

# Public Document Pack

## Executive Decision Records

Please find set out below a number of Executive Decisions taken at the HAMPSHIRE COUNTY COUNCIL Executive Lead Member for Universal Services Decision Day & Executive Member for Highways and Waste Decision Day held at the Castle, Winchester on Monday 9 September 2024

1. **RE-PROCUREMENT OF HEATING OIL AND ROAD FUELS FRAMEWORK**
2. **LOCAL ELECTRIC VEHICLE INFRASTRUCTURE (LEVI) FUND FOR ON-STREET RESIDENTIAL ELECTRIC VEHICLE CHARGEPOINTS**
3. **APPOINTMENTS TO OUTSIDE BODIES, STATUTORY JOINT COMMITTEES, PANELS AND PARTNERSHIP BOARDS**
4. **PROJECT APPRAISAL: WORTHY ROAD WINCHESTER - PEDESTRIAN AND CYCLE IMPROVEMENTS - PHASE 1**
5. **LOCAL BUS CONTRACT FOR KINGS BARTON**

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# Item 1

## HAMPSHIRE COUNTY COUNCIL

### Executive Decision Record

<b>Decision Maker:</b>	Executive Lead Member for Universal Services
<b>Date:</b>	9 September 2024
<b>Title:</b>	Re-procurement of Heating Oil and Road Fuels Framework
<b>Report From:</b>	Director of Universal Services

**Contact name:** Kathryn Burton

**Email:** [kathryn.burton@hants.gov.uk](mailto:kathryn.burton@hants.gov.uk)

#### 1. The decision:

- 1.1. That the Executive Lead Member for Universal Services gives approval to procure and enter into contractual arrangements (in consultation with the Head of Legal Services) for the use of a heating oil and road fuel framework with a maximum spending capacity of £45 million over the four-year contract term for all framework users, including Hampshire County Council and other public sector organisations, commencing 1 April 2025.
- 1.2. That the Executive Lead Member for Universal Services gives approval for a contract spend of up to £6 million for Hampshire County Council over the four-year contract term to be funded from Directorate revenue budgets, to use the new heating oil and road fuels framework for its corporate estate, vehicle fleet and school sites.

#### 2. Reason for the decision:

- 2.1. To procure a new heating oil and road fuel framework and contract arrangements for the County Council and other public sector organisations.

#### 3. Other options considered and rejected:

- 3.1. Using an alternative framework in the market. This option was rejected as it does not meet the full requirements of Hampshire County Council in terms of Lot value and fuel monitoring.
- 3.2. Not procuring the specific framework arrangements set out in the supporting report. This option was rejected because the County Council would still be required to put a contract in place and the proposed approach has been assessed as the most efficient and cost effective procurement approach both for the County Council and for other framework users.

**4. Conflicts of interest:**

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

4.2. Conflicts of interest declared by other Executive Members consulted: None.

**5. Dispensation granted by the Conduct Advisory Panel:** None.

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

**7. Statement from the Decision Maker:**

**Approved by:**

**Date:**

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**9 September 2024**

**Executive Lead Member for Universal Services  
Councillor Kirsty North**

# Item 2

## HAMPSHIRE COUNTY COUNCIL

### Executive Decision Record

<b>Decision Maker:</b>	Executive Lead Member for Universal Services
<b>Date:</b>	9 September 2024
<b>Title:</b>	Local Electric Vehicle Infrastructure (LEVI) Fund for On-street Residential Electric Vehicle Chargepoints
<b>Report From:</b>	Director of Universal Services

**Contact name:** Philip Sheppard

**Email:** Philip.Sheppard2@hants.gov.uk

#### 1. The decision:

- 1.1. That the Executive Lead Member for Universal Services gives approval to enter into the necessary arrangements with the Department for Transport (DfT), and delegates authority to the Director of Universal Services, in consultation with the Head of Legal Services, to finalise and enter into any necessary agreements to enable the submission of the stage 2 application to the DfT for receipt of the County Council's allocation of £6,662,000 Local Electric Vehicle Infrastructure (LEVI) grant fund to support Hampshire residents without off-street parking to switch to electric vehicles in line with Government policy to end the sale of petrol and diesel vehicles from 2030, and plug-in hybrids from 2035.
- 1.2. That the funding be allocated to the provision of on-street electric vehicle charging infrastructure (EVCI) in accordance with the arrangements with DfT for the LEVI grant fund.
- 1.3. That the sum of £6,662,000 is added to the Universal Services Capital Programme to fund the provision of Electric Vehicle Charging Infrastructure in Hampshire over a five-year period.
- 1.4. That the Executive Lead Member for Universal Services gives approval to spend the County Council's allocation of £6,662,000 LEVI grant fund and delegates authority to the Director of Universal Services in consultation with the Head of Legal Services to procure and enter into contractual arrangements to install electric vehicle charging infrastructure through a deployment plan that focuses on post codes where households do not have off-street parking, and where infrastructure is anticipated to be required as a priority to support Hampshire residents to switch to electric vehicles.
- 1.5. That the Executive Lead Member for Universal Services delegates authority to the Director of Universal Services in consultation with the Executive Member for Highways and Waste to approve and vary a Deployment Plan for Electric Vehicle Charging Infrastructure in Hampshire, and to determine appropriate governance arrangements for the implementation of any changes to provide sufficient flexibility to respond to site access difficulties or changing

circumstances and enable the introduction of minor variations and projects to an approved annual programme.

- 1.6. That the Executive Lead Member for Universal Services further delegates authority to the Director of Universal Services to make arrangements to establish, alter, or remove electric vehicle chargepoints as a new highway asset type, in line with established practice for other highway assets.

**2. Reasons for the decision:**

- 2.1. The County Council has been allocated £6,662,000 of LEVI funding by DfT to pump-prime the deployment of EVCI and help support the transition to electric vehicles ahead of the proposed phasing out of the sale of new petrol and diesel cars and vans from 2030, and plug-in hybrids from 2035.
- 2.2 Over time, electric vehicle chargepoints are anticipated to become a standard highway asset requiring appropriately delegated authority to routinely determine their provision. The Universal Services Scheme of Authorisation provides the means for effective and efficient routine decision making and amending the Scheme of Authorisation to include electric vehicle chargepoints is considered a sensible provision.

**3. Other options considered and rejected:**

- 3.1. It would be possible to decline the County Council's allocation of £6,662,000 LEVI funding on the basis that the provision of EVCI is not a statutory responsibility and the associated costs of managing EVCI represent a potential revenue burden at a time when the Authority is seeking to minimise services to a legal minimum. This option has been rejected as the LEVI funding will significantly benefit Hampshire residents and opportunities exist to manage EVCI on a full cost recovery basis, minimising the risk of additional revenue costs.

**4. Conflicts of interest:**

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

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

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

**7. Statement from the Decision Maker:**

**Approved by:**

**Date:**

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**9 September 2024**

**Executive Lead Member for Universal Services  
Councillor Kirsty North**

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# Item 3

## HAMPSHIRE COUNTY COUNCIL

### Executive Decision Record

<b>Decision Maker:</b>	Executive Lead Member for Universal Services
<b>Date of Decision:</b>	9 September 2024
<b>Decision Title:</b>	Appointments to Outside Bodies, Statutory Joint Committees, Panels and Partnership Boards
<b>Report From:</b>	Director of People and Organisation

Contact name: Katy Sherwood

Email: [members.services@hants.gov.uk](mailto:members.services@hants.gov.uk)

#### 1. The Decision:

a) In accordance with Part 1: Chapter 12 of the Constitution, that the Executive Lead Member for Universal Services be requested to make an appointments to a local interest group and Partnership boards as detailed below. The term of office is until County Council elections in May 2025 unless otherwise stated:

<b>Name of Body</b>	<b>Description</b>	<b>Previous</b>	<b>Appointment(s) until May 2025</b>
Ashford Hangers Consultative Group (local interest group)	A group for the preservation and support of the National Nature Reserve	Russell Oppenheimer	Russell Oppenheimer
Basingstoke Canal Joint Board (2 full members required)	This body will provide oversight of the management of the Canal and will make recommendations to the Executive Member for decision at the respective authorities.	N/A - New Board	Rod Cooper Stephen Parker
Hampshire Rural Forum	The Hampshire Rural Forum brings together 54 organisations, groups and individuals to raise awareness and understanding of rural issues and to find solutions.	Russell Oppenheimer	Kirsty North (as Executive Lead Member)

Project Integra Strategic Board (1 full and 1 deputy vacancy)	Project Integra is a partnership working to provide an integrated approach to the collection, treatment and disposal of municipal waste in Hampshire.	Nick Adams-King  Roz Chadd (deputy)	Lulu Bowerman  Kirsty North (deputy)
Solent Transport SJC (1 full member and 1 deputy position)	This joint committee provides leadership, strategy and direction to support sustainable economic growth in the Solent area.	Nick Adams-King  Russell Oppenheimer	Kirsty North (as Executive Lead Member) and  Lulu Bowerman (deputy - as Executive Member for Highways and Waste)

**2. Reason for the decision:**

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

**3. Other options considered and rejected:**

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

**4. Conflicts of interest:**

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

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

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

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

**7. Statement from the Decision Maker:**

<p><b>Approved by:</b></p>   <p>-----</p> <p><b>Executive Lead Member for Universal Services</b></p>	<p><b>Date: 9 September 2024</b></p>
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# Item 4

## HAMPSHIRE COUNTY COUNCIL

### Executive Decision Record

<b>Decision Maker:</b>	Executive Member for Highways and Waste
<b>Date:</b>	9 September 2024
<b>Title:</b>	Project Appraisal: Worthy Road, Winchester - Pedestrian and Cycle Improvements – Phase 1
<b>Report From:</b>	Director of Universal Services

**Contact name:** Sandra Judd

James Laver

**Email:** [Sandra.Judd@hants.gov.uk](mailto:Sandra.Judd@hants.gov.uk)

[James.Laver@hants.gov.uk](mailto:James.Laver@hants.gov.uk)

#### 1. The decision:

- 1.1 That the Executive Member for Highways and Waste approves the Project Appraisal for the Worthy Road, Winchester - Pedestrian and Cycle Improvements (Phase 1) scheme as outlined in the supporting report.
- 1.2 That the Executive Member for Highways and Waste approves the increase in the scheme's capital programme value from £0.500million to £1.376million.
- 1.3 That approval be given to procure, spend and enter into necessary contractual arrangements, in consultation with the Head of Legal Services, to implement the proposed improvements as set out in the supporting report, at an estimated cost of £1.376million, to be funded from Section 106 Developer Contributions, Winchester City Council CIL funding and Active Travel Fund (ATF) Tranche 4 grant funding.
- 1.4 That authority to make the arrangements to implement the scheme, including minor variations to the design or contract, be delegated to the Director of Universal Services.
- 1.5 That authority is delegated to the Director of Universal Services, in consultation with the Head of Legal Services, to progress any orders, notices, or statutory procedures and secure any consents, licences, dedications, permissions, rights or easements necessary to enable implementation of this scheme.

## **2. Reasons for the decision:**

- 2.1 In March 2023, the Executive Member for Hampshire 2050 and Corporate Services approved a Transport Strategy for North Winchester which included providing improvements for people walking and cycling between northern Winchester including the new development at Kings Barton and the city centre; in the short term via Abbots Barton and in the longer term via a route along Andover Road. The proposals within this report provide the missing link on the route via Abbots Barton, by providing safer crossing points and better active travel facilities on Worthy Road. This will connect with the recently delivered pedestrian and cycle links to the Kings Barton development via Stoke Road and Courtenay Road to the north-west, the existing shared-use cycle facility on Worthy Road and the quiet-way route into the city centre to the south-east via River Park. The proposed improvements also facilitate improved links between Weeke/Harestock and Abbots Barton/the city centre. The scheme is therefore important for achieving the objectives of the transport strategy and the Winchester Movement Strategy.
- 2.2 The B3047 Worthy Road/London Road is the most direct route between The Worthys and Winchester and is identified as a primary route within the draft City of Winchester Local Cycling and Walking Infrastructure Plan (LCWIP). This scheme is the first phase of a longer-term aspiration to provide improved active travel facilities on Worthy Road between Kings Worthy and the city centre. The second phase is undergoing preliminary design development with the aim of bidding for future funding should a scheme be deliverable and offer value for money.
- 2.3 The increase in the scheme capital programme value is a direct result of an increase in scope during detailed design.

## **3. Other options considered and rejected:**

- 3.1 The option of doing nothing has been considered, however this option has been discounted as the scheme delivers walking and cycling improvements which support the objectives of the Transport Strategy for North Winchester; seeking to encourage and enable active travel and sustainable transport choices in accordance with County Council transport priorities including the new Local Transport Plan (LTP4).
- 3.2 The option of delivering the proposed pedestrian and cycle connectivity improvements around Dyson Drive and Stoke Road but without reducing the carriageway width on Worthy Road has been considered, with two potential options as follows:
  - Retaining the existing carriageway and footway widths on Worthy Road and removing the proposed footway widening from the scheme. This option has been discounted as it does not deliver an improved, high-quality, shared-use facility; it does not accord with the expectations of Active Travel England (which is part-funding the scheme); and this

design approach does not align with the hierarchy of road users in LTP4.

- Widening the Worthy Road corridor to create the necessary increased footway width. On the eastern side of Worthy Road there is an historic boundary wall with private properties behind, it is not feasible to widen on this side. There is opportunity to widen on the western side, into an area of existing highway land, however this option is not preferable due to the necessary loss of trees and the increased scope of works for earthworks, retaining structures and potential utility infrastructure diversions. The increased scope of works would increase the overall costs of delivering the project, which would negatively impact the value for money. On this basis, this option has been rejected.

**4. Conflicts of interest:**

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

4.2 Conflicts of interest declared by other Executive Members consulted: None.

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

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

**7. Statement from the Decision Maker:**

Approved by:

Date:

9 September 2024

Executive Member for Highways and Waste  
Councillor Lulu Bowerman

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# Item 5

## HAMPSHIRE COUNTY COUNCIL

### Executive Decision Record

<b>Decision Maker:</b>	Executive Member for Highways and Waste
<b>Date:</b>	9 September 2024
<b>Title:</b>	Local Bus Contract for Kings Barton
<b>Report From:</b>	Director of Universal Services

**Contact name:** Mike Griffin-Thorn

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

#### 1. The decision:

- 1.1 That the Executive Member for Highways and Waste gives authority to spend and enter into contractual arrangements (in consultation with the Head of Legal Services) for a new contract for the Kings Barton local bus service, as set out in the supporting report, to commence from 7 October 2024 for a period of two years with the possibility of a further one year extension, at a total cost of £360,000 funded through developer contributions.
- 1.2 That the Executive Member for Highways and Waste delegates authority to the Director of Universal Services, in consultation with the Executive Member for Highways and Waste, to make minor amendments to the contracts detailed above.

#### 2. Reason for the decision:

- 2.1 This service is funded through the Kings Barton development and this decision enables the County Council to utilise the funding made available to us to meet the requirements as set out in the Section 106 Agreement between the County Council and Cala Homes, the housing developer.

#### 3. Other options considered and rejected:

- 3.1 Award a contract for a conventional bus service. This was unaffordable within the developer contributions budget available which is a finite amount.
- 3.2 Continue or expand the existing taxishare service. This was not an option as it did not align with the requirements of the developer contributions funding.
- 3.3 Delay the implementation of the bus route until the site is completed. Due to previous conversations with the developer, it is unlikely that they will agree to delaying this further.

3.4 Return the funding to the developer. As the provision of a bus service would represent the best interests of the residents, this option was rejected.

**4. Conflicts of interest:**

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

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

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

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

**7. Statement from the Decision Maker:**

**Approved by:**

**Date:**

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**9 September 2024**

**Executive Member for Highways and Waste  
Councillor Lulu Bowerman**