

Public Document Pack

Executive Decision Records

Please find set out below a number of Executive Decisions taken at the HAMPSHIRE COUNTY COUNCIL Executive Member for Economy, Transport and Environment Decision Day held at the Castle, Winchester on Tuesday, 12th November, 2019

19. **PUBLICATION OF THE CONCESSIONARY TRAVEL SCHEME 2020-2021**
20. **LOCAL FLOOD AND WATER MANAGEMENT STRATEGY**
21. **A30 TRAFFIC MANAGEMENT REVIEW**
22. **ETE CAPITAL PROGRAMME QUARTER 2 2019/20**
23. **PROJECT APPRAISAL - HIGHWAY IMPROVEMENTS AND TOUCAN CROSSING AND CYCLE IMPROVEMENTS HAMBLEDON ROAD WATERLOOVILLE**
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Item 19

HAMPSHIRE COUNTY COUNCIL

Executive Decision Record

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	12 November 2019
Title:	Publication of the Concessionary Travel Scheme 2020-2021
Report From:	Director of Economy, Transport and Environment

Contact name: Kevin Ings

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Email: kevin.ings@hants.gov.uk

1. The decision:

- 1.1 That approval be given to provide the range of concessions detailed within this report for the Hampshire Concessionary Travel Scheme for 2020/2021 and that this forms the basis of the draft scheme to be published on 1 December 2019.
- 1.2 That non-automatic renewal of older person's concessionary bus passes which have not been used in the 12 months prior to their renewal shall now be confirmed as County Council policy, but that on request an eligible older person will be issued with a pass.
- 1.3 That authority is delegated to the Director of Economy, Transport and Environment, in consultation with the Executive Member for Economy, Transport, and Environment, to make minor variations to the final Scheme as may be required, and to implement the Scheme including making any necessary contractual and financial arrangements such as re-imbusement payments to operators.

2. Reason for the decision:

- 2.1. Hampshire County Council is required by law to publish details of its draft Concessionary Travel Scheme for 2020/2021 ("the Scheme") by 1 December 2019. The proposed Scheme includes a number of enhancements to the statutory scheme which date from the Scheme's introduction in April 2011. This followed a detailed Equality Impact Assessment and consultation. The proposed scheme includes a number of discretionary enhanced concessions as set out in this report.
- 2.2. Limiting automatic renewal of older persons' passes to those which have been used in the previous 12 months reduces the wastage of replacing passes which are no longer required. This does not affect eligibility, and passes not automatically replaced will be issued on request.

3. Other options considered and rejected:

- 3.1. Offering the statutory scheme only: this was rejected as it would not reflect the specific requirements of Hampshire residents.
- 3.2. Extending the range of discretionary enhancements: this cannot be recommended in view of other budget pressures facing the County Council and the possible budget impact of operator appeals.
- 3.3. Retaining automatic renewal for all older persons' passes whether in use or not. Limiting automatic renewal of older persons' passes to those which have been used in the previous twelve months does not affect entitlement but avoids the wastage of replacing those passes which are no longer required and the cost of those which are returned to the Council. Passes not automatically replaced will be issued on request.

4. Conflicts of interest:

- 4.1. Conflicts of interest declared by the decision-maker: None.
- 4.2. Conflicts of interest declared by other Executive Members consulted: None.

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

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

7. Statement from the Decision Maker:

Approved by: ----- Executive Member for Economy, Transport and Environment Councillor Rob Humby	Date: 12 November 2019
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Item 20

HAMPSHIRE COUNTY COUNCIL

Executive Decision Record

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	12 November 2019
Title:	Local Flood and Water Management Strategy
Report From:	Director of Economy, Transport and Environment

Contact name: Simon Cramp

Tel: 01962 832348

Email: simon.cramp@hants.gov.uk

1. The decision:

- 1.1. That the Executive Member for Economy, Transport and Environment approves the draft Hampshire Local Flood and Water Management Strategy (attached to the supporting report) for adoption, subject to a public consultation for a period of 8 weeks.
- 1.2. That authority is delegated to the Director of Economy, Transport and Environment to make minor amendments to the draft Hampshire Local Flood and Water Management Strategy as required by the outcome of the public consultation, in consultation with the Executive Member for Economy, Transport and Environment.

2. Reasons for the decision:

- 2.1. Under the Flood and Water Management Act (2010), Hampshire County Council became the Lead Local Flood Authority (LLFA) for Hampshire. In accordance with the legislation, all LLFAs across the country are required to produce a Local Flood Risk Management Strategy (LFRMS).
- 2.2. The County Council's current LFRMS was adopted in July 2013. Since publication of the strategy, the County Council's awareness of flood risk and water management systems has increased. Informed by the experience of the widespread flood events in Winter 2013/14, new research and national guidance on the impact of climate change, and the draft national Flood and Coastal Erosion Risk Management Strategy, the County Council's approach to flood and water management is evolving. It is considered that the current strategy is now in need of updating.
- 2.3. It is Hampshire County Council's aspiration to become a leading example for LLFAs across the country and to produce an updated strategy containing clear concise statements of intent of how the County Council will seek to manage flood risk and water as a resource across Hampshire.
- 2.4. With the above in mind, it is proposed that the strategy is known as the **Hampshire Local Flood and Water Management Strategy (LFWMS)**,

signifying the wider water resource management remit and partnership working with other Risk Management Authorities (RMAs) that must be undertaken.

2.5. This report seeks agreement to the draft LFWMS in principle and approval to submit the document for an 8 week public consultation period. This is 2 weeks longer than is required under the provisions of the Flood and Water Management Act to allow for the Christmas and New Year period.

2.6. The draft strategy provides the platform for a broad-based approach and will be part of a family of documents that together set out the County Council's strategy and policy for flood risk and water management in its widest sense.

3. Other options considered and rejected:

3.1 The option of not updating the current LFRMS was rejected. It is considered that the existing strategy is now out of date, does not consider water management in its widest sense and does not benefit from the information and experience gathered from recent flood events and updated national flood and coastal erosion risk management strategies.

4. Conflicts of interest:

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

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

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

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

7. Statement from the Decision Maker:

I thank Councillor Jackie Porter for speaking as a deputation at my Decision Day today.

Approved by: ----- Executive Member for Economy, Transport and Environment Councillor Rob Humby	Date: 12 November 2019
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Item 21

HAMPSHIRE COUNTY COUNCIL

Executive Decision Record

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	12 November 2019
Title:	A30 Traffic Management Review
Report From:	Director of Economy, Transport and Environment

Contact name: Martin Wiltshire

Tel: 01962 832223

Email: martin.wiltshire@hants.gov.uk

1. The decision:

- 1.1. That the Executive Member for Economy, Transport, and Environment notes the findings of the Traffic Management and Road Safety review of the A30 between Basingstoke and Blackwater, and the significant gains that have been made in improving safety along this route over and above national trends for comparable roads.
- 1.2. That in light of the improved safety record linked to carriageway reduction schemes, and in the absence of appropriate capacity demand, the Executive Member for Economy, Transport, and Environment notes that there is no evidence to support a case for dualling or redoualling of the A30 between Basingstoke and Blackwater.
- 1.3. That approval is given for the reduction of the speed limit from 70mph to 60mph along the A30, London Road, at Water End, and from 70mph to 50mph along the same road through Natley Scures in the vicinity of the Baredown residential development (see Appendix A), and that authority is delegated to the Director of Economy, Transport and Environment to make the arrangements in accordance with usual Traffic Regulation Order procedures.
- 1.4. That in light of the improved safety record along this route, options are investigated for the provision of online cycle improvements along the A30 corridor between Basingstoke and Blackwater.
- 1.5. That the Executive Member for Economy, Transport, and Environment notes the amendments to bullet points 6 and 7 in paragraph 11 in the report, which should read:
 - Hares lane near Hartfordbridge (Eastbound) between Hartley Wintney and Hartfordbridge
 - Hares lane near Hartfordbridge (Westbound) between Hartley Wintney and Hartfordbridge

2. Reasons for the decision:

- 2.1. A number of recent developments have made this review timely, and with it clarification of the County Council's position, including: related queries from local MPs; speeding concerns expressed by residents and local members; and an evolving casualty and road safety situation with ongoing monitoring.
- 2.2. The County Council has taken measures to address safety concerns in the vicinity of the Baredown by way of a lane reduction scheme, which has aided turning movements into and out of the residential street. However, residents in this area continue to express concerns about speeds along the A30 London Road. Upon investigation as part of this review, the County Council has found that, contrasting with the general picture for the A30 between Basingstoke and Blackwater, accident/casualty rates in this area are in excess of the national average for comparable roads. For this reason, the report recommends speed limit alterations to complement the carriageway reduction scheme and aid safety.
- 2.3. There is a longstanding aspiration to provide a cycle route along the A30 corridor between Hook and Hartley Wintney, and limited developer funding is available to support this. Provision of significant new infrastructure (e.g. new on and off-road routes) has now been investigated and found unfeasible due to rising high costs and land issues, most notably designated common land in Hartley Wintney. This makes provision of an uninterrupted, cohesive offline route undeliverable. However, in light of the generally improved safety record of the A30 between Basingstoke and Blackwater, a review of this corridor is proposed to investigate pedestrian and cycle improvements to existing infrastructure. This would review signing, drop kerb and crossing requirements, junction layouts, new or additional lining and vegetation clearance.

3. Other options considered and rejected:

- 3.1. To consult on public satisfaction with the 2017 carriageway reduction scheme at the Baredown: this option was rejected on the basis that a speed limit reduction is now recommended to help reduce accidents and casualties on this particular section of the A30 between Basingstoke and Blackwater. Such a measure negates the case for restoring the two lane road layout.
- 3.2. Not to make the speed limit alterations at Water End and Nately Scures in the vicinity of the Baredown: this option was rejected on the basis that it would leave the accident/casualty concerns here unaddressed, with this section of the A30 exceeding the national average for accidents and casualties on comparable roads.
- 3.3. To commit the County Council to dualling the A30 between Basingstoke and Blackwater: this option was rejected on the basis that there is no capacity demand for such a measure, and in any case the substantial capital investment required is not available and would be extremely difficult to secure in the absence of a compelling business case that could demonstrate value for money.

3.4. That no further investigation is undertaken into the provision of cycle improvements along this corridor. This option was rejected on the basis that it would fail to respond to local aspiration or take advantage of the improved safety impacts of recent measures which would support online cycle provision.

4. Conflicts of interest:

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

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

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

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

7. Statement from the Decision Maker:

I thank Jo Wright for attending and speaking at my Decision Day today.

Approved by:

Date:

12 November 2019

**Executive Member for Economy, Transport and
Environment
Councillor Rob Humby**

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Item 22

HAMPSHIRE COUNTY COUNCIL

Executive Decision Record

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	12 November 2019
Title:	ETE Capital Programme Quarter 2 2019/20
Report From:	Director of Economy, Transport and Environment

Contact name: Amanda Beable

Tel: 01962 667940

Email: amanda.beable@hants.gov.uk

1. The decision:

- 1.1. That the Executive Member for Economy, Transport and Environment approves the deferral of the Hook to Dilly Lane Cycle Route scheme from the 2019/20 capital programme, subject to the approval of recommendations relating to the A30 Traffic Management review, as detailed in a report elsewhere on this agenda.

2. Reason for the decision:

- 2.1 With recommendations being made concerning the wider A30 Traffic Management review elsewhere on this agenda, it is preferable to consider appropriate cycling improvements along the A30 within the review itself.

3. Other options considered and rejected:

- 3.1. To retain this scheme in the capital programme, however that would not reflect the recommendations made elsewhere on this agenda.

4. Conflicts of interest:

- 4.1. Conflicts of interest declared by the decision-maker: None
- 4.2. Conflicts of interest declared by other Executive Members consulted: None

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

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

7. Statement from the Decision Maker:

Approved by:

Date:

12 November 2019

**Executive Member for Economy, Transport and
Environment
Councillor Rob Humby**

Item 23

HAMPSHIRE COUNTY COUNCIL

Executive Decision Record

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	12 November 2019
Title:	Project Appraisal: Highway improvements and Toucan Crossing, and Cycle Improvements – Hambledon Road, Waterlooville
Report From:	Director of Economy, Transport and Environment

Contact name: Carole Crankshaw

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Email: carole.crankshaw@hants.gov.uk

1. The decision:

- 1.1 That the Executive Member for Economy, Transport and Environment approves the Project Appraisal for Hambledon Road Toucan crossing Waterlooville, as outlined in the supporting report.
- 1.2 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 to provide Hambledon Road Toucan crossing, as set out in this supporting report, at an estimated cost of £452,000 to be funded from Local Transport Plan funding, CIL and Developer contribution.
- 1.3 That authority to make the arrangements to implement the scheme, including minor variations to the design or contract, be delegated to the Director of Economy, Transport and Environment.
- 1.4 That authority is given for the conversion of a footway to a shared use cycle/footway under Section 65/66 of the Highways Act 1980, as set out in the appendices to the supporting report, in order to enable cyclists to access the new crossing.

2. Reasons for the decision:

- 2.1 To provide improved crossing facilities on Hambledon road just south of Milton Roundabout, essential for walking/cycling links, to the Brambles business park and residential areas and to the established pedestrian and cycling local network.

- 2.2 Hampshire County Council's Cycling Strategy (2015) recognises that as new developments come forward, there is a need for these to be joined to existing cycle routes if cycling is to be a realistic travel choice.
- 2.3 Havant Borough Council's cabinet agreed on the 21st February 2018 that CIL funding should be made available for the provision of the signalised crossing.
- 2.4 A PV2 survey was undertaken at the site. This provides a numerical assessment of the need for a controlled crossing and evaluates the flow of traffic using the road and the number of pedestrians that cross it at a given location. This assessment is used to ensure requests for controlled crossings are assessed objectively and consistently. Factors are applied to vulnerable pedestrians (children, older people, and disabled pedestrians) and the speed limit, width of the road, and accident history are taken into account. From these counts and calculations, in accordance with the County Council's relevant Traffic Management Policy guidance document, the site has been shown to meet the requirements for a signal controlled crossing.

3. Other options considered and rejected:

- 3.1 The first option was to keep to the desire line of the informal crossing (consisting of drop kerbs and tactile paving), but this was too close to the junction and would not be a good option due to visibility issues, with a risk that motorists could have limited time to brake for stationary vehicles at the lights. Although the second, preferred option entails the additional expense of relocating the existing bus layby further south, it is considered the safest and most viable means of delivery.

4. Conflicts of interest:

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

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

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

7. Statement from the Decision Maker:

Approved by:

Date:

12 November 2019

**Executive Member for Economy, Transport and
Environment
Councillor Rob Humby**

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HAMPSHIRE COUNTY COUNCIL

Executive Decision Record

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	12 November 2019
Title:	Local Bus Contracts in Fareham, Gosport and Alton/Alresford
Report From:	Director of Economy, Transport and Environment

Contact name: Lisa Cook

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Email: lisa.cook@hants.gov.uk

1. The decision:

- 1.1. That approval be given to award bus subsidy contracts in the Fareham and Gosport area to First Hampshire and Dorset Ltd of an annual value of £213,909 funded from the Local Bus Budget for a period of 4 years commencing on 5 January 2020 at a total value of £855,636, with the option to extend up to a maximum of 6 years subject to further approval from the Executive Member for Economy, Transport and Environment.
- 1.2. That approval be given to award a bus subsidy contract in the Alton/Alresford area to Stagecoach (South) Ltd of an annual value of £15,396 funded from the Local Bus Budget for a period of 4 years commencing on 22 April 2020 at a total value of £61,584, with the option to extend up to a maximum of 6 years subject to further approval from the Executive Member for Economy, Transport and Environment.
- 1.3. That approval be given to award a bus subsidy contract in the Alton/Alresford area to Cresta Coaches of an annual value of £16,995 funded from the Local Bus Budget for a period of 4 years commencing on 22 April 2020 at a total value of £67,980 with the option to extend up to a maximum of 6 years subject to further approval from the Executive Member for Economy, Transport and Environment.

2. Reasons for the decision:

- 2.1. The existing Fareham and Gosport area local bus contracts expire on 4 January 2020. Approval to award new contracts will continue to give access to employment, education, health, retail and leisure facilities for the widest section of the community.
- 2.2. Several existing Alton/ Alresford area local bus contracts expire on 21 April 2020. Approval to award new contracts will continue to give access to employment, education, health, retail and leisure facilities for the widest section of the community.

3. Other options considered and rejected:

- 3.1. Options for a Community Transport alternative have been considered where appropriate, however the volume of passengers recorded on some individual journeys would exceed the capacity of such solutions.
- 3.2. Other timetable options, including exploring enhancements to services, were rejected on the grounds of not proving affordable with current budget levels or consistent with the outcomes of the 2018 Passenger Transport Review.
- 3.3. Not awarding these tenders was considered and rejected as it would result in a reduced bus service in these areas.

4. Conflicts of interest:

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

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

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

7. Statement from the Decision Maker:

Approved by: ----- Executive Member for Economy, Transport and Environment Councillor Rob Humby	Date: 12 November 2019
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HAMPSHIRE COUNTY COUNCIL

Executive Decision Record

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	12 November 2019
Title:	Transforming Cities Fund Bids Update
Report From:	Director of Economy, Transport and Environment

Contact name: Graham Wright

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Email: graham.wright@hants.gov.uk

1. The decision:

- 1.1. That approval be given to the revised list of candidate schemes, as set out in the supporting report, for inclusion in the final Strategic Outline Business Case.
- 1.2. That authority is delegated to the Director of Economy, Transport and Environment, in consultation with Southampton City Council, Portsmouth City Council and Isle of Wight Council via the respective joint working arrangements, to agree the final Strategic Outline Business Case submissions, including in each case a legally binding Local Assurance Framework that clearly demonstrates how Transforming Cities Fund funding will be allocated between the parties across each programme area.

2. Reasons for the decision:

- 2.1. The Department for Transport (DfT) has established a process of co-development with each city accepted onto the Transforming Cities Fund programme. It is therefore important that the local authorities engage thoroughly with the DfT in developing their Transforming Cities Fund (TCF) Tranche 2 proposals to stand the best chance of securing the optimum level of funding. It is important to note that all 12 cities remain in the competition to secure funding and whilst each city region may receive some level of TCF Tranche 2 funding, this and the actual level of funding is not guaranteed.
- 2.2. On 4 June 2019, the Executive Member for Economy, Transport and Environment approved a list of candidate schemes as the basis for the draft Strategic Outline Business Case (SOBC) submissions in June. Further work has now been undertaken on the feasibility of each scheme and on wider proposals for each TCF bid. This work has enabled the list of schemes to be updated to support the final SOBC submissions in November.
- 2.3. Technical work to support the SOBC submissions is ongoing and given the very challenging DfT timetable for the TCF programme, this is likely to continue up to the deadline for submission. It is important that the content of

each bid is agreed across each partnership, and to allow the required time for the necessary collaborative working it is considered appropriate that approval of the final SOBC is delegated to the Director in consultation with the informal Boards set up under the respective joint working arrangements.

- 2.4. TCF funding allocations by the DfT will be to the lead bid authorities which in both cases will be the respective city councils. It is therefore important for all parties to be clear in the final SOBCs, through legally binding Local Assurance Frameworks, on how funding will be allocated across each city area.

3. Other options considered and rejected:

- 3.1. Not to submit a Tranche 2 bid. This option has been rejected on the basis that, having been accepted by DfT onto the TCF programme, there is a very reasonable prospect that some capital funding will be forthcoming from a Tranche 2 submission.
- 3.2. Not to co-develop proposals with the respective partners. This option has been rejected on the basis that the key criteria set out by the DfT for the TCF seeks to improve productivity by improving connectivity between cities and their suburbs. Bids based upon either the cities or county administrative areas would fail to meet these basic criteria which cross administrative boundaries.
- 3.3. To delay agreement with partner authorities on the allocation of any funding made available by the DfT until after the bid submission. This option has been rejected as it is considered important that all parties, including the DfT, are clear about how funding to each city area would be allocated prior to a decision on any funding allocations by the DfT.

4. Conflicts of interest:

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

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

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

7. Statement from the Decision Maker:

Approved by:

Date:

12 November 2019

**Executive Member for Economy, Transport and
Environment
Councillor Rob Humby**

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