

## EXECUTIVE DECISION DAY NOTICE

Executive Lead Member for Universal Services Decision Day &  
Executive Member for Highways and Waste Decision Day

**Date and Time** Monday 9 September 2024 at 2.00 pm

**Place** Remote Decision Day - Remote

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

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

## FILMING AND BROADCAST NOTIFICATION

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

## AGENDA

### Executive Lead Member for Universal Services

#### Deputations

To receive any deputations notified under Standing Order 12.

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

**1. RE-PROCUREMENT OF HEATING OIL AND ROAD FUELS FRAMEWORK** (Pages 3 - 10)

To consider a report of the Director of Universal Services regarding approval to procure a new framework for the provision of building heating oil and vehicle road fuel services, and approval to spend within this new contract arrangement, to commence on 1 April 2025.

**2. LOCAL ELECTRIC VEHICLE INFRASTRUCTURE (LEVI) FUND FOR ON-STREET RESIDENTIAL ELECTRIC VEHICLE CHARGEPOINTS** (Pages 11 - 18)

To consider a report of the Director of Universal Services regarding approval to secure and spend the County Council's allocation of £6,662,000 from the Department for Transport's LEVI grant fund and to develop a commercial arrangement to deliver on-street electric vehicle charging infrastructure (EVCI) to support Hampshire residents without off-street parking who wish to switch to electric vehicles.

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

### **3. APPOINTMENTS TO OUTSIDE BODIES, STATUTORY JOINT COMMITTEES, PANELS AND PARTNERSHIP BOARDS (Pages 19 - 20)**

To consider and appoint to various Outside Bodies and Partnership Boards.

## **Executive Member for Highways and Waste**

### **Deputations**

To receive any deputations notified under Standing Order 12.

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

### **4. PROJECT APPRAISAL: WORTHY ROAD WINCHESTER - PEDESTRIAN AND CYCLE IMPROVEMENTS - PHASE 1 (Pages 21 - 40)**

To consider a report from the Director of Universal Services, which seeks approval to progress with the necessary procurement, spending, and contractual arrangements to deliver the pedestrian and cycle improvement works at Worthy Road in Winchester.

### **5. LOCAL BUS CONTRACT FOR KINGS BARTON (Pages 41 - 48)**

To consider a report of the Director of Universal Services regarding the outcome of tenders to provide a bus service in the Kings Barton area of Winchester. The service has been tendered via the Dynamic Purchasing System for the Provision of Passenger Transport Services.

## **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

<b>Decision Maker:</b>	Executive Lead Member for Universal Services
<b>Date:</b>	9 September 2024
<b>Title:</b>	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)

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

1. The purpose of this report is to seek approval to procure a new framework for the provision of building heating oil and vehicle road fuel services, and approval to spend within this new contract arrangement, to commence on 1 April 2025.

#### **Recommendations**

2. 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.
3. 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.

#### **Executive Summary**

4. This paper seeks to set out the background of the framework and provide context for the procurement of the heating oil and road fuel framework and contract for the County Council and other public sector organisations.
5. The existing procurement strategy of a two-lot framework and spend was approved by the Executive Member for Commercial Strategy, Human

Resources and Performance, on 13 October 2020 with the contract let to a single supplier covering both lots, on 1 April 2021, on an initial two-year basis and then extended for an additional two years to 31 March 2025.

6. The existing framework and call-off contract expires on 31 March 2025. It is proposed to procure a new four-year framework, comprising two lots, for general mineral oil fuels and biofuels.

### **Contextual information**

7. The current framework is open to any public sector organisation across the Southern region of England and is used to procure heating oil and road fuels. Current users include Hampshire County Council corporate sites and its vehicle fleet, 29 schools, 7 academies and other public sector organisations, including district councils in Hampshire and some emergency services.
8. As part of its overall Climate Change Strategy and commitment to target Net Zero Carbon by 2050, Hampshire County Council is reducing its use of fossil fuels and is converting to lower carbon alternatives for both heating and vehicle use where possible. However, there is still an ongoing need to purchase heating and road fuels for the foreseeable future.
9. Hampshire County Council has provided a heating oil and road fuel framework for more than a decade, on behalf of the County Council and other public sector organisations. The framework provides the most efficient route to market and flexibility with an established call-off process for fuel purchasing needs, fuel variety, and the ability to offer telemetry to enable the monitoring of fuel usage to aid automatic deliveries for refuelling and delivery efficiency.
10. It is proposed to procure the new framework to replace the current arrangements, on a four-year contract. The framework will continue to comprise two lots, one for conventional fuels and one for biofuels/hydrotreated vegetable oil (HVO) fuel, which allows for a fossil-free, low carbon diesel replacement and can be considered where it is economically viable. The biofuel lot will continue to support the reduction of road fuel vehicle carbon emissions where electric vehicles are not currently a viable alternative for larger delivery and service vehicles.
11. Each lot will have a single supplier so there will be a maximum of 2 suppliers to allow greater consistency and efficiency in bulk delivery.
12. The framework will include the option for remote fuel level monitoring to aid automatic deliveries for re-fuelling and to support the reduction in delivery mileage.

13. Annual call-off contracts under the framework will provide heating oil and road fuels to Hampshire County Council corporate sites and vehicle fleet. Schools and other public sector organisations will be able to establish their own call-off contracts under the framework arrangement.
14. The new framework will be for the duration of four years and will be procured by an open tender procedure.

## Finance

15. The anticipated maximum total spend under the framework has been set at £45 million using call-off contracts. This is a reduction from £55 million under the current framework to ensure the value is more aligned with the current framework activity and allowing sufficient capacity to accommodate new framework users. Due to the volatility and uncertainty in the market influenced by global conflicts and events, a margin of flexibility around the overall framework spend has been included to absorb fluctuating costs, as experienced in 2022 to 2023 as a result of the Russian/Ukraine conflict. This is not an overall commitment to spend but a potential contractual ceiling should volume and costs increase. In summary, the maximum spending capacity has been set above the current level of actual spend to allow for market volatility and inflation; increased usage should we experience particularly cold winters over the period of the framework; and to enable new public sector users to join the framework (which potentially benefits both the new users through lower prices and Hampshire County Council through increased rebate income on the framework), without the need undertake a further procurement exercise.
16. The spend through the current framework for all users, including Hampshire County Council, is likely to be in the region of £29 million by 31 March 2025 as summarised in the table below. A similar framework spend is forecast for 2025 to 2029.

<b>Total Framework Spend 2021-2025</b>				
	<b>Apr 21 - Mar 22</b>	<b>Apr 22 - Mar 23</b>	<b>Apr 23 - Mar 24</b>	<b>Estimated Apr 24 – Mar 25 spend</b>
<b>TOTAL</b>	<b>£6,693,315</b>	<b>£8,670,282</b>	<b>£6,506,782</b>	<b>£6,500,000</b>
<b>Total framework spend</b>				<b>£28,370,379</b>

17. The maximum anticipated Hampshire County Council spend under the framework is £6 million over the four-year period. Given proposed efficiencies through a reduction in Hampshire County Council's estate and a focus on fuel efficiency, the anticipated fuel use is expected to be lower, however a contingency on spend headroom has been included to manage unforeseen rising costs of the kind described above. This value is not a commitment to spend but allows for flexibility for additional Hampshire County Council departmental use and market fluctuations. Call-off contracts and purchases will be funded from existing directorate revenue budgets.
18. The below table outlines the Hampshire County Council spend of around £4 million under the current framework.

<b>Hampshire County Council Spend 2021-2025</b>				
	<b>Apr 21 - Mar 22</b>	<b>Apr 22 - Mar 23</b>	<b>Apr 23 - Mar 24</b>	<b>Estimated Apr 24 - Mar 25 spend</b>
<b>TOTAL</b>	<b>£1,493,559</b>	<b>£992,909</b>	<b>£679,039</b>	<b>£700,000</b>
<b>Total Hampshire County Council spend</b>				<b>£3,865,507</b>

19. Hampshire County Council administers the framework for all users and this work is funded through the use of a rebate from the suppliers. The current rebate of 0.20 pence per litre is included within the delivered price. The rebate is claimed back from the supplier on all spend through the framework and paid to Hampshire County Council, on a quarterly basis. For the new framework, the rebate will be between 0.20 and 0.30 pence per litre and considered against market conditions as part of the tender. The rebate currently covers the full cost of administering the framework and will be reviewed on an annual basis.

## **Performance**

20. The proposed new framework and contract will incorporate robust performance management arrangements in line with contract management best practice.
21. Management information will be used to inform the regular assessment of supplier performance and to ensure customer's needs are being met. Action will be taken to address any shortfall in performance.

## **Consultation and Equalities**

22. Internal and external customer representatives have previously been consulted on the requirements for the new contract and their feedback has been incorporated into the proposed contract arrangements and scope of service.
23. Legal and Procurement advice has been sought and has informed the procurement proposals.
24. An Equality Impact Assessment (EIA) has found the impacts for these proposals are neutral, as they will ensure the continuation of the existing service without any direct impact on service users.

## **Climate Change Impact Assessments**

25. 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.
26. As part of the framework, an entire lot is dedicated to alternative fuels to help reduce the reliance on fossil fuels, reduce greenhouse gas emissions and improve air quality. Since its inception in 2021, we have seen over 2 million litres of biofuels/HVO procured through this lot.
27. Noting as above that Hampshire County Council seeks to reduce its use of fossil fuels as part of its Climate Change Strategy, there remains an ongoing need to make provision to purchase heating and road fuels for the foreseeable future. Nonetheless, it is critical that delivery of this framework takes all steps possible to limit its impact on emissions.
28. Therefore, as part of the framework specification, there will be key requirements for environmental priorities. These will include key performance indicators for minimising the number of deliveries, reducing waste, and a reduction in carbon emissions. Within the evaluation criteria, the procurement exercise will seek to target use of a supplier who is part of the Renewable Fuels Assurance Scheme.

29. There will be a requirement for the supplier to report on their carbon emissions, to enable the County Council to better understand the indirect carbon emissions of its suppliers and contractors.

## **Conclusions**

30. The framework offers Hampshire County Council and other public sector organisations the most efficient route to market and flexibility. In light of Hampshire County Council reducing its carbon emissions through decarbonisation we will continue to monitor the spend, usage and changing demands over the contract period.



**REQUIRED CORPORATE AND LEGAL INFORMATION:**

**Links to the Strategic Plan**

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

**Section 100 D - Local Government Act 1972 - background documents**

**The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)**

Document

Location

None

## **EQUALITIES IMPACT ASSESSMENT:**

### **1. Equality Duty**

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

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

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

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

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

- 2.1 The proposal is to procure a framework to provide heating oil and road fuel to Hampshire County Council and other public sector organisations to operate as per existing arrangements. Therefore, after consideration of equality, there is no anticipated impact on Hampshire residents or staff. Subsequently, the equality impact remains neutral for all category characteristics.

## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<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

#### Purpose of this Report

1. The purpose of this report is to seek approval to secure and spend the County Council's allocation of £6,662,000 LEVI grant fund, amend the scheme of authorisation, and to develop a commercial arrangement to deliver on-street electric vehicle charging infrastructure (EVCI) to support Hampshire residents without off-street parking switch to electric vehicles.

#### Recommendations

2. 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.
3. 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.
4. 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.
5. 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.

6. 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.
7. 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.

### **Executive Summary**

8. This report describes the County Council's allocation of LEVI funding from DfT.
9. The LEVI fund has been allocated to all Tier 1 authorities in England in two tranches. Hampshire County Council is in Tranche 2.
10. The total LEVI funding allocated to Hampshire County Council is £6,662,000 and will be released by DfT in two staged payments of 90% and then 10%. The first stage will be released once DfT has agreed the Authority's commercial arrangements, and the second and final stage will be released after DfT has reviewed the draft contract.
11. Electric Vehicle (EV) owners who park on-street will rely heavily on the public charging network, and the LEVI fund addresses the need for EV charging in areas with lower levels of residential off-street parking. The benefit of on-street EV charge points at locations where households do not have off-street parking is in providing opportunity and capability to those households to switch to an EV.
12. The rollout of on-street electric vehicle charge points supports the County Council's Climate Change Strategy (2020 to 2025), which establishes the overall approach in achieving the reduction in CO2 emissions needed to be carbon neutral by 2050, and it is underpinned by the Council's Local Transport Plan (LTP4).
13. The rollout of LEVI funded electric vehicle charging infrastructure is anticipated to start from autumn/winter 2025/2026, subject to DfT agreement to the Stage 1 and 2 applications. The County Council's priority postcodes for the location of the infrastructure will be set out in a County Council Deployment Plan which will be prepared in line with the criteria set by the DfT and reviewed annually with the contractor. The priority focus for deployment will be 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. The current estimated number of on street residential standard (<7kwh) charge points that might be provided through this initiative is approximately 8500.

## Contextual information

14. The Council's LTP4 has a crucial role in delivering the Climate Change Strategy and meeting our carbon reduction targets, and the rollout of on-street electric vehicle charge points specifically supports delivery of LTP4 as it contains the outcome of "A carbon neutral, resilient Hampshire" through reducing transport-related carbon emissions to net zero (neutrality) by 2050. The provision of on-street electric vehicle charge points supports LTP4 Policy FM2 – "Accelerate the transition to low and zero emission vehicle use", which identifies that electric and other zero emission vehicles (ZEV) are an essential part of the solution to removing carbon emissions from transport.
15. The LEVI Fund was launched on 30 March 2023 by the DfT to pump-prime the deployment of EV chargepoints in areas with lower levels of residential off-street parking, as EV owners who park on-street will rely heavily on the public charging network, and to 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.
16. The LEVI fund has two streams: Capability funding to increase staff resources to meet the challenge of transitioning to electric vehicles by employing staff to plan, deliver and manage chargepoint infrastructure at scale and at pace in line with the challenge of the 2030/35 timescale, and Capital funding to contribute towards the costs of EV charge point infrastructure.
17. The County Council was allocated Capability funding totalling £720,000 over three financial years comprising £129,600 received in March 2023, £295,200 received in September 2023, and a further £295,200 that will be received in the 2024/25 financial year.
18. The County Council has been allocated £6,662,000 of LEVI Capital funding but needs to apply to DfT to receive this funding. This funding will be used to support the rollout of EVCP over a five-year period.
19. The application for the LEVI Capital funding is in two stages.
20. The Stage 1 application sets out the Authority's commercial arrangements for DfT agreement. Once DfT has agreed the Stage 1 application, the Authority will be awarded 90% of the allocated funding and can open procurement for an Electric Vehicle Charge Point Operator (EV CPO).
21. The Stage 1 application was submitted on 19 July 2024 to ensure the tender process can be completed in the autumn 2024 and enable the Stage 2 application.
22. The Stage 2 application is the submission of the draft EV CPO concession contract to DfT to ensure that the final commercial arrangement meets the funding criteria. Provided that the criteria are met, DfT will give the Authority approval to sign the contract and the final 10% of LEVI funding will be released.
23. Stage 2 of the application needs to be submitted by end of February 2025 to enable DfT to review the contract and release the final 10% of LEVI funding before 31 March 2025.
24. The rollout of LEVI funded EVCI will commence during 2025, subject to DfT agreement to the Stage 1 and 2 applications. This rollout will be set out in a Deployment Plan prepared in line with the criteria set out by DfT to focus on

households that do not have off-street parking, and it will indicate those post codes across the County most likely to require EV CP to support households without off-street parking. It is anticipated that the first iteration of the Deployment Plan will be ready for the tender period from the middle of October 2024 and finalised with the winning bidder during the mobilisation period by the end of Spring 2025. Beyond this, local members will be notified where EV Charge Points are planned for deployment. The Deployment Plan will be subject to review annually, and authority is sought to approve and vary the Deployment Plan in consultation with the Executive Member for Highways and Waste.

25. The LEVI fund is being provided to support local authorities to work with the Electric Vehicle Charge Point industry and improve the roll out and commercialisation of local charging infrastructure.
26. A commercial arrangement achieved through competitive procurement is a key requirement of LEVI funding, and the arrangement should seek to secure private investment to support the development of a more self-sufficient local charging network.

## **Finance**

27. The County Council has received Capability funding totalling £720,000 over three years as outlined in paragraph 15. This funding has been used to establish the Transition to Electric Vehicle team, which is responsible for developing the annual programme and its implementation, and contract management for on-street residential electric vehicle charge points. Beyond this three-year period, the Charge Point Operator will pay Hampshire County Council a concession fee to cover all staff costs for the period of the contract.
28. The County Council's LEVI Capital fund allocation is £6,662,000, which will be released in two stages, as outlined above. The LEVI fund is to be used as a subsidy to pump prime the rollout of EV chargepoints over the first five years of the 16-year contract, after which the Charge Point Operator will fully fund the rollout of EV charge points that will be detailed in the future deployment plan.
29. EV charge points deployed under the concession contract will operate on a full cost recovery model, with income from charge points covering all associated operating and maintenance costs.

## **Performance**

30. This fund will deliver opportunity to those households that do not have off-street parking to make the switch from petrol and diesel to electric vehicles, contributing to the County Council's strategic objectives for climate change.
31. The Deployment Plan referred to in the recommendations will be prepared in line with the criteria set out by DfT to focus on households that do not have off-street parking; it indicates post codes across the County most likely to require EV CP to support households without off-street parking. The Plan will be kept under review, and as demand changes as ownership levels of EV increases and demand alters, the Plan will be amended.

## **Consultation and Equalities**

32. The provision of on-street residential electric vehicle chargepoints will be designed and located in accordance with Hampshire County Council technical guidance and is considered to have a neutral impact on people with protected characteristics. There will be no change in benefits to any protected characteristic group, over and above the current circumstances. The County Council will follow national guidance in designing and locating chargepoints, and protected characteristics will be considered when planning the location for each asset to ensure pedestrians can walk safely along the footway.
33. Proposals for individual on-street residential electric vehicle chargepoints will be subject to consultation with affected residents.
34. Proposals for EVCI that may impact more generally on the local community and other road users will be subject to wider consultation.
35. Proposals for on-street residential electric vehicle chargepoints that involve new Traffic Regulations Orders on the public highway will follow statutory consultation procedures and be subject to the appropriate Decision-Making process.

## **Climate Change Impact Assessments**

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

## **Climate Change Adaptation**

37. EVCI installed through the LEVI programme will consider the potential impacts of climate change such as being exposed to more extreme temperatures, higher levels of rainfall and/or surface water, and will seek to mitigate the effects of these weather conditions to improve the availability of EVCI.

## **Carbon Mitigation**

38. The LEVI programme will support a reduction in transport related carbon emissions.
39. Supporting residents who are unable to charge at home due to the lack of off-street parking supports transition to low carbon transport is in line with the Hampshire County Council Climate Change Strategy 2020-2025.

## **Conclusions**

40. This report seeks approval to secure the County Council's allocation of £6,662,000 LEVI grant fund, and to develop commercial arrangement with an

EV CPO to deliver electric vehicle charging infrastructure to support Hampshire residents without off-street parking switch to electric vehicles.

41. It is intended that electric vehicle charging infrastructure funded from this LEVI grant or funded by the EV CPO will operate at no cost to the County Council.
42. It is further intended that the Authority's wider EV role e.g., for policy, strategy and scheme development, will be on a full cost recovery basis, with income from chargepoints meeting all staff costs.
43. The larger number of chargepoints operating in Hampshire following the roll out of LEVI funded EVCI will increase overall income and therefore the likelihood of achieving this aim.



**REQUIRED CORPORATE AND LEGAL INFORMATION:**

**Links to the Strategic Plan**

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

**Section 100 D - Local Government Act 1972 - background documents**

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

Document

Location

None

## **EQUALITIES IMPACT ASSESSMENT:**

### **1. Equality Duty**

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

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

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

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

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

2.1 The provision of on-street residential electric vehicle chargepoints will be designed and located in accordance with Hampshire County Council technical guidance and is considered to have a neutral impact on people with protected characteristics. There will be no change in benefits to any protected characteristic group, over and above the current circumstances. The County Council will follow national guidance in designing and locating chargepoints, and protected characteristics will be considered when planning the location for each asset to ensure pedestrians can walk safely along the footway.

## 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	
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	
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)	
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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## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<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

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#### Purpose of this Report

1. The purpose of this report is to provide details of the Worthy Road, Winchester: Pedestrian and Cycle Improvements (Phase 1) scheme, and to seek approval to progress with the necessary procurement, spending, and contractual arrangements to deliver the works.

#### Recommendations

2. 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 this report.
3. That the Executive Member for Highways and Waste approves the increase in the scheme's capital programme value from £0.500million to £1.376million.
4. 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 this 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.
5. 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.
6. 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.

## **Executive Summary**

7. This report provides details of the Worthy Road, Winchester - Pedestrian and Cycle Improvements (Phase 1) scheme, which seeks to improve footways and crossing facilities on Worthy Road between its junctions with Stoke Road and Dyson Drive, to encourage active and sustainable transport choices.
8. The proposals within this report would provide the link between the recently delivered pedestrian and cycle route 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. This scheme also forms the first phase of a longer-term aspiration to provide active travel improvements on B3047 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.
9. The scheme objectives are to:
  - increase the mode share and total number of walking and cycling trips between northern Winchester including the new Kings Barton development, Abbots Barton and Winchester City Centre across and along via the B3047 Worthy Road
  - reduce the severance impact of Worthy Road on this route, by delivering improved crossing facilities in the vicinity of Stoke Road
  - tie in with existing cycle and walking routes on and around the Worthy Road corridor, to contribute to the formation of a coherent network of joined up west-east and north-south cycle routes.
10. The estimated cost of the scheme is £1.376million, funded from Section 106 Developer Contributions, Winchester City Council CIL funding, and Active Travel Fund (ATF) Tranche 4 grant funding.
11. The increase in the scheme capital programme value is a direct result of an increase in scope during Detailed Design, including increased areas of footway widening and associated retaining structure, more resurfacing, and additional streetlighting and drainage works. The estimated Phase 1 scheme cost also includes the costs of the design and development of the Phase 2 project to completion of preliminary design stage.
12. Various local stakeholders have been consulted during the development of the scheme, including Hampshire County Council Members, Winchester City Council and the local bus operator and cycling group. The development of proposed pedestrian and cycle improvements along the Worthy Road corridor

has been subject to community engagement. The scheme is well supported and feedback from engagement has been incorporated into the design.

13. The scheme is important for achieving the objectives of the Winchester Movement Strategy and the objectives of the emerging draft City of Winchester Local Cycling and Walking Infrastructure Plan (LCWIP). The scheme represents an opportunity to encourage a wider shift to more sustainable modes, in accordance with the County Council's current transport priorities, through improvements to the local active travel network.

### **Contextual Information**

14. The scheme seeks to deliver improvements on Worthy Road in Winchester, to create a road environment that is safer, providing greater connectivity to the City of Winchester for cyclists and pedestrians. Specifically, the improvements will include a new parallel crossing on Worthy Road near Stoke Road, to connect the recently completed pedestrian and cycle route to the new development at Kings Barton (via Stoke Road) to the north-west and the city centre to the south. The scheme will improve an approximate length of 200m of the existing shared use path along Worthy Road, to complete a high-quality link between Stoke Road and the quiet-way route to the city centre. This will be achieved by narrowing the width of the carriageway on Worthy Road. A location map is included in Appendix A.
15. The scheme forms the first phase of a longer-term aspiration to provide improved active travel facilities on Worthy Road between Andover Road in the city centre and the Cart and Horses junction in Kings Worthy. This route is identified as a primary route within the emerging draft City of Winchester LCWIP. 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.
16. Alternative options to this scheme have been considered, including the option of doing nothing. This option has been discounted as the scheme delivers walking and cycling improvements which support the objectives of the Winchester Movement Strategy (see below), and it encourages and enables active travel and sustainable transport choices in accordance with County Council Local Transport Plan 4 (LTP4) transport priorities. The option of delivering the proposed improvements without narrowing the Worthy Road carriageway has also been considered, either by retaining the existing footway width or by increasing the width of the Worthy Road corridor by widening the road into the western side green space. These options have been rejected as the former would result in a scheme that does not fully comply with LTN1/20 design standards and does not align with the hierarchy of road users in LTP4, and the latter would result in increased construction costs and environmental impacts associated with the necessary earthworks, retaining structures, utilities diversions and impact on existing trees.
17. The scheme seeks to provide a widened shared-use facility for pedestrians and cycle users, however the Worthy Road corridor within which to achieve

this is limited in width. The proposal is therefore to narrow the carriageway and reallocate existing space to the shared-use path, to allow the creation of the widened footway without increasing the overall road width beyond its existing extents.

## Strategic Case

18. 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 Kings Barton, and the city centre, in the short term via Abbots Barton and in the longer term via a direct route along Andover Road. The proposals within this Project Appraisal (PA) provide important improvements on the Abbots Barton route, facilitate improved links between Weeke/Harestock and Abbots Barton/the city centre and are important for achieving the objectives of the Movement Strategy.
19. The City of Winchester emerging draft LCWIP identifies the B3047 Worthy Road/London Road between The Worthys and Abbots Barton as the most direct route to Winchester, a route that could be made more inclusive for all by making it safer and more attractive to travel along. The LCWIP will form part of the Winchester Movement Strategy (WMS), which was jointly adopted by Hampshire County Council and Winchester City Council as the transport strategy for the city. The priorities are to reduce city centre traffic, support healthier lifestyle choices and invest in infrastructure to support sustainable growth.
20. The scheme aligns with the Hampshire 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.
21. The scheme aligns with Winchester City Council's emerging Local Plan due later in 2024, which is to step change away from continued reliance on private cars as a main travel solution and to prioritise and make more attractive the use of sustainable and active means of travel.

## Finance

22.

<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
Design Fee*	304	22	S106	726
Client Fee*	86	6	CIL	400
Construction	986	72	ATF Tranche 4	250



Total	<u>1,376</u>	<u>100</u>	Total	<u>1,376</u>
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**Notes:**

- a) \* The total fees as a percentage of the overall scheme cost are higher than typical. This is because the design fee includes the development of the Phase 1 design, but also the development of a preliminary design for the full length of the Worthy Road pedestrian and cycle improvements between the city centre and Kings Worthy. This was a condition of securing the Active Travel Fund Tranche 4 funding and provides a strong position to deliver the wider scheme should funding be secured in the future.
- b) The terms of the Section 106 developer contributions have been reviewed and are appropriate for allocating to this scheme.
- c) The scheme cost estimate is considered robust and includes a 20% risk allowance on forecast future spend.
- d) A recommendation of the report is to increase the Capital Programme value of the scheme from £0.500m to £1.376m. This increase is due to an increase in the scope of the project as the detailed design has been developed, including increased areas of east-side footway widening and resurfacing, inclusion of localised west-side footway widening and associated retaining structure, more carriageway resurfacing, additional streetlighting and highway drainage works. The feasibility design focussed primarily on the provision of the pedestrian and cycle crossing points, however during detailed design the scope of the works increased to ensure a scheme was delivered which provides a package of benefits which is better integrated with surrounding facilities. As noted above, the increased scheme value includes the development of a preliminary design for a future Phase 2 scheme, which was a condition of the Active Travel Fund grant funding award to this project.
- e) Value for money for this project has been reviewed against the core principles of effective, efficient and economic use of resources. Forecast costs reflect market conditions which will be secured through an open tendering process. The scheme offers a strong, strategic fit to LTP4, aligning with the hierarchy of road users by supporting and encouraging walking and cycling. The transport strategy for Northern Winchester as agreed at the H2050 Decision Day in March 2023 recommended improvements to this route. Over 300 people a day cross Worthy Road in this location who will experience significant benefits from the improved crossing. The number of people using this route is likely to increase as Kings Barton builds out. The increased cost of the project compared to its original capital programme value is a result of the increased project scope, therefore despite the significant increase, the scheme is still considered to offer a strong strategic case and good value for money.

23.

<u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
Net increase in maintenance expenditure	6.5	0.005
Capital Charge	119.0	0.070

The above table gives an indicative figure of the ongoing maintenance impact on revenue budgets of the scheme, which is calculated using a standard formula. The capital charge is indicative of technical accounting adjustments for depreciation and notional interest on the capital value to reflect the annual consumption of the County Council's assets over their useful lives but is not an actual charge to revenue budgets.

### Programme

24.

	Gateway stage		
	Project Appraisal	Start on Site	End on site
Date	September 2024	October 2024	February 2025

### Scheme Details

25. The specific measures that would be delivered by this scheme are set out below, and a general arrangement plan of the scheme proposal is included within Appendix B.

- a new parallel crossing (facility for pedestrians and cyclists) on Worthy Road south of the Stoke Road junction
- widening of the east-side footway (over approximately 200m) between Dyson Drive and Stoke Road, to connect the new crossing with a high-quality and well-designed north-south shared-use facility for pedestrians and cyclists. This will be achieved by reducing the carriageway width on Worthy Road to 5.75m over these extents
- junction modifications at Stoke Road junction with Worthy Road, to improve footways and crossing points and reduce the area of the junction bellmouth to slow traffic and reduce pedestrian crossing distances
- junction modifications at the Dyson Drive junction with Worthy Road, to narrow the bellmouth and provide a new continuous footway to give priority to pedestrians and cycle users, with shared-use facilities also

extending into Dyson Drive to serve users travelling towards the low traffic routes to the city centre

- widening of the west side footway which provides access to the north-bound bus stop, by approximately 0.5m over a length of approximately 50m, along with associated improvements to the existing un-controlled crossing near Dyson Drive
- alterations to a historic flint wall at the point where the footpath from Francis Gardens emerges onto Worthy Road, to improve intervisibility between pedestrians/cycle users and motor traffic. The design team has been working closely with Hampshire County Council's Property Services conservationists and historical architects and Winchester City Council's Landscape Architect and Environment Team Leader to follow the regulatory processes to ensure work on this wall is kept to a minimum. Contractors employed to work on and rebuild this wall must have the necessary skills and experience to ensure it matches in its existing materials, style and construction methods
- carriageway resurfacing works and, where necessary, footway resurfacing, streetlighting improvements, drainage works and arboricultural and landscape maintenance.

## **Departures from Standards and Exceptions Reports**

26. The scheme seeks to provide a widened shared use facility for pedestrians and cycle users, however the Worthy Road corridor within which to achieve this is limited in width. Options to widen the road into land to the east or west have been discounted; the historic boundary wall and private land affects the feasibility of widening to the east, whilst the area of embankment and trees to the west results in negative environmental impacts and increased construction costs. The proposal is to narrow the carriageway to reallocate some of this space to a widened footway. Hampshire County Council Technical Guidance states that for this situation, the absolute minimum carriageway width should be 6.2m; the proposal is to narrow the carriageway width to 5.75m over a 75m length section and an 85m length section. This represents a Departure from Standard. Whilst it is a betterment over the existing situation, the proposed effective width of the shared use cycleway is also lower than the minimum desirable widths over some extents, which is also relevant to the Departure. The proposal was considered by the County Council's Departure from Standards Panel and was approved following consideration of the following factors:

- the negative environmental impact of the alternative option of widening on the western side to increase the overall road width and thereby create sufficient space to deliver a carriageway and footway which meets the current design standards

- the impact of the above proposal on overall scheme cost and programme have potential to affect the deliverability of the overall scheme
- the relatively short lengths of the narrow sections - a 75m and an 85m length of 5.75m narrowed carriageway, separated by a 45m section of road of existing width. The length of road with increased potential for conflict between two large vehicles is short and the road layout allows suitable forward visibility for give and take
- traffic data from a nearby permanent traffic count site indicates a low level of HGV use on Worthy Road, meaning the risk of two opposing HGV movements within the narrowed section being low
- a comparable road layout and level of traffic use exists elsewhere in the city on Stockbridge Road
- there is a negative impact of the proposal on highway maintenance, in that the reduced road width may create issues for winter maintenance should a vehicle fitted with a snowplough need to pass an oncoming HGV. It may also make road closures for routine maintenance activities more likely in future. Mitigating factors for the former are the short lengths of narrowing and the good forward visibility. A mitigating factor, to some extent, for the latter is that the scheme includes various maintenance renewals on this section of road, including carriageway resurfacing, meaning that future maintenance requirements are reduced.

27. The design stage Road Safety Audit has raised some potential issues, where it has not been feasible to implement the recommendations of the audit team. As such, an Exceptions Report has been required, for the items detailed below. The Road Safety Audit Exceptions have been reviewed by the County Council's Departure from Standards panel and have been accepted.

- the Audit report recommended an HGV restriction to mitigate the issue described above relating to the reduction in road width. This would require a restriction on HGV traffic between Kings Worthy and the City Centre. The scale of the restriction is considered disproportionate to the short extents of Phase 1 scheme. Furthermore, with the current low levels of HGV traffic on Worthy Road, it was considered that an HGV ban would be ineffective. The Exception was approved on the same basis as the justification for the Departure from Standard detailed above
- the Audit report also highlighted a concern relating to the lack of protected transition point for southbound cycle users merging with motor traffic as they rejoin the Worthy Road carriageway south of Dyson Drive. Options were considered during design to provide a protected transition in accordance with the Audit recommendations, however no suitable solution exists where a protected transition can be provided without increasing new risks to cycle users as they rejoin Worthy Road. Therefore, the design provides a transition point where cycles are required to give way to oncoming motor vehicles.

28. These Departures from Standard and the Road Safety Audit Exceptions were pursued and considered acceptable as they are necessary to enable the delivery of a scheme which finds a suitable balance between the various competing highway design and operational issues described above, and which is in line with County Council's LTP4 hierarchy of road users, by supporting and encouraging increased use of active travel modes.

### **Consultation and Equalities**

29. The local Hampshire County Council Members, Councillor Hiscock and Councillor Tod have been briefed on the scheme and have both confirmed their full support.

30. The local Winchester City Council members have also been briefed during the development of the scheme and are supportive. Winchester City Council officers have contributed to the development of the design.

31. Cycle Winchester was consulted and confirmed support for the planned improvements. The feedback received during this consultation was used to further develop the detailed design.

32. The local bus operator, Stagecoach, has been consulted and has raised no concerns.

33. Hampshire & Isle of Wight Constabulary were consulted with regard to the Phase 1 scheme and did not object to the proposals.

34. Two consultation and engagement workshops took place with local residents and other key stakeholders as part of the development of wider scheme proposals along the full length of the Worthy Road corridor. The County Council promoted the events via letters to residents living along the corridor, on street notices, social media, and by contacting Parish Councils, local County and City Council Members and local schools to encourage attendance at the workshops. An initial "Co-discovery workshop" was held in November 2022. This was followed by two "Co-refine" workshops in February 2023. The key findings in relation to the Phase 1 section were that the existing shared use paths and pavements are too narrow and that there is difficulty in crossing Worthy Road, particularly in consideration of access to the Kings Barton development. There was significant support for the crossing.

35. An Equalities Impact Assessment has been undertaken for this scheme and has found a positive impact regarding the protected characteristics of age and disability. The new parallel crossing will allow residents of all ages but particularly children going to school and the elderly from the nearby care home to walk for local journeys and cross the road safely. The provision of a new high-quality cycle facility will enable an increase in the use of cycling for local journeys, particularly for those road users who are young or less confident. The improved highway infrastructure delivered by this scheme such as the high-quality crossing point and improved footway facilities will benefit those with disabilities, particularly those with mobility impairments. A positive

impact was also found on rurality, with the addition of enhanced shared use paths for cyclists and pedestrians allowing easier and safer access from the suburbs into the Winchester City Centre. The scheme is expected to have a neutral impact on all other protected characteristics.

### **Climate Change Impact Assessments**

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

### **Climate Change Mitigation**

37. In the short-term during construction, carbon emissions from this project arise from the manufacture and installation of the new infrastructure or maintenance of the existing. Bitumen and cementitious based materials will be used for the carriageway and footway works. Traffic signs and lighting materials are mainly aluminium with steel posts and concrete foundations. The provision of all materials will be to industry standard. Transporting materials and resources to site will generate CO<sub>2</sub> emissions as will the operation of plant during the works. Carbon emissions will be mitigated using recycled materials where practicable and using manufacturers with a focus on efficient low carbon manufacturing methods. There will be no additional carbon emissions generated by the infrastructure upon completion of the works other than for maintenance, including replacement of infrastructure as part of general routine maintenance or to address defects.
38. The output from the carbon mitigation tool does not consider the long-term benefits that the scheme will deliver. By providing facilities to enable active travel, the scheme will reduce motor traffic congestion and vehicle miles travelled on the road network, thereby reducing long-term emissions from vehicle traffic.

### **Climate Change Adaptation**

39. The Adaptation Project Screening Tool has assessed the scheme as somewhat vulnerable to exposure to severe weather and to extreme heat events but no more so than any other highway asset within the County. Vulnerability of the asset is dependent on its performance during exposure. The proposed assets are widely used on the highway network and installed to Hampshire County Council standard details.

### **Statutory Procedures**

40. The intention to introduce controlled crossings on Worthy Road was advertised in February 2024 under Section 23 of the Road Traffic Regulation

Act of 1984. The original proposal, to introduce a parallel crossing near Stoke Road and a zebra crossing near Dyson Drive), went to advert. Comments were received, questioning the need for two controlled crossings in close proximity. Alternative options were considered, and the design was amended to remove the zebra crossing, whilst other options were considered and rejected for the reasons set out above.

41. The intention to introduce a continuous footway feature on Dyson Drive at the junction with Worthy Road will require notification under the Highway (Road Humps) Regulations (1999). This notification will be progressed in advance of the works.
42. Hampshire & Isle of Wight Constabulary has been consulted on the two items above and has not objected to the proposals.
43. Conversion of existing sections of footway into a new shared use cycleway/footway will be done under Sections 65/66 of the Highways Act 1980.

#### **Land and Legal Requirements**

44. The proposed scheme is mostly within the existing publicly maintainable highway, however the new shared-use facility will require widening into a small section of land at Dyson Drive, which is owned by Winchester City Council. This work will be completed under Part 9 of the Town and Country General Permitted Development Order (2015). The land will be dedicated as publicly maintainable highway under a Deed of Dedication, which has been agreed in principle with the City Council and will be completed in advance of the works.
45. A works licence agreement will be required to allow accommodation works within the City Council's land and for the purposes of locating the construction compound within the area of Public Open Space adjacent to Dyson Drive. Winchester City Council is supportive of the scheme and the land and legal requirements have been agreed in-principle. The agreement will be completed in advance of the works.

#### **Maintenance Implications**

46. Hampshire County Council's Highways Asset Management has been consulted during the development of the detailed design. The proposed scheme will have an impact on the maintenance budget in future years, this is expected to be approximately £6500.
47. The scheme will include a continuous footway design across Dyson Drive, on a trial basis. This will include the trial use of a "Dutch" style transition kerb product, which will form the vehicular ramp up to the continuous footway feature. The County Council's Highway Asset Management team has agreed to the use of this solution on a trial basis. The effectiveness and local impact of the feature will be monitored as part of this scheme, to support the County

Council's Technical and Innovation team in any future development of technical guidance relating to the wider use of continuous footways in Hampshire.

## **Conclusion**

48. The scheme delivers against the objectives of the Transport Strategy for North Winchester, which was approved by the Executive Member for Hampshire 2050 and Corporate Resources in March 2023. In providing improved east-west connectivity across Worthy Road, and in contributing the first phase of a longer-term aspiration to improve the north-south pedestrian and cycle facilities between the city centre and Kings Worthy, the scheme is also supporting delivery of the objectives of the LCWIP and WMS. Funding exists to deliver the proposed improvements through Section 106 developer contributions, CIL funding and Active Travel England Grant funding. Approval of the recommendations within this report would allow the opportunity to be taken to deliver a scheme which offers a strong, strategic fit to LTP4, aligning with the hierarchy of road users by supporting and encouraging walking and cycling.



**REQUIRED CORPORATE AND LEGAL INFORMATION:**

**Links to the Strategic Plan**

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

**Other Significant Links**

<b>Links to previous Member decisions:</b>	
<u>Title</u> <a href="#">Andover Road (Winchester) Strategy-2023-03-09-LEMH2050 Decision Day (hants.gov.uk)</a>	<u>Date</u> 9 March 2023
<b>Direct links to specific legislation or Government Directives</b>	
<u>Title</u>	<u>Date</u>

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

## **EQUALITIES IMPACT ASSESSMENT:**

### **1. Equality Duty**

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

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

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

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

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

An Equalities Impact Assessment has been undertaken for this scheme and has found a positive impact regarding the protected characteristics of age and disability. The new controlled crossing will allow residents of all ages but particularly children going to school and the elderly from the nearby care home to walk for local journeys and cross the road safely. The provision of a new high-quality cycle facility will enable an increase in the use of cycling for local journeys, particularly for those road users who are young or less confident. The improved highway infrastructure delivered by this scheme such as the high-quality crossing point and improved footway facilities, will benefit those with disabilities, particularly those with mobility impairments. A positive impact was also found on rurality, with the addition of enhanced shared use paths for cyclists and pedestrians allowing easier and safer access from the suburbs into the Winchester City Centre. The

scheme is expected to have a neutral impact on all other protected characteristics.

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Stoke Road

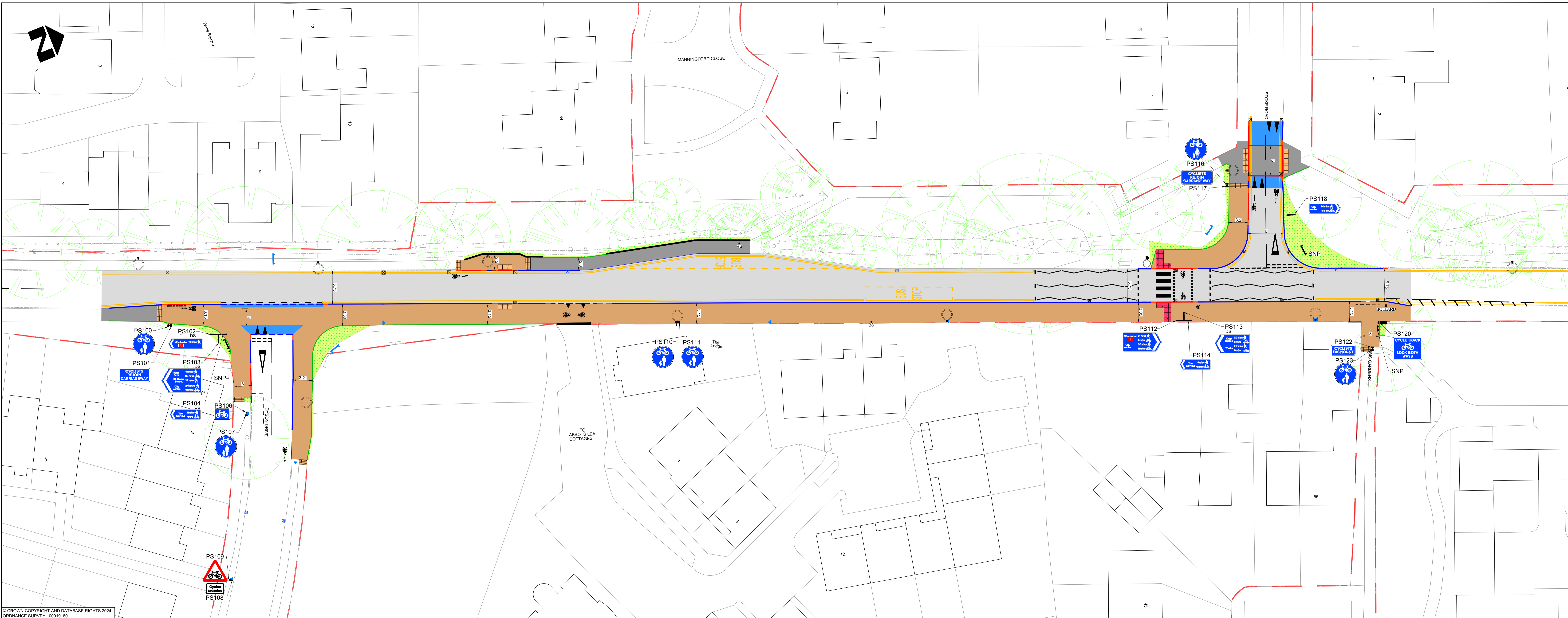
Worthy Road

Worthy Rd

Dyson Drive



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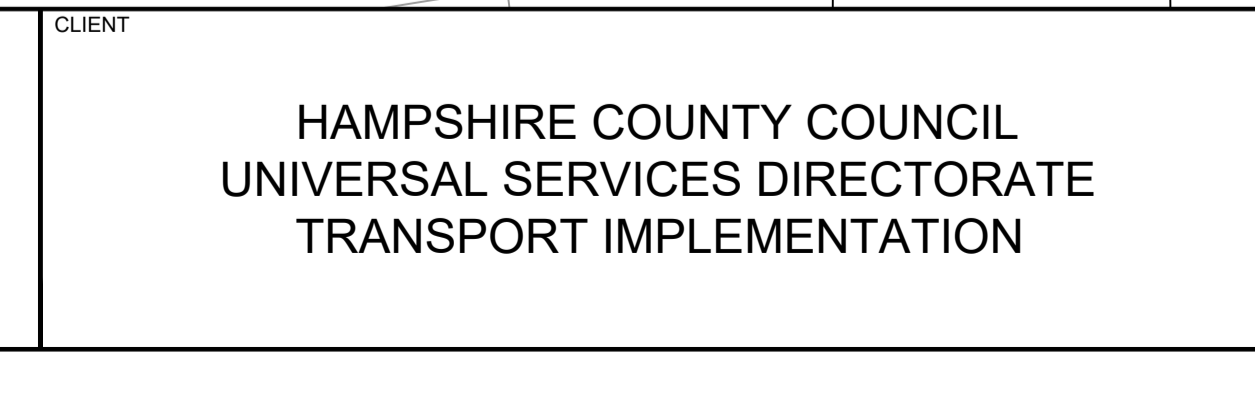
- NOTES**
- DO NOT SCALE FROM THIS DRAWING
  - ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED
  - PARTS OF THIS DRAWING SHOULD BE SHOWN IN COLOUR. IF THIS NOTE IS NOT RED REPRINT A COLOURED COPY.
  - ONLY LEFT DIRECTIONAL SIGN FACES SHOWN WHERE DOUBLE SIDED SIGN FACES ARE INDICATED

- KEY**
- PROPOSED KERB WITH 100mm UPSTAND
  - PROPOSED KERB WITH RAMPS
  - PROPOSED KERB WITHOUT UPSTAND
  - PROPOSED TRANSITION KERB
  - PROPOSED FOOTWAY EDGING
  - PROPOSED/EXISTING STREET LIGHTING COLUMN
  - PROPOSED ZEBRA CROSSING BEACON
  - PROPOSED BUFF COLOURED TACTILE PAVING AT INFORMAL CROSSINGS
  - PROPOSED RED COLOURED TACTILE PAVING AT ZEBRA AND PARALLEL CROSSINGS
  - PROPOSED HAZARD PAVING AT TRANSITIONS OF FOOTWAY TO SHARED USE FOOTWAY
  - PROPOSED/RELOCATED TRAFFIC SIGN WITH REFERENCE AND INDICATIVE SIGN FACE
  - PROPOSED DOUBLE SIDED TRAFFIC SIGN WITH REFERENCE AND INDICATIVE SIGN FACE. SEE NOTE 4
  - PROPOSED/RELOCATED STREET NAME PLATE
  - PROPOSED FOOTWAY
  - PROPOSED SHARED USE PATHWAY
  - PROPOSED RAMP FOR CONTINUOUS PATHWAY AND SHARED USE PATHWAY
  - PROPOSED CARRIAGEWAY RESURFACING
  - PROPOSED GRASSED AREA
  - PROPOSED PEDESTRIAN GUARDRAIL
  - PROPOSED MASONRY WALL
  - PROPOSED WHITE COLOURED ROAD MARKING
  - PROPOSED YELLOW COLOURED ROAD MARKING
  - BS • BUS STOP FLAG
  - EXISTING TRAFFIC SIGN/STREET NAME PLATE TO REMAIN
  - EXISTING GULLY
  - PROPOSED GULLY
  - EXISTING HIGHWAY BOUNDARY

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SUB	REV	PURPOSE OF ISSUE AND DESCRIPTION OF AMENDMENTS	DATE	DESIGNER	CAD	CHKD	APPO
S2	P03	MINIMUM WIDTH OF CARRIAGEWAY REVISED	07.08.2024	EB	EB	dkb	
S2	P02	FIT FOR INFORMATION, INITIAL ISSUE	29.09.2023	ER	CLT	A	DR

HAMPSHIRE COUNTY COUNCIL  
UNIVERSAL SERVICES DIRECTORATE  
TRANSPORT IMPLEMENTATION



HAMPSHIRE COUNTY COUNCIL  
UNIVERSAL SERVICES DIRECTORATE  
TRANSPORT IMPLEMENTATION

HORIZONTAL SCALE @ A1 NTS	VERTICAL SCALE @ A1 N/A	SHEET NUMBER 1 OF 1	SCHEME WORTHY ROAD ACTIVE TRAVEL IMPROVEMENTS	DRAWING TITLE PHASE 1 GENERAL ARRANGEMENT OVERVIEW
JOB No. C.202503.01			S21 P03	

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## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<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

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#### Purpose of this Report

1. The purpose of this report is to detail the outcome of tenders to provide a bus service in the Kings Barton area of Winchester. The service has been tendered via the Dynamic Purchasing System for the Provision of Passenger Transport Services. If approved, the contract will cost a total of £120,000 per annum. The full amount is due to be funded from the developer contributions funding arising from the Kings Barton development.

#### Recommendations

2. 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 this 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.
3. 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.

#### Executive Summary

4. This paper seeks to propose a course of action to ensure that a public transport service in line with the requirements as detailed in the Section 106 agreement for the Kings Barton development is met 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 tender will provide passengers with a regular service as far as is affordable and take account of any known changes to the commercial network.

## Contextual information

6. The Section 106 agreement for the Kings Barton development provides a finite amount of funding for the County Council to provide a bus service once 250 House Units become occupied if it is agreed between the owner and the County Council that there is sufficient demand for the bus service at that time. Due to the impact of the Covid-19 pandemic on bus patronage, when 250 House Units became occupied, the County Council reviewed this requirement in partnership with the developer. At this time, both parties agreed that a taxishare service would be the most appropriate way to provide public transport and also ensure the longevity of the funding and protect it until such time that there would be sufficient demand to require a bus service.
7. Due to the Covid-19 pandemic, the implementation of this bus service has been delayed and instead, as an interim measure the County Council has utilised developer contributions to put a Taxishare service in place.
8. The Taxishare service offers 13 trips per day on a demand basis, starting at 0930 and running through until 1830 from the Kings Barton Developments to Winchester City Centre. Passengers are required to pre-book the service 24 hours in advance. The feedback that we have received on this service, is that it is less flexible than a regular bus service and therefore usage reflects this.
9. Following a survey undertaken by the County Council in partnership with a working group comprised of parish councillors, the bus manager from the County Council, and the local county councillor, there has been a clear outcome that residents strongly feel that the time is right for a bus service to be introduced to the site allowing better connectivity to the City Centre for onward commuting, shopping and appointments.
10. The County Council has provided timetable posters at the bus stop locations that the Taxishare serves, issued the Parish Council with copies of these to include in its community notice boards, and share on its social media and website. The aim of this was to give local residents all of the information they need and give the service the best possible start.
11. The working group which is made up of local Parish Councillors, the County Councillor for the area and the local bus manager from the County Council, have met regularly to discuss taking the project forward and also to discuss in detail the need to promote the service, and it is understood that the Parish Council have even provided the local residents with a door drop of the timetable that the County Council has produced.
12. The amount of Section 106 funding is finite. The County Council does not have additional funding to contribute towards the service. Therefore, the County Council would work with the proposed supplier and hold operator engagement sessions with the market to determine at what point they consider the service to be commercially viable. If the funding is spent before the service becomes commercially viable then the service will be withdrawn.
13. In December 2023, the County Council undertook a procurement exercise via its Dynamic Purchasing System (DPS) for the Provision of Passenger Transport services. This exercise included a specification with a number of different route options aimed at securing a bus service which met the requirements set out in

the Section 106 agreement with the Kings Barton development for operators to bid against.

14. The Lots tendered were:

**a. Service KB1 (Kings Barton)**

Lot 1 Mon – Sat direct service to Winchester City Centre operating from 0600 – 2100

Lot 2 Mon - Sat direct service to Winchester City Centre operating from 0600 – 2100 with an enhanced 30-minute service at peak times

Lot 3 Mon – Sun direct service to Winchester City Centre operating from 0600 – 2100 with an enhanced 30-minute service at peak times and an off-peak service on Sunday

Lot 4 Mon – Sat less direct service to Winchester City Centre via Royal Hampshire County Hospital operating from 0600 – 2100

Lot 5 Mon - Sat less direct service to Winchester City Centre via Royal Hampshire County Hospital operating from 0600 – 2100 with an enhanced 30-minute service at peak times

Lot 6 Mon – Sun less direct service to Winchester City Centre via Royal Hampshire County Hospital operating from 0600 – 2100 with an enhanced 30-minute service at peak times and an off-peak service on Sunday

Lot 7 Mon – Sat direct service to Winchester City Centre operating from 0700 – 1900 and an off-peak service on Saturday

15. The Covid-19 pandemic has had a negative impact on all passenger transport services in Hampshire, including rail, ferry, bus and community transport. Patronage on 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 fully recovered. This is especially the case for passengers who hold either an Older Persons' or Disabled Persons concessionary bus pass.
16. 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 such a service. Severe driver shortages and inflationary pressures through rises in energy, staff and fuel costs have further increased expenses.
17. The County Council continues to enjoy a strong working relationship with all bus operators in Hampshire, which not only ensures that both the Council and operators understand the challenges that each partner faces, but also that the County Council can support bus operators in Hampshire with issues such as driver recruitment. This is a national issue which tends to have localised areas where recruitment is more difficult, several of these being in Hampshire.
18. As a result of these challenges, the procurement exercise in December 2023 did not culminate in any bids which would offer value for money for the development and its residents. The costs submitted through the procurement exercise would also have exhausted the budget, as set out in the Section 106 agreement, in around two and a half years. The site will still be several years away from

completion at this point, which meant that this option did not represent the best interests of residents. However, the agreement requires the County Council to legally meet certain thresholds as it does for the developer. As the developer deposits the funds at trigger points throughout the build, the County Council will enhance the bus service accordingly.

19. Consequently, the County Council has worked with stakeholders and local operators to understand the alternative affordable options available and revise the specification in line with these.
20. The service proposed within this report is the outcome of this process; a new Community Bus service in line with the Section 106 agreement with the developer at Kings Barton. This report proposes that the contract for the Community Bus Service be awarded via direct award, given that the formal procurement process failed to secure an affordable outcome. It is proposed that the direct award is awarded for an initial two-year period with the possibility to extend for a further third year, depending on performance levels. This will be monitored with the proposed operator and with operator engagement towards the end of the initial two-year period to scope out the commercial viability longer term.
21. The option of a direct award with Communities First to provide a Community Bus Service allows for optimum flexibility with the level of service provided without the extensive notice periods a conventional bus operator would face through the Office of the Traffic Commissioner. This ensures both the best level of service and adaptability should customer demand require it.

## **Finance**

22. As set out in paragraphs 14 and 15 of this report, the operating environment for bus operators is exceptionally challenging. As a result, the County Council has been anticipating a large increase in tender prices for some time, setting this out in several reports which have been considered by the Executive Lead Member for Universal Services.
23. Overall, this tendering round represents a £120,000 cost per annum for the proposed level of service the Section 106 agreement requires to be provided for a sustainable local bus service in the Kings Barton area. The funding is a finite amount with no additional budget from Hampshire County Council. Therefore, it is crucial that the service shows potential of becoming commercially viable before the funding is spent.
24. The County Council will utilise the Section 106 funding to wholly fund this service to provide the Kings Barton area with a sustainable local bus service. Provided the Executive Member for Highways and Wastes gives approval to the proposed arrangements for the local administration of Section 106 funding at their decision day in September, this will be the source of funding used for the two or three-year period depending on the performance of the service.

## **Performance**

25. This section outlines the new service levels on the new service.

26. Service KB1 to operate Mon – Sat direct service to Winchester City Centre from 0700 – 1900 using a 16-seater vehicle.
27. The ongoing performance of the service will be monitored with the proposed operator in the form of passenger stats shared from the ticketing machine. There will also be operator engagement towards the end of the initial 2-year period. This will be an opportunity for other local bus providers in the area to determine how soon the service will become commercially viable within their existing network.
28. If the local bus providers do not see commercial viability, then the service will be withdrawn at the point that the available funding is fully spent.

### **Consultation and Equalities**

29. During the latter part of 2022, a working group was established with a view to collaboratively design the public transport service for Kings Barton. As a result, we collectively designed the consultation for residents whilst also setting out realistic expectations given the current condition of the market.
30. The County Council carried out a Consultation in 2023 with the residents of Kings Barton to understand what the level of usage would be, to determine the best outcome from the tender exercise and to assist when planning the service.
31. When designing the various lots that were tendered and drawing up recommendations for approval, consideration was given to the views expressed in this consultation.
32. The consultation received 226 responses during the period from 19 June 2023 until 31 July 2023. Of these responses, 40% are aware of the existence of the Taxishare service with only 8% of those using the service.
33. The Taxishare service does not provide a morning commuter service. However, included within the consultation we asked respondents what additional morning peak journeys they would benefit from. Five options were provided and an average of 20% was selected for these peak journeys from 0630 to 0830.
34. The Taxishare service currently offers two stop locations at either end of the development. In the consultation we asked residents whether they would benefit from an additional stop in each end of the development. An average of 79% selected that this would be welcomed.
35. Overall, 80% of all respondents selected they would benefit from a regular public bus service to conduct their business. This is a positive outcome. However, the County Council recognises that sometimes consultation results can have limited reliability. Therefore, the decision to trial an initial 2-year service with the flexibility to amend the timetable as required to best suit passengers is necessary to futureproof the longer-term commercial viability. Residents have been provided with information regarding the potential withdrawal of the service if it is considered unsustainable, both at forums and with the working group. Information regarding this will continue to be shared when publicising the service.
36. Data shows that a larger proportion of users of bus services tend to belong to groups with the following protected characteristics: Age, Disability, Sex,

Pregnancy & Maternity, Race, Rurality and Poverty. Therefore, the provision of this new service is expected to have a positive impact on these groups.

37. The following protected characteristics are neutrally impacted: Gender Reassignment, Religion or Belief, Sexual Orientation and Marriage & Civil Partnership 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**

38. 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.
39. Public transport offers an alternative to individuals travelling in a private car thus can help reduce carbon emissions on Hampshire's roads. A Climate Change impact assessment has been completed which demonstrates this service is anticipated to mitigate 1.56 tCO<sub>2</sub>e per annum.
40. Work will be undertaken to make sure 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**

41. The recommendations offer the best value which can be achieved at this time for the residents of Kings Barton given the challenging environment surrounding public transport.
42. The proposed approach within this report ensures that the communities served by this service secure a local transport link which improve their access to retail, health, education and leisure facilities.

**REQUIRED CORPORATE AND LEGAL INFORMATION:**

**Links to the Strategic Plan**

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

**Section 100 D - Local Government Act 1972 - background documents**

**The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)**

Document

Location

None

## **EQUALITIES IMPACT ASSESSMENT:**

### **1. Equality Duty**

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

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

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

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

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

2.1 Data shows that a larger proportion of users of bus services tend to belong to groups with the following protected characteristics: Age, Disability, Sex, Pregnancy & Maternity, Race, Rurality and Poverty. Therefore, the provision of this new service is expected to have a positive impact on these groups.

2.2 The following protected characteristics are neutrally impacted: Gender Reassignment, Religion or Belief, Sexual Orientation and Marriage & Civil Partnership as there is no evidence to suggest that people with these characteristics are more likely to use public transport than those without.