

17. The estimated project cost is £1,563,000, to be funded by Tranche 2 TCF, LTP and S106 funding. The scheme is proposing an increase in budget from the £914,000 budget approved in the January 2022 Project Appraisal: Southampton and South-West Hampshire Transforming Cities Fund Programme.

The new forecast budget is as shown below:

<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
Design Fee	265	17	S106	148
Client Fee	119	8	TCF Tranche 2	1,126
Supervision	117	7	LTP*	289
Construction	1,062	68		
Total	1,563	100		1,563

(* Note: if alternative funding becomes available (for example, through appropriate development, or additional grant funding) this could be applied which would alter the funding profile by releasing the LTP element)

18. Forecast costs have increased since approval of the Project Appraisal in January 2022 and are attributable primarily to a combination of (i) increased construction costs which have been impacted by the economic climate, including high levels of inflation (set out in paragraph 15) and (ii) increased fees.
19. The construction cost forecast is based on the Pre-tender Estimate which reflects the inflationary pressures illustrated in paragraph 16. Previous scheme cost estimates were based on lower inflation rates (5% per year) than those being experienced recently (20%).
20. The construction cost forecast includes implementation of monitoring cameras and count surveys, ITS equipment, utility amendments and new utility equipment. Whilst this was recognised in the January 2022 report the scope of work has increased, and actual costs are higher than estimated.
21. Fees have increased due to scheme changes from feasibility to detailed design. These include modifications to respond to public feedback and reworking designs following engagement with utility providers. Responses from road safety and asset management have been incorporated as the design has evolved.
22. Due to the increased forecast cost, a revised Value for Money assessment has been undertaken and the scheme is still assessed as delivering a good level of benefit relative to the cost. The anticipated Benefit Cost Ratio assessed at the scheme development stage will largely be realised and, therefore, it is recommended that the project be progressed, thereby delivering positive benefits in respect of active travel.

Programme

23. To align with the project programme, this project will be tendered at the same time as seeking approval for the recommendation set out in this report. If tender returns are received over the value of the construction cost stated in the January 2022 Project Appraisal: Southampton and South-West Hampshire Transforming Cities Fund Programme, the contract will not be awarded until this report has been considered.

	Gateway Stage				
	3 (PA)		Start on Site	End on Site	4
Date	January 2022	May 2023 (update)	May 2023	November 2023	November 2024

Consultation and Equalities

24. Political support from Hampshire County Council Members was established as part of the scheme’s early engagement and was reported in the January 2022 Project Appraisal: Southampton and South-West Hampshire Transforming Cities Fund Programme report. County and local Councillors will continue to be updated as part of ongoing communications on the progress of the scheme.
25. The scope of the scheme (and the impact) remains largely as approved in January 2022. The Equalities Impact Assessment undertaken as part of the January 2022 Project Appraisal has been reviewed and remains relevant to this report.
26. The scheme has been found to have a positive impact regarding the protected characteristics of age and disability. The Eastleigh Town Cycle Route scheme focuses on improving the cycling experience, air quality and pedestrian safety by implementing new highways infrastructure. This scheme will mainly benefit those making the trip by cycling and walking and help to encourage modal shift.
27. With respect to age, overall, the scheme is likely to have a positive impact on reducing inequalities. The improvements it provides to cyclists and pedestrians will improve the safety and journey experience of these modes. With respect to disability, this scheme will benefit those with disabilities who use the highway, particularly those with mobility impairments that require mobility aids, such as wheelchairs and walking canes. It will encourage disabled cyclists to commute more as inaccessible cycle infrastructure is one of the biggest barriers to cycling.

Climate Change Impact Assessments

28. The Climate Change Impact Assessment was undertaken as part of the January 2022 Project Appraisal: Southampton and South-West Hampshire Transforming Cities Fund Programme report, and the conclusions are considered to still be accurate.

Other Key Issues

29. All works will be undertaken within the public highway and no dedications or land agreements are required to proceed.
30. No planning consents are required for the delivery of the scheme, as all works are to be carried out as permitted development.
31. The conversion of existing footways into shared footways/cycleways and the provision of new cycleways will be progressed in accordance with the provisions of Sections 65 and 66 of the Highways Act 1980, with no TRO requirement.

Conclusions

32. In conclusion, this report seeks approval from the Executive Lead Member for Universal Services to increase the budget for TCF Eastleigh Town Centre Cycles from £914,000 (as approved in January 2022) to £1,563,000. The reasons for this increase are set out in this report.
33. This report also sets out the reasons for the continued delivery for the project, including its Strategic alignment, as well as provides an update on the schemes future programme. The scheme is considered to generate public value, align with current policy direction and delivery is key to maintaining the County Council's reputation with the DfT.

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> Project Appraisal: Southampton and South-West Hampshire Transforming Cities Fund Programme Transforming Cities Fund – Portsmouth & Southampton: Update	<u>Date</u> 27 January 2022 07 November 2022
Direct links to specific legislation or Government Directives	
<u>Title</u> Transforming Cities Fund	<u>Date</u> March 2018

Section 100 D - Local Government Act 1972 - background documents	
<p>The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)</p>	
<u>Document</u>	<u>Location</u>
None	

EQUALITIES IMPACT ASSESSMENT:

1. Equality Duty

The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

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

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

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

2. Equalities Impact Assessment:

An Equalities Impact Assessment has been undertaken as part of the January 2022 Project Appraisal and the scheme has been found to have a positive impact regarding the protected characteristics of age and disability. The Eastleigh Town Cycle Route scheme focuses on improving the cycling experience, air quality and pedestrian safety by implementing new highway infrastructure. This scheme will mainly benefit those making the trip by cycling and walking and help to encourage modal shift.

With respect to age, overall, the scheme is likely to have a positive impact on reducing inequalities. The improvements it provides to cyclists and pedestrians will improve the safety and journey experience of these modes. With respect to disability, this scheme will benefit those with disabilities who use the highway, particularly those with mobility impairments that require mobility aids, such as wheelchairs and walking canes. It will encourage disabled cyclists to commute more as inaccessible cycle infrastructure is one of the biggest barriers to cycling.

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Lead Member for Universal Services
Date:	15 May 2023
Title:	Commuted Sums Policy Guidance
Report From:	Director of Universal Services

Contact name: Paul Davison

Tel: 0370 779 8346

Email: paul.davison@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to update the Executive Lead Member for Universal Services on the development of a new Commuted Sums Policy Guidance and Commuted Sums Calculator and seeks formal approval to implement the proposed approach for the application of commuted sums to highways and transport infrastructure.

Recommendations

2. That the Executive Lead Member for Universal Services notes the previous recommendations and approvals in the Commuted Sums Policy Guidance Executive Member Decision Day Report and Record on 16 July 2019.
3. That the Executive Lead Member for Universal Services notes the work undertaken to engage with developers and the local planning authorities in Hampshire, and the amendments made to the Commuted Sums Policy Guidance and Calculator to address the issues raised in the engagement process.
4. That the Executive Lead Member for Universal Services approves the proposed Commuted Sums Policy Guidance and Calculator.
5. That the Executive Lead Member for Universal Services approves the proposed timescales and transitional arrangements for the implementation of the Commuted Sums Policy Guidance and Calculator.
6. That authority is delegated to the Director of Universal Services to make future minor amendments and additions to the Commuted Sums Policy Guidance and Calculator in consultation with the Executive Lead Member for Universal Services as appropriate.

Executive Summary

7. Hampshire County Council's existing Commuted Sum Policy precedes current national guidance. It was therefore deemed necessary to update the County Council's approach to ensure it reflects national best practice and to mitigate the

challenges being faced by increasingly constrained and complex developments, and the increased focus on quality of place.

8. The proposed Commuted Sums Policy Guidance and Calculator (Appendices A and B) were developed to provide developers (and other stakeholders responsible for delivering new highway infrastructure) with a transparent and consistent approach for the application and calculation of commuted sums and to ensure that Hampshire County Council receives the appropriate level of funding to maintain the new highway infrastructure to the required standards.
9. The proposed Commuted Sums Policy Guidance and Calculator were approved in principle by the Executive Member for Economy, Transport and Environment in July 2019 subject to engagement and consultation with the relevant local planning authorities and developers.
10. Engagement with the relevant local planning authorities and developers was deemed necessary and important due to the potentially significant impact the proposed Commuted Sums Policy Guidance could have on prospective development in the county and the costs to developers.
11. This report outlines the work undertaken to engage with the identified key stakeholders. It highlights the key issues raised and the subsequent amendments made to the Commuted Sum Policy Guidance and Calculator in response to the stakeholder feedback received.

Contextual information

12. The adoption of new highway infrastructure from new developments result in the County Council, as the Highway Authority, incurring increased maintenance costs for those assets in perpetuity.
13. In recent years there has been a significant shift towards quality of place and the use of enhanced materials in new developments, often in locations that are more constrained and challenging. These combined factors often result in increased maintenance requirements at a time when there is a significant pressure on highway maintenance budgets.
14. To ensure that appropriate levels of funding are received from developers to enable the new infrastructure to be maintained to the required standards, and to ensure that Hampshire County Council's Commuted Sum Policy reflects current national guidance, a new approach to the application of commuted sums was developed for (but not limited to) Section 38 and Section 278 agreements.
15. The proposed Commuted Sums Policy Guidance and Calculator were approved in principle by the Executive Member for Economy, Transport and Environment in July 2019 subject to engagement and consultation with developers and the relevant local planning authorities in Hampshire.
16. Commuted sums are defined as financial contributions made by third parties to Highway Authorities as compensation for taking on the future maintenance responsibility for newly created highways or highway improvements. They are typically, although not invariably, secured through Section 38 and/or Section 278 legal agreements made with developers and landowners.

Stakeholder Engagement Process

17. A comprehensive engagement process with the relevant key stakeholders was undertaken to provide a successful transition to the new approach to the application of commuted sums.
18. Informal discussions with the relevant local planning authorities in Hampshire were initiated during the initial phases of developing the Commuted Sums Policy Guidance and helped shape the draft policy guidance.
19. The local planning authorities and relevant National Parks were then invited to feedback on the draft document. Those that responded attended follow up meetings and workshops with Hampshire County Council to discuss their feedback in more detail.
20. A developer workshop was also held to ensure that viewpoints from all relevant stakeholders were considered and reflected in the Commuted Sums Policy Guidance where appropriate. The seven developers invited represented a range of national and local developers and were selected due to their active involvement and previous engagement in an industry focus group and other workshops hosted by Hampshire County Council.
21. It should be noted that the stakeholder engagement process was significantly delayed due to the Covid 19 pandemic and the subsequent wider issues it caused with additional workstreams and resource pressures both in Hampshire and the District Councils. Once the Covid restrictions and capacity issues eased the follow up meetings and workshops were undertaken.

Stakeholder Feedback

22. All feedback from the engagement process was reviewed to ensure that the comments, suggestions, issues, and concerns raised could be considered and addressed wherever feasible and appropriate.
23. All stakeholders welcomed the new approach's overarching aims of providing a transparent and consistent approach to the application of commuted sums that encourages the adoption of new roads and expedites the adoption process. However, a number of common issues and concerns emerged from the stakeholder engagement process. These have been summarised below along with the actions taken by Hampshire County Council to mitigate them.

Materials and Design

24. There was a general concern that the proposed approach would lead to the use of poor-quality materials, lower design standards, and a reduced palette of materials that would result in aesthetically bland developments.
25. It was clearly demonstrated in the workshops by Hampshire County Council that the new Commuted Sums Policy Guidance promotes the use of the most durable, high-quality materials, with optimum whole life costs, whilst still providing the flexibility to use a wide range of materials and asset types that are often required to enhance quality of place.

Commuted Sum Categories

26. The commuted sum categories outline the highway authority's material and asset preferences and the levels of consultation required for their approval. All stakeholders considered the terminology for commuted sum categories 3 and 4

(the least preferred of the 4 options) to be too negative and restrictive. In addition, it was requested that several materials and asset types were moved into lower categories to avoid the need for robust justification and consultation with the highway authority for their use.

27. The commuted sum category terminology has now been amended and the overall stance on the use of category 3 and 4 options has been significantly softened to allow greater flexibility. In most cases, the requests to move material and asset types to lower categories have been agreed.

Green Infrastructure

28. Concerns were raised by all stakeholders regarding the application of commuted sums for highway trees. The main issues were due to the costs being applied and the designated commuted sum category (category 3). Assets listed in this category are not considered to be the highway authority's preferred materials or assets. It should be noted that the commuted sum categorisation was undertaken before Hampshire County Council's declaration of a climate emergency and the publication of the County Council's Tree Strategy (2020).
29. The commuted sum category has now been amended to a category 2 to ensure that highway trees are considered an acceptable design choice. The commuted sum costs for highway trees have also been reduced and cover routine maintenance and inspections at a significantly subsidised rate.
30. Commuted sums are currently applied to all grass verges in the current Commuted Sums Policy and this was the intention going forward in the new approach. This was questioned by numerous stakeholders as they considered commuted sum costs for assets that enhance biodiversity should be reduced.
31. It was agreed that commuted sums would now only apply to areas of grass verge that are above the standard two metre width.

Sustainable Urban Drainage Systems (SUDs)

32. The limited number of SUDs options included in the Commuted Sums Calculator was a concern for several stakeholders. At the time of consultation materials and assets (including SUDs) not included in the Commuted Sums Calculator would by default automatically be categorised as a commuted sum category 4 and considered an unacceptable design choice.
33. To include every potential material or asset type in the Commuted Sums Calculator is simply not possible due to a constantly evolving palette of materials, products, and specifications. To ensure that items not included in the calculator are given fair consideration, commuted sum category 4 options are no longer considered unacceptable.
34. Category 4 design choices are now allowed if sufficient justification for their use can be provided, as per the criteria set out in the Commuted Sums Policy Guidance. For example, where it can be demonstrated that they reduce the carbon footprint of construction works, future maintenance operations, or where they have a significant positive impact on biodiversity.
35. An interim Technical Guidance Note for permeable paving has now been published by Hampshire County Council and permeable paving has been included in the Commuted Sums Calculator. Other SUDs options have also subsequently been added such as swales, filter, and fin drains. As the Technical

Guidance Notes continue to be published and updated, other SUDs options will be included within the Commuted Sum Calculator where appropriate.

National Parks

36. The South Downs National Park (SDNP) Authority was concerned that the policy was written as a 'one size fits all' approach. It requested greater flexibility in the use of enhanced design options within the SDNP boundary to avoid conflict between achieving adoption and meeting the design standards that are applied within the SDNP.
37. A section has now been included in the Commuted Sums Policy Guidance which states that special consideration and potentially greater flexibility will be given for the use of enhanced materials and asset types if they are located within national parks, conservation areas and heritage areas.

Developers

38. Transparency in commuted sum costs at an early stage and clarity of process and approach to help expedite the adoption process were considered by some developers as being more important than the actual commuted costs. However, some costs and replacement lifecycles for specific asset types and material options in the Commuted Sum Calculator were considered high and were questioned.
39. In response, several asset lifecycles have been reduced and all commuted sum costs have been changed to cover only the 'extra over' costs between maintaining the 'standard' and 'non-standard' assets where appropriate and feasible to do so. This approach aligns more closely with current national guidance.

Finance

40. As detailed in the Commuted Sums Policy Guidance Executive Member Decision Day Report on 16 July 2019, it is expected that commuted sum costs for Section 38 and Section 278 agreements will increase where enhanced materials and assets are proposed. However, the increase to cover these additional maintenance costs is considered fair and appropriate and will enable the new highway infrastructure to be maintained to the required levels of service.
41. It should be noted that as a direct result of the stakeholder engagement process the commuted sum costs for several asset types have been reduced. In addition, the costs for all assets have now been reduced, where feasible and appropriate, to cover the difference in the costs between maintaining the 'standard' and 'enhanced' assets.
42. Where developers opt to use the highway authority's preferred durable materials, asset and design choices no commuted sums will be applied to the development.
43. However, it is expected that the overall level of commuted sums applied to new Section 38 and Section 278 agreements will increase. The anticipated increase will be a more accurate representation of future maintenance requirements compared to the current Commuted Sum Policy and is deemed necessary to

protect the County Council's assets and liabilities and ensure that future maintenance and financial needs can be mitigated.

44. The revised versions of the Commuted Sums Policy Guidance and Calculator are now considered to strike a sensible balance between limiting future maintenance liabilities, securing appropriate levels of funding, and meeting local planning authority and developer requirements.
45. If the implementation of the proposed Commuted Sum Policy Guidance and Calculator, especially for enhanced designs, is proven to deter development in Hampshire, there are various options that could be considered to reduce the commuted sum costs. These include reducing the timeframes the commuted sums are calculated over, reducing the individual asset lifecycles, or subsidising the material and asset rates. It is recommended that authority be delegated to the Director of Universal Service to make changes such as these.
46. All commuted sums received will be collected and managed by the Hampshire Highways Service. They will be recorded and held in a single account, split by generic asset type, and ringfenced for maintenance purposes. All commuted sums will be re-invested into maintenance of the highway network using asset management principles to ensure that the highway infrastructure is maintained to the appropriate standards.

Performance

47. The new Commuted Sum Policy Guidance and Calculator will continue to evolve as new materials, products emerge, and national guidance, planning regulations and legislation change. Hampshire County Council will continue to work collaboratively with all stakeholders to ensure the new approach remains up to date and fit for purpose.
48. The Highways Asset Management Team will continue to liaise closely with the Highways Development Planning and Delivery teams, to ensure all feedback from developers is routinely considered and processes adjusted if necessary.
49. All assets, materials, design options, lifecycle calculations, and commuted sum costs relating to the Commuted Sum Calculator will be reviewed on an annual basis and adjusted as appropriate.

Consultation and Equalities

50. Early-stage informal discussions with local planning authorities in Hampshire were undertaken during the initial phases of developing the Commuted Sum Policy Guidance and helped shape the draft document. The local planning authorities and relevant National Parks were then invited to feedback on the draft document. Those that responded attended follow up meetings and workshops with Hampshire County Council to discuss their feedback in more detail. A developer workshop was also held to ensure that viewpoints from all relevant stakeholders were considered and reflected in the Commuted Sums Policy Guidance where appropriate.
51. All feedback from the engagement process was reviewed to ensure that the comments, suggestions, issues, and concerns raised could be considered and addressed wherever feasible and appropriate. It was not possible to fully

address and mitigate all the issues raised, but as a result of the engagement process numerous concessions, amendments, and improvements have been made to the Commuted Sums Policy Guidance and it is now more closely aligned with the aspirations of local planning authorities and developers.

52. The proposed Commuted Sum Policy Guidance is an amendment to an existing policy and will not change the services provided. All commuted sums received from developers will be re-invested into the maintenance of the network using asset management principles to ensure that the highway infrastructure is maintained to the appropriate standards for all highway users. The implementation of this policy guidance has therefore been assessed as having a neutral impact on groups with protected characteristics.

Climate Change Impact Assessments

53. 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.
54. The carbon mitigation tool and climate change adaptation tool could not be applied because the decision relates to a strategic policy and process that determines the level of funding received by developers for new highway infrastructure and developments.

Climate Change Adaptation

55. Higher summer temperatures and wetter winters will lead to higher rates of deterioration and more frequent planned, routine, and reactive maintenance works. The cost of maintaining highway assets to the required levels of service and be more resilient to the impacts of climate change is therefore expected to increase.
56. One of the overarching aims of the Commuted Sum Policy Guidance is to promote the use of the most durable, sustainable, and maintainable materials and assets which will reduce whole life costs, limit future maintenance requirements, and increase network resilience.
57. The Commuted Sum Policy Guidance also aims to secure appropriate levels of funding from developers to ensure that new highway infrastructure can be maintained to the required standards and be more resilient to the impacts of climate change.

Carbon Mitigation

58. The proposed policy guidance has been developed to encourage and facilitate the adoption of more sustainable highway developments by promoting the use of durable and sustainable materials and assets that will reduce the carbon footprint of construction works. The use of more durable materials will also

reduce the frequency of future maintenance requirements and lower the carbon emissions associated with maintenance operations.

59. The commuted sum costs applied to highway trees have been reduced from the costs within the current Commuted Sum Policy. This has been done to encourage tree planting and increase carbon sequestration and biodiversity in new highway developments. Trees also provide resilience to climate change impacts, through cooling, shading and flood alleviation, and have proven benefits in tackling poor air quality.

Other Key Issues

60. The proposed Commuted Sum Policy Guidance is a revised approach to the current policy. The processes associated with the collection of commuted sums and how they are reinvested into maintenance of the highway network remain the same.
61. The most significant change is to the types of materials and assets included within the Commuted Sum Calculator and the methodology for calculating the commuted sums applicable to each material and asset type.
62. As outlined in the Finance section of this report it is expected that the commuted sums costs will increase for many material and asset types. This is generally, but not in all cases, due to the increase in time periods that commuted sums will be applied. The time periods have been applied in line with current national guidance.
63. It is deemed appropriate that Hampshire County Council provide all relevant stakeholders with advanced warning of the upcoming changes to the application of commuted sums in order to achieve a smoother transition to the new approach.
64. It is proposed that the new Commuted Sums Policy Guidance and Calculator will be applied to all planning consents (outline and reserved matters) from 1 July 2023 where new Section 38 and Section 278 agreements are required.
65. Where planning consent is granted for a Section 38 or Section 278 agreement **prior** to 1 July 2023, commuted sums will be applied in accordance with the **previous** Commuted Sum Policy. However, if the Section 38 or Section 278 legal agreements are not signed within 2 years of 1 July 2023, the new Commuted Sum Policy Guidance and Calculator will be applied.
66. Developers base the financial implications of a new development's design on the commuted sum policy in place at the time. If the policy is changed without a lead in period, it does not allow Developers to take the new commuted sum costs into consideration when assessing a development's viability. A two-year transition period has therefore been provided where planning consent has already been granted, as outlined above.

Conclusions

67. The feedback from the stakeholder engagement process summarised in this report provides an overview of the most common and important issues raised and the actions taken to mitigate them.

68. Due to the various competing demands and priorities between stakeholders it was not possible to take on board all the comments and suggestions, or fully address and mitigate all the issues raised. However, as a result of the engagement process numerous concessions, amendments, and improvements have been made to the Commuted Sum Policy Guidance and Calculator.
69. The overall proposed approach to the application of commuted sums has not been altered, but the Commuted Sum Policy Guidance and Calculator have been aligned more closely with the aspirations of local planning authorities and developers.
70. The revised versions of the Commuted Sums Policy Guidance and Calculator are now considered to strike a sensible balance and compromise between limiting future maintenance liabilities, securing appropriate levels of funding to cover the additional costs, and meeting local planning authority and developer requirements.
71. Discussions with several stakeholders continued after the workshops to resolve subsequent issues that were raised. Hampshire County Council will continue to work collaboratively with all stakeholders to ensure the new approach remains up to date and fit for purpose.
72. It is expected that the new Commuted Sums Policy Guidance and Calculator will continue to evolve as new materials and products are developed, and national guidance, planning regulations and legislation change.

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> Commuted Sums Policy Guidance <i>Decision - Commuted Sums Policy Guidance About the Council Hampshire County Council (hants.gov.uk)</i>	<u>Date</u> 16 July 2019
Direct links to specific legislation or Government Directives	
	<u>Date</u>

Section 100 D - Local Government Act 1972 - background documents	
<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>

EQUALITIES IMPACT ASSESSMENT:

1. Equality Duty

The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited by or under the Act with regard to the protected characteristics as set out in section 4 of the Act (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation);
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Due regard in this context involves having due regard in particular to:

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- 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:

The proposed Commuted Sum Policy guidance is an amendment to an existing policy and will not change the services provided. All commuted sums received from developers will be re-invested into the maintenance of the network using asset management principles to ensure that the highway infrastructure is maintained to the appropriate standards for all highway users. The implementation of this policy guidance has therefore been assessed as having a neutral impact on groups with protected characteristics.

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Hampshire
County Council

Commuted Sums Policy Guidance for New Highway Infrastructure

Version Control

Version	Date	Reviewer	Approved by	Comments
v1	23/03/2007	Asset Management	Exec Member for Economy, Transport & Environment	Approval of 1 st edition
v2	May 2023	Asset Management		

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1 Introduction

- 1.1 When the Highway Authority (HA) takes on assets from newly created highways or highway improvements it incurs additional maintenance and replacement costs for those assets in perpetuity. Commuted Sums (CS) to cover these additional costs can be recovered from the transferring owner unless other specific sources of Government funding exist to maintain the new assets.
- 1.2 Existing maintenance funding from Government is intended to meet the on-going maintenance costs for standard materials, construction types and the existing assets on the highway network. Current funding sources do not take into account the use of non-standard and enhanced materials, assets and design specifications and do not therefore fund all future maintenance requirements.
- 1.3 In accordance with the nationally recognised County Surveyors Society (CSS) Commuted Sums for Maintaining Infrastructure Assets Guidance (2009), Hampshire County Council (HCC) will apply CS to all non-standard materials and assets from new developments and highway improvements in order to cover the 'extra over' and 'added' costs of future maintenance.
- 1.4 HCC has identified and categorised the materials, assets and specifications that are considered non-standard and therefore likely to incur higher frequency, higher cost or more problematic maintenance requirements. Appendix A provides an overview of this approach.
- 1.5 The CS Calculator in Appendix B lists the materials and asset types and their associated maintenance costs. It enables CS to be calculated in a clear and consistent manner and provides an opportunity for all stakeholders to calculate the potential CS associated with proposed new infrastructure. The CS applied, wherever appropriate and feasible, will cover the difference in costs between maintaining the 'standard' and 'non-standard' materials and assets.
- 1.6 CS are defined in the CSS Commuted Sums Guidance as:

"A payment of a capital sum by an individual, authority or company to the highway authority, local authority or other body, as a contribution towards the future maintenance of the asset to be adopted or transferred."
- 1.7 CS are typically secured through legal agreements made with developers and landowners under the Highways Act 1980, using Section 38 for new roads provided on private land, and Section 278 for alterations made to existing publicly maintained highways.
- 1.8 In addition to the agreements under the Highways Act, new infrastructure from highway and transport improvement schemes can also be transferred to the HA through different mechanisms and require bespoke agreements to secure CS.
- 1.9 This CS Policy Guidance for New Highway Infrastructure forms part of a framework of documents developed by HCC. The framework provides guidance on HCC's construction and design standards, and the processes required for new infrastructure to be transferred to HCC and maintained at public expense. The

documents listed below should be used in conjunction with this policy guidance when designing and delivering new highway infrastructure schemes.

- Technical Guidance Notes
- Highway Construction Standard Details
- Highway Development Agreements Guidance

2 Context

- 2.1 In recent years there has been a significant shift towards quality of place and the use of enhanced materials in new housing developments, often in locations that are more constrained and challenging. These factors combined often result in increased maintenance requirements at a time when there is a significant pressure on maintenance budgets. It is therefore essential that appropriate levels of funding are received from new developments so that the new infrastructure can be maintained to the required levels of service.
- 2.2 To align with the Well Managed Highway Infrastructure Code of Practice (2016), HCC has adopted a 'designing for maintenance' approach to ensure that future maintenance requirements are clearly understood and minimised, and that the whole life cost of assets are considered when new infrastructure is being proposed and designed.
- 2.3 HCC also recognises the importance of public realm improvements and enhancing quality of place in new developments and aims to strike a sensible balance between limiting maintenance future liabilities, and the burden on local authority finances, whilst meeting local planning authority design aspirations and encouraging the adoption of new roads.
- 2.4 This Highway Infrastructure Commuted Sums Policy Guidance has been developed to try and balance the competing requirements of all stakeholders and supersedes all previous HCC documentation concerning the scope and application of CS.
- 2.5 It has been based on the principles outlined in CSS 'Commuted Sums for Maintaining Infrastructure Assets Guidance (2009)', the ADEPT 'Commuted Sums Levied for Traffic Signals Guidance (2014)' and the ADEPT 'Bridges Commuted Sum Guidance (2017)'.

3 Purpose

- 3.1 The purpose of this Policy Guidance is to provide a transparent, robust, and consistent approach for the application and calculation of CS. It provides developers (and other stakeholders responsible for delivering new infrastructure) guidance on the types of materials and assets preferred by the HA, their associated CS costs, and the necessary levels of consultation required with the HA for them to be approved, adopted, and maintained at public expense.

- 3.2 This Policy Guidance aims to ensure that appropriate levels of funding are received from new highway infrastructure and highway improvements that will enable the new infrastructure to be maintained to the required levels of service. This will be achieved by securing CS through Section 38 and 278 Agreements which transfer the new assets to the HA to maintain at public expense.
- 3.3 This Policy Guidance also aims to encourage the adoption of new sustainable developments and highway improvements by promoting the use of durable and sustainable materials, but also enabling the appropriate use of enhanced materials, assets, and specifications.

4 Scope of Asset Types and Elements

- 4.1 This Policy Guidance applies to all assets to be adopted by HCC from developers on the highway network. The scope of the materials and asset types where CS will be applied by HCC is set out in the CS Calculator, see Appendix B.
- 4.2 The CS Calculator does not contain an exhaustive list of materials and assets as it is not possible to include all potential items that could be proposed in new infrastructure schemes. Materials and assets not included in the CS Calculator but are included in new infrastructure proposals will be reviewed by HCC on a case-by-case basis and the appropriate CS category assigned.

5 Application of Commuted Sums

- 5.1 HCC has developed and grouped materials and assets into Commuted Sums Categories (CSC), where the lower the CSC number the greater the acceptability of that option with the lowest category not requiring any CS. An overview of the CS categories are set out in Appendix A.
- 5.2 **Category 1 (CSC1)** options provide material or design choices that will not incur a CS. These are solutions that HCC, as the HA, consider to be the most durable, sustainable, and have been identified as providing the best whole life solution.
- 5.3 **Category 2 (CSC2)** options allow the developer the flexibility to use alternative non-standard materials and designs. These options are acceptable to the HCC as an alternative to CSC1 but will require a CS to cover the increase in future maintenance liabilities and the additional costs incurred to maintain them.
- 5.4 **Category 3 (CSC3)** options do not offer optimum whole life maintenance solutions and often result in more costly, problematic, or high frequency maintenance requirements. These are not HCC's preferred materials or design options and their inclusion in designs should be limited wherever possible. They will require the developer to provide robust justification for their use and demonstrate some of the following:
- They are required to tie in with the existing highway infrastructure or the existing infrastructure prevents alternative solutions to be implemented.

- They are required to provide essential continuity with existing highway infrastructure.
- They will significantly reduce the carbon footprint of construction works and/or future maintenance operations.
- They will result in a significant and positive impact on biodiversity.
- It can be demonstrated that they conform to and align with the relevant Hampshire County Council Technical Guidance specifications.
- They have been through HCC's formal pre app process and been agreed prior to planning permission by the HA due to site specific justifications.
- They are the only viable design option in accordance with mandatory planning requirements and constraints.
- They will not cause undue disruption on the network due to problematic or disproportionately high frequency maintenance requirements.

Special consideration and potentially greater flexibility will be given to the CSC3 non-standard materials and enhanced design options where they are located within national parks, conservation areas or heritage areas. HCC recognises that enhanced materials or specifications are sometimes necessary in these areas to comply with Supplementary Planning Documents and Design Codes, or to tie in with special or unique site-specific requirements. HCC will work with all relevant stakeholders on a case-by-case basis to agree appropriate solutions.

To avoid the unnecessary or widespread use of CSC3 materials or assets, HCC will review the use of these design choices on a case-by-case basis. For these options be included in the development, the developer shall:

- Discuss the proposal with the HA to ensure that it meets the necessary requirements, as above, and is considered appropriate and maintainable.
- Obtain HA approval before any agreement or planning approval can be issued.

CSC3 options will often incur a higher CS to ensure that the costs of maintaining these options are adequately provided for.

- 5.5 **Category 4 (CSC4)** options will be allowed in exceptional circumstances only. As per CSC3 options, they do not offer optimum whole life maintenance solutions and often result in more costly, problematic, or high frequency maintenance requirements. They often include new products or materials where the longevity, lifecycle or long-term maintenance implications are unknown and as such are considered a risk to the HA.

To achieve Highway Authority approval a robust justification for the material, asset or design option will be required as per the guidelines and requirements set out for CSC3 options in Section 4.

It should be assumed that any material, asset, or design option not listed, or is not similar in nature to those that are included in the Commuted Sum Calculator, is likely to be classed as a CSC4.

CSC4 options will incur a higher CS to ensure that the costs of maintaining these options and the risks to the HA are adequately provided for.

- 5.6 If the developer chooses to use CSC3 or CSC4 options without appropriate approval from the HA, then the highway infrastructure will not be adopted as public highway, maintainable at public expense. In these circumstances the developer is required to confirm that they have chosen materials, assets or design specifications that are not in accordance with HCC requirements and as a result accept that the development will not be adopted.

6 Commuted Sum Calculation

- 6.1 CS are to be paid based upon projected future maintenance costs. The CS calculator enables CS to be calculated in a consistent manner for different materials and asset types. The calculations are based upon typical treatment lifecycles, renewal and replacement frequencies from HCC's own experience, term contract and supplier information, and national guidance documents.
- 6.2 The time periods that CS will be applied for, as recommended in the CSS Commuted Sums for Maintaining Infrastructure Assets (2009) and the ADEPT Bridges Commuted Sum Guidance (2017) are as follows:
- **30 years** - Section 278 agreements (reflects the period until major repair or refurbishment is required)
 - **60 years** - Section 38 agreements (reflects the expected life of new developments)
 - **120 years** – Structures (reflects the design life of a structure. Typically transferred under a Section 38 or Section 278)
- 6.3 The rates applied are based on HCC's various service contract arrangements and where known, information from suppliers. These rates are generic and, in some instances, compounded to allow for materials, plant and traffic management. HCC cannot provide specific details of the rates as this information is commercially sensitive.
- 6.4 The materials and assets used in CSC2, CSC3 and CSC4 are not considered to be standard options. The CS rates applied for these categories, wherever appropriate and feasible, will cover the difference in costs between maintaining the 'non-standard' materials and assets and the 'standard' CSC1 options.

7 Commuted Sum Process

- 7.1 The CS Calculator can be used by developers and other stakeholders at any time to provide an indication of the potential CS costs associated with the material, asset and design options for future developments and highway improvement schemes.
- 7.2 For schemes covered by Section 38 and Section 278 Agreements the relevant Highway Development Agreements (HDA) officer from HCC will, in consultation

with all relevant stakeholders, be responsible for establishing whether CS are required, calculating the total cost, and collecting the payment from the developer. This will be undertaken in accordance with the requirements and timescales specified in HCC's Section 38 and Section 278 Guidance for developers' documentation or as stated within the legal agreement.

- 7.3 The CS rates are locked in and agreed at the time of completing the Section 38 or Section 278 agreement. It should be noted that there will be a 2-year grace period after completing the legal agreements where no adjustments for inflation are made. The agreed rates will then be subject to an annual increase to adjust for inflation until the Certificate of Completion is issued or at the point the CS payments are required as specified within the legal agreements. The developer can opt to have the rates adjusted using a fixed rate or a rate linked to the Construction Output Price Indices (OPI).
- 7.4 Once all the requirements specified within the Section 278 and Section 38 agreements have been met, the appropriate certificates issued, and the CS payment made, the new highway infrastructure will become maintainable at public expense.
- 7.5 For the transfer of new infrastructure and assets to HCC outside Section 38 or S278 Agreements, the HCC Officer leading on the negotiations with the third party will be responsible for deciding whether CS are required, using the principles outlined in this policy guidance, and inform the third party as part of the negotiations. The Officer must ensure that any documented agreement for the transfer of new highway assets includes details of the commuted sum and the point at which it must be paid. This must be in advance of the Highway Authority agreeing to the adoption of the new assets.

8 Use of Commuted Sums for Highway Maintenance

- 8.1 All CS received will be collected through the various legal agreements outlined in this Policy Guidance document.
- 8.2 All CS collected will be recorded and held in a single account, split by generic asset type and ringfenced for maintenance purposes.
- 8.3 All CS will be re-invested into maintenance of the network using asset management principles to ensure that the highway infrastructure is maintained to the appropriate standards.

9 Review of Commuted Sum Policy Guidance

- 9.1 This Policy Guidance and the rates used in the CS Calculator will be reviewed by HCC on an annual basis and adjusted as appropriate. The CS rates will not be adjusted outside of the annual review process.

Appendix A

The following table sets out the CS Categories (CSC) for each material or asset type. The CSC determine the acceptability of materials and assets in new developments, whether CS will be applied, and the level of consultation required for them to be approved and adopted.

Table 1 – Commuted Sum Categories

Commuted Sums Category	Description	Development Acceptability	Commuted Sum Application	Commuted Sums Applicable
1	Standard Specification	Acceptable	CSC1 material specifications and design options provide the optimum whole life cost solutions. No CS will be applied.	N
2	Non-standard Specification	Acceptable	CSC2 materials specifications and design options are not considered standard and will increase future maintenance requirements and costs. CS will apply in all cases.	Y
3	Enhanced Specification	<p>These are not the Highway Authority's preferred specifications or design options.</p> <p>To achieve Highway Authority approval justification for the proposal will be required from the developer.</p>	<p>CSC3 material specifications and design options result in more costly, problematic, or high frequency maintenance requirements. CS will apply in all cases.</p> <p>Where the proposed material specification is rejected, it cannot be used if the development is intended to be formally adopted and maintained at public expense.</p>	Y
4	Exceptional Specification	<p>These specifications or design options will be allowed in exceptional circumstances only.</p> <p>To achieve Highway Authority approval justification for the proposal will be required from the developer.</p>	<p>CSC4 material specifications and design options result in costly, problematic, or high frequency maintenance requirements. CS will apply in all cases.</p> <p>Where the proposed material specification is rejected, it cannot be used if the development is intended to be formally adopted and maintained at public expense.</p>	Y

Appendix B

Commuted Sum Calculator

The Commuted Sum Calculator has been designed to calculate the commuted sums costs required to cover the additional maintenance and replacement costs from new highway infrastructure or highway improvements.

Click [here](#) to access the Commuted Sum Calculator.

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The following calculators have been designed to calculate the commuted sums costs required to cover the additional maintenance and replacement costs from new highway infrastructure or highway improvements.

Commuted Sums Calculator - Highways

The highways calculator is based on the 'CSS Commuted Sums for Maintaining Infrastructure Assets Guidance: 2009'. It has been designed to calculate commuted sums for new highway infrastructure using typical treatment, renewal and replacement frequencies. For new infrastructure created under Section 38 Agreements it calculates the commuted sums for a 60 year period. For new infrastructure added under Section 278 agreements the calculations are based over a 30 year period. Commuted sums will be applied to all non-standard materials and assets and will cover, wherever appropriate and feasible, the difference in costs between maintaining the 'standard' and 'non-standard' items.

To use this calculator select the COMMUTED SUM CALCULATOR tab and populate the 'Quantity (number)' column where appropriate. The spreadsheet will then complete the calculations. The rates used in this calculator have been taken from the relevant contracts used to deliver Hampshire County Council's Highways, Street Lighting and Intelligent Transport services. The rates are generic and in some instances compounded to allow for materials, plant, traffic management and labour.

For materials and asset items not included within the main Commuted Sum Calculator, select the BESPOKE ITEMS tab and populate the 'Asset Item' and 'Quantity (number)' columns ONLY. These items will require consultation with Hampshire County Council, as the Highway Authority, and their suitability for inclusion in the development will be assessed. Where approval is granted the remaining columns will be populated and the commuted sum cost calculated by the Highway Authority.

Commuted Sums Calculator - Structures

To calculate the commuted sum costs for Structures please use the link to the 'ADEPT Structures Commuted Sum Calculator 2018' provided on the COMMUTED SUMS CALCULATOR tab. The rates for replacement and maintenance used in the calculator are the latest Chartered Institute of Public Finance and Accountancy (CIPFA) rates and are calculated for a 120 year period in line with the 'ADEPT Bridges Commuted Sums Guidance 2017'.

The calculator should be used in conjunction with the 'ADEPT Bridges Commuted Sums Guidance 2017'. On completion of the ADEPT Commuted Sums Structures Calculator the total commuted sum for all elements of the structure must be manually inputted into the 'Structures Commuted Sum Total' cell on the COMMUTED SUM CALCULATOR tab.

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Asset Type	Commuted Sums Category	Asset Element	Basis for Lifecycle (over 60 years)	Unit of Measure	Lifecycle Calculation	Rates Applied		Quantity (number)	Estimated Commuted Sum for Section 38's	Estimated Commuted Sum for Section 278's
Carriageway Surfacing	1	Hot Rolled Asphalt	Commuted Sums Not Applied							
	2	Asphaltic Concrete	4 replacements (EXTRA OVER COST)	m2	£12.54	Resurfacing	£16.32		£0.00	£0.00
	2	Stone Mastic Asphalt	3 replacements (EXTRA OVER COST)	m2	£41.79	Resurfacing	£31.51		£0.00	£0.00
	3	High Friction Surfaces (HFS)	6 replacements	m2	£268.44	Replacement	£44.74		£0.00	£0.00
	3	Pigmented Asphalt	3 replacements (EXTRA OVER COST)	m2	£139.38	Resurfacing	£64.04		£0.00	£0.00
	3	Block Paving	2 replacements (EXTRA OVER COST)	m2	£295.16	Replacement	£173.95		£0.00	£0.00
	3	Additional areas not required by the Highway Authority (e.g. parking bays)	1 replacement	m2	£26.37	Replacement	£26.37		£0.00	£0.00
	4	Overrun Areas (modular)	3 replacements (EXTRA OVER COST)	m2	£469.11	Replacement	£173.95		£0.00	£0.00
Carriageway Construction	1	Flexible Bituminous Construction	Commuted Sums Not Applied							
	2	Geogrid / Stress absorbing membrane	One off replacement	m2	£22.60	Replacement	£22.60		£0.00	£0.00
	2	HBM / CRBM containing tar	Coring and chemical testing twice (when resurfacing)	m2	£7.62	Testing	£3.81		£0.00	£0.00
	3	Composite (lean-mix) Concrete	One off replacement	m2	£52.02	Replacement	£52.02		£0.00	£0.00
Carriageway Ancillaries	1	Kerbs (PCC)	Commuted Sums Not Applied							
	1	Dropped Kerbs (PCC)	Commuted Sums Not Applied							
	1	Bus Stop Kerbs (PCC)	Commuted Sums Not Applied							
	1	Road Markings	Commuted Sums Not Applied							
	1	Road Studs (embedded i.e. Halifax)	Commuted Sums Not Applied							
	1	Edgings (PCC)	Commuted Sums Not Applied							
	2	Kerbs (conservation)	Replacement - 50% of total (EXTRA OVER COST)	Linear m	£16.32	Replacement	£81.61		£0.00	£0.00
	3	Kerbs (natural stone)	Replacement - 50% of total (EXTRA OVER COST)	Linear m	£23.35	Replacement	£95.66		£0.00	£0.00
	3	Safety Kerbs	Replacement - 50% of total (EXTRA OVER COST)	Linear m	£93.54	Replacement	£236.05		£0.00	£0.00
	4	Road Studs (all other types)	10 replacements	Item	£110.50	Replacement	£11.05		£0.00	£0.00
Footways and Cycleways	1	Asphaltic Concrete	Commuted Sums Not Applied							
	1	Tactile Paving	Commuted Sums Not Applied							
	3	Block Paving	2 replacements (EXTRA OVER COST)	m2	£256.22	Replacement	£144.43		£0.00	£0.00
	3	Modular Paving (Flags)	3 replacements (EXTRA OVER COST)	m2	£326.10	Replacement	£119.58		£0.00	£0.00
	3	Modular Paving (Flags) Natural Stone	3 replacements (EXTRA OVER COST)	m2	£1,000.53	Replacement	£344.39		£0.00	£0.00
	3	Pigmented Asphalt Cycleways	2 replacements (EXTRA OVER COST)	m2	£98.90	Resurfacing	£65.77		£0.00	£0.00
	4	Pigmented Asphalt Footways	2 replacements (EXTRA OVER COST)	m2	£98.90	Resurfacing	£65.77		£0.00	£0.00
	4	Resin Bonded Gravel	5 replacements (EXTRA OVER COST)	m2	£551.21	Resurfacing	£116.77		£0.00	£0.00
Fences and Barriers	2	Pedestrian Guard Rail	2 replacement	Linear m	£450.86	Replacement	£225.43		£0.00	£0.00
	3	Boundary Fencing (post and rail)	3 replacements	Linear m	£131.85	Replacement	£43.95		£0.00	£0.00
	3	Birdlip Fencing	3 replacements	Linear m	£113.01	Replacement	£37.67		£0.00	£0.00
	3	Acoustic Barrier	1 replacement	Linear m	£370.40	Replacement	£370.40		£0.00	£0.00
	3	Vehicle Restraint System - Barrier	2 replacements	Linear m	£276.22	Replacement	£138.11		£0.00	£0.00
	3	Vehicle Restraint System - Terminal	2 replacements	Item	£2,989.50	Replacement	£1,494.75		£0.00	£0.00
	3	Retaining wall <1.5m	1 replacement	Linear m	£1,625.00	Replacement	£1,625.00		£0.00	£0.00
Street Lighting	1	Standard Column	Commuted Sums Not Applied							
	1	Non-illuminated Reflective Bollard	Commuted Sums Not Applied							
	3	Architectural / Non Standard <6m	2 replacements (EXTRA OVER COST)	Item	£7,224.16	Replacement	£3,612.08		£0.00	£0.00
	3	Architectural / Non Standard >6m	2 replacements (EXTRA OVER COST)	Item	£8,220.24	Replacement	£4,110.12		£0.00	£0.00
	3	Wall Mounted Lighting	2 replacements (EXTRA OVER COST)	Item	£6,040.00	Replacement	£3,020.00		£0.00	£0.00
	3	Subway / Bridge lighting	2 replacements (EXTRA OVER COST)	Item	£2,320.00	Replacement	£1,160.00		£0.00	£0.00
	3	Private Cable Network	1 replacement in 60 years	Linear m	£159.00	Replacement	£159.00		£0.00	£0.00
Street Furniture	2	Bus Shelters (passenger information)	2 replacements	Item	£34,508.50	Replacement	£17,254.25		£0.00	£0.00
	2	Bus Shelters (unit)	2 replacements	Item	£9,455.38	Replacement	£4,727.69		£0.00	£0.00
	2	Bus Stops (poles and flags)	5 replacements	Item	£1,808.65	Replacement	£361.73		£0.00	£0.00
	2	Cycle Racks	2 replacements	Item	£723.46	Replacement	£361.73		£0.00	£0.00
	3	Seating and Benches	3 replacements	Item	£5,394.54	Replacement	£1,798.18		£0.00	£0.00
	3	Bollards (wooden)	4 replacements	Item	£461.36	Replacement	£115.34		£0.00	£0.00
	3	Bollards (plastic socketed)	4 replacements	Item	£2,285.72	Replacement	£571.43		£0.00	£0.00
	3	Bollards (concrete)	2 replacements	Item	£1,457.42	Replacement	£728.71		£0.00	£0.00
	4	Bollard (removable)	4 replacements	Item	£1,356.04	Replacement	£339.01		£0.00	£0.00
	4	Bollard (foldable)	4 replacements	Item	£1,506.72	Replacement	£376.68		£0.00	£0.00
	4	Solar Bollard	4 replacements	Item	£2,912.96	Replacement	£728.24		£0.00	£0.00
Verges and Landscaped Areas	1	Grass Verges (<=2m width)	Commuted Sums Not Applied							
	2	Grass Verges (>2m width)	4 cuts per year (applied to area over 2m standard width only)	m2	£9.60	Maintenance	£0.04		£0.00	£0.00
	2	Trees	Routine maintenance	Item	£600.00	Maintenance	£600.00		£0.00	£0.00
	3	Hedges	1 cut per year	Linear m	£55.20	Maintenance	£0.92		£0.00	£0.00
	3	Shrubs	1 cut per year	m2	£45.00	Maintenance	£0.75		£0.00	£0.00
Traffic and Pedestrian Management	1	Non-illuminated traffic signs	Commuted Sums Not Applied							
	2	Illuminated Traffic Signs <=4m2	2 replacements	Item	£5,200.56	Replacement	£2,600.28		£0.00	£0.00
	2	Illuminated Traffic Signs >4m2	2 replacements	m2	£1,420.72	Replacement	£710.36		£0.00	£0.00
	2	Zebra Crossing	2 replacements	Item	£9,000.00	Replacement	£4,500.00		£0.00	£0.00
	2	Controlled Crossing (Toucan, Puffin) Single carriageway	3 replacements	Item	£75,000.00	Maintenance	£25,000.00		£0.00	£0.00
	2	Controlled Crossing (Toucan, Puffin) Dual carriageway	3 replacements	Item	£120,000.00	Maintenance	£40,000.00		£0.00	£0.00
	2	Traffic Signals - T Junction	3 replacements	Item	£180,000.00	Replacement	£60,000.00		£0.00	£0.00
	2	Traffic Signals - Cross roads	3 replacements	Item	£240,000.00	Replacement	£80,000.00		£0.00	£0.00
	2	Traffic Signals - Roundabout Per Arm	3 replacements	Item	£150,000.00	Replacement	£50,000.00		£0.00	£0.00
	3	Over Height Warning Signs (OHWS)	3 replacements	Item	£75,000.00	Replacement	£25,000.00		£0.00	£0.00
	3	CCTV	3 replacements	Item	£30,000.00	Replacement	£10,000.00		£0.00	£0.00
	3	Heritage Pedestrian Signs	1 replacement	Item	£1,000.00	Replacement	£1,000.00		£0.00	£0.00
	3	Traditional Cast Iron Finger Posts	1 replacement	Item	£1,500.00	Replacement	£1,500.00		£0.00	£0.00

	3	Traffic Calming Humps / Raised Tables (bituminous)	3 replacements	m2	£240.00	Replacement	£80.00		£0.00	£0.00
	3	Traffic Calming Cushions	6 replacements	Item	£23,574.30	Replacement	£3,929.05		£0.00	£0.00
	4	Variable Messaging Signs (VMS)	3 replacements	Item	£90,000.00	Replacement	£30,000.00		£0.00	£0.00
	4	Traffic Calming Humps / Raised Tables (block paved)	3 replacements	m2	£660.00	Replacement	£220.00		£0.00	£0.00
Drainage	1	Pipes	Commuted Sums Not Applied							
	1	Culverts (<1.5m)	Commuted Sums Not Applied							
	1	Gullies	Commuted Sums Not Applied							
	1	Catchpits	Commuted Sums Not Applied							
	1	Inspection Chambers	Commuted Sums Not Applied							
	1	Ditches	Commuted Sums Not Applied							
	1	Grips	Commuted Sums Not Applied							
	2	Petrol Interceptors (<=8m3)	Cyclic cleansing and 1 replacement	Item	£23,700.29	Replacement	£23,700.29		£0.00	£0.00
					£12,461.40	Maintenance	£207.69			
	2	Petrol Interceptors (>8m3)	Cyclic cleansing and 1 replacement	Item	£37,330.79	Replacement	£37,330.79		£0.00	£0.00
					£29,041.20	Maintenance	£484.02			
	2	Soakaways (<=5m3)	Cyclic cleansing and 1 replacement	Item	£5,561.24	Replacement	£5,561.24		£0.00	£0.00
					£532.56	Maintenance	£44.38			
	2	Soakaways (>5m3)	Cyclic cleansing and 1 replacement	Item	£6,461.24	Replacement	£6,461.24		£0.00	£0.00
					£2,662.68	Maintenance	£221.89			
	2	Swales	Routine maintenance	m2	£18.83	Maintenance	£18.83		£0.00	£0.00
	3	Storage Chamber / Tank	Cyclic cleansing and 1 replacement	m3	£1,367.00	Replacement	£1,367.00		£0.00	£0.00
					£1,358.04	Maintenance	£113.17			
	3	Ponds (attenuation)	Cyclic cleansing	m3	£2,900.00	Maintenance	£580.00		£0.00	£0.00
	3	Vortex Flow Control	2 replacements	Item	£13,869.56	Replacement	£6,934.78		£0.00	£0.00
	3	Weir Kerbs	Replacement (50% of total) and cyclic cleansing	Item	£448.43	Replacement	£896.85		£0.00	£0.00
					£100.50	Maintenance	£3.35			
	3	Filter Drains	Cyclic Cleansing and 2 replacements	Linear m	£524.26	Replacement	£262.13		£0.00	£0.00
					£40.20	Maintenance	£3.35			
3	Fin or Narrow Filter Drains	2 replacements	Linear m	£400.00	Replacement	£200.00		£0.00	£0.00	
3	Permeable Paving	2 replacements	m2	£379.34	Replacement	£189.67		£0.00	£0.00	
3	Headwall (bagwork)	1 replacement	item	£1,500.00	Replacement	£1,500.00		£0.00	£0.00	
4	Channel Drains	Cyclic cleansing and 1 replacement	Linear m	£175.00	Replacement	£175.00		£0.00	£0.00	
				£100.50	Maintenance	£3.35				
4	Pumps and Pumping Stations	Servicing and 10 replacements	item	£50,000.00	Replacement	£5,000.00		£0.00	£0.00	
				£65,880.00	Servicing	£549.00				
4	Combined Drainage Kerbs	1 Replacement and cyclic cleansing	Linear m	£187.08	Replacement	£187.08		£0.00	£0.00	
				£40.20	Maintenance	£3.35				
Rights of Way	1	Resurface of existing	Commuted Sums Not Applied							
	2	Footpath	2 surface replacements	Linear m	£200.00	Resurface	£100.00		£0.00	£0.00
	2	Bridleway	3 surface replacements	Linear m	£360.00	Resurface	£120.00		£0.00	£0.00
	2	Byway	4 surface replacements	Linear m	£600.00	Resurface	£150.00		£0.00	£0.00

		HIGHWAYS Commuted Sum Total	£0.00	£0.00
		BESPOKE ITEMS Commuted Sum Total	£0.00	£0.00
		STRUCTURES Commuted Sum Total		
		Section 38	Section 278	
		TOTAL COMMUTED SUM	£0.00	£0.00

[ADEPT Commuted Sum Calculator for Structures](#)

Asset Type	Asset Element	Basis for Lifecycle (over 60 years)	Unit of Measure	Lifecycle Calculation	Rates Applied		Quantity (number)	Estimated Commuted Sum for Section 38's	Estimated Commuted Sum for Section 278's	
					Replacement	Maintenance				
Bespoke Items					Replacement			£0.00	£0.00	
					Maintenance			£0.00	£0.00	
						Replacement			£0.00	£0.00
						Maintenance			£0.00	£0.00
						Replacement			£0.00	£0.00
						Maintenance			£0.00	£0.00
						Replacement			£0.00	£0.00
						Maintenance			£0.00	£0.00
						Replacement			£0.00	£0.00
						Maintenance			£0.00	£0.00
						Replacement			£0.00	£0.00
						Maintenance			£0.00	£0.00
						Replacement			£0.00	£0.00
						Maintenance			£0.00	£0.00
						Replacement			£0.00	£0.00
						Maintenance			£0.00	£0.00
	BESPOKE ITEMS Commuted Sum								£0.00	£0.00

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