

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 Thursday, 2nd July, 2020

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- 47. **BRIGHTON HILL IMPROVEMENT SCHEME - CAMROSE LINK ROAD PROJECT APPRAISAL AND ADVANCED ENABLING WORKS**
- 48. **LYNCHFORD ROAD FARNBOROUGH GROWTH PACKAGE**
- 49. **WHEELS TO WORK LOAN SCHEME**
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- 56. **PROJECT APPRAISAL: WHITEHILL BORDON RELIEF ROAD JUNCTION 2 TO 3 SHARED USE FOOTWAY/CYCLEWAY**
- 57. **PARTNERSHIP FOR SOUTH HAMPSHIRE - REVISED AGREEMENT**

HAMPSHIRE COUNTY COUNCIL

Executive Decision Record

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	2 July 2020
Title:	Recycling and Single Materials Recovery Facility Update
Report From:	Director of Economy, Transport and Environment

Contact:

Sam Horne

Tel: 01962 832268**Email:** sam.horne@hants.gov.uk

1. The decision

- 1.1. That the Executive Member for Economy, Transport and Environment approves that, in the current circumstances, and based on the modelling to date, work on the single co-mingled Materials Recovery Facility proposal is paused whilst business cases for the alternative options of a Twin Stream and Kerbside sort systems are developed and that the Council looks to explore the potential for delivering Food Waste reception and processing infrastructure in conjunction with these other recycling infrastructure business cases.
- 1.2 That the Executive Member for Economy, Transport and Environment notes and approves further work and discussion with Project Integra Partners regarding future waste services arrangements in terms of collection and processing of recyclable materials in line with the principles set out in the supporting report, including:
- no further work to be undertaken regarding a single co-mingled MRF;
 - recycling services to be compatible with the requirements of the Environment Bill 2020;
 - that any solution does not transfer financial risk to the County Council;
 - that there is no impact on the County Council's ability to deliver its required Transformation Savings proposals; and
 - that there will need to be robust governance arrangements in place between the authorities that enables effective decision making.

2. Reason for the decision

- 2.1. These decisions are being taken in order to progress the option modelling and discussions with the County Council's Waste disposal partners, Portsmouth and Southampton City Councils, and the 11 Waste Collection Authority partners, moving towards a consensus of opinion that will allow future

decisions to be made on service and infrastructure provision in an environmentally and economically sustainable manner.

3. Other options considered and rejected

- 3.1. A “Do Nothing” option has been considered and rejected as the County Council supports the aspiration of the Government in driving recycling performance improvements in pursuit of a circular economy and as part of the national drive towards Carbon neutrality by 2050. It is also recognised that “Do Nothing” is not an option as the Government intends to legislate in order to achieve its objectives.
- 3.2. To continue to undertake work into the feasibility to deliver a single MRF to process co-mingled Dry Mixed Recyclables (DMR). This has been rejected due to the fact that it will lead to increased costs to the County Council.
- 3.3. The County Council withdrawing from provision of infrastructure to manage and process recycling has been considered. Existing legislation requires arrangements for recycling to be made by Waste Collection Authorities, with the County Council only liable to pay a recycling credit equivalent to the saved disposal cost associated with not having received that material for disposal. This option has currently been rejected as this is likely to make services more expensive overall for Hampshire residents without the County Council’s ability to provide infrastructure on a countywide basis that might otherwise not be deliverable by individual collection authorities.

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 the Economy, Transport and Environment Select Committee for pre-scrutinising this item and supporting the recommendations.

Approved by:

Date:

2 July 2020

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

HAMPSHIRE COUNTY COUNCIL

Executive Decision Record

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	2 July 2020
Title:	Brighton Hill Improvement Scheme - Camrose Link Road Project Appraisal and Advanced Enabling Works
Report From:	Director of Economy, Transport and Environment

Contact name: Richard Humphrey

Tel: 01256 362077

Email: richard.humphrey1@hants.gov.uk

1. The decision:

- 1.1 That the Executive Member for Economy, Transport and Environment approves the Project Appraisal for Camrose Link Road Scheme (“the Camrose Link Road Scheme”), as set out in the supporting report.
- 1.2 That, subject to planning approval from Hampshire County Council Regulatory Committee for the Camrose Link Road, the Executive Member for Economy, Transport and Environment gives approval to procure, spend, and enter into contractual agreements in consultation with the Head of Legal Services, to deliver the Camrose Link Road Scheme, as set out in the supporting report and Appendix 1, at an estimated cost of £3.454million to be funded from Local Growth Funding awarded by the Enterprise M3 LEP.
- 1.3 That authority be delegated to the Director of Economy, Transport and Environment in consultation with the Head of Legal Services to progress and make any appropriate orders, notices or statutory procedures and secure any consents, permissions, rights or easements necessary to facilitate and enable the Camrose Link Road Scheme.
- 1.4 That the Executive Member for Economy, Transport and Environment gives approval to procure and spend, and to enter into necessary contractual arrangements in consultation with the Head of Legal Services, to implement the advanced utility diversions for Brighton Hill roundabout, as well as any necessary relocation of street furniture, at a cost of £1.82million to be funded from Local Growth Funding awarded by the Enterprise M3 LEP.
- 1.5 That, in order to ensure the delivery of the Camrose Link Road Scheme, the Executive Member for Economy, Transport, and Environment recommends to the Executive Member for Policy and Resources that a Compulsory Purchase Order is made for the land required to deliver the Camrose Link Road Scheme, as detailed in Appendix 2, to run in parallel with negotiations to acquire all third party land

interests by agreement, on the basis that the areas of land identified in Appendix 2 will not be extended but may be revised or minimised.

2. Reasons for the decision:

- 2.1 The decision to implement Camrose Link Road Scheme ahead of the main Brighton Hill roundabout works provides early access to unlock land for business and residential developments on the Camrose site and provides for the diversion route for traffic management during the Brighton Hill roundabout works. The decision is subject to securing planning approval for the link road.
- 2.2 The decision to implement enabling works including utility diversions ahead of the main works for Brighton Hill roundabout will allow the main works to proceed unhindered by utilities and de-risks the project from delays associated with accommodating utility diversions within activities of the main works programme.

3. Other options considered and rejected:

- 3.1 Do nothing. This has been rejected, as the Camrose Link Road Scheme has secured funding as a component of the wider Brighton Hill Improvements Scheme, from the Enterprise M3 Local Enterprise Partnership to enable its delivery and is a key scheme to support growth on the Basingstoke South West Corridor to Growth.
- 3.2 Not putting the scheme forward at this stage due to the uncertainties arising from Covid-19 was considered but rejected due to the economic and other benefits of continuing as originally planned and the potential difficulties of further delays.
- 3.3 Not to deliver the Camrose Link Road. This option was rejected because it would fail to optimise the traffic capacity improvement for the Brighton Hill roundabout, without which the scheme would be diminished. Also, it would pass over the opportunity to unlock land for business and residential developments on the Camrose site and provide for the diversion route for traffic management during the Brighton Hill roundabout works.

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:

2 July 2020

**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:	2 July 2020
Title:	Lynchford Road Farnborough Growth Package – Update Report.
Report From:	Director of Economy, Transport and Environment

Contact name: Alen Chanamuto

Tel: 01962 846684

Email: alen.chanamuto@hants.gov.uk

1. The decision:

- 1.1 That the Executive Member for Economy, Transport and Environment gives approval to explore an optional alternative to the preferred Scheme, including public engagement, as previously approved by the Executive Member for Environment and Transport in January 2019.
- 1.2 That authority be delegated to the Director of Economy, Transport and Environment to progress all necessary design and development work for an optional alternative to the preferred Scheme, including the necessary amendments to accommodate responses following a public engagement exercise.
- 1.3 That the Executive Member for Economy, Transport and Environment endorses the development of an environmental mitigation plan including appropriate replanting, to address and balance the environmental impacts of the overall project.
- 1.4 That authority be delegated to the Director of Economy, Transport and Environment in consultation with the Head of Legal Services to progress appropriate orders, notices or statutory procedures and secure any consents, permissions, rights or easements necessary to enable the revised scheme to be implemented and completed.

2. Reasons for the decision:

- 2.1 To gain approval to explore an optional alternative to the preferred Scheme previously approved by the Executive Member for Environment and Transport in January 2019, to develop and test an option to retain, as a single lane for part of the westbound, a section of Lynchford Road between the A331 and St Alban's roundabout, and to consider removing the jet lane on the westbound approach to St Alban's Roundabout.

2.2 During detailed design of a four-lane option, a number of issues have arisen that may mean a three-lane improvement is more fitting. This includes adapting the design to better address concerns raised by the North Camp Support Group and local retailers and considerations of vehicle parking behaviours. The three-lane option may also free up space for active travel modes and allow for a better-quality cycle route. A three-lane option also has some benefits in facilitating easier maintenance of the road in the future. Capacity assessments of a three-lane design have been undertaken and used to determine in which direction the two lanes are most beneficial. The revision to the design is intended to retain the project aims and to continue to offer a high value for money solution.

3. Other options considered and rejected:

4. Conflicts of interest:

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

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

5. Dispensation granted by the Conduct Advisory Panel: none

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

7. Statement from the Decision Maker:

I thank the North Camp Support Group for their comments and welcome officers liaising with them going forward as the alternative design is further investigated.

Approved by:

Date:

2 July 2020

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

HAMPSHIRE COUNTY COUNCIL

Executive Decision Record

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	2 July 2020
Title:	Wheels to Work Loan Scheme
Report From:	Director of Economy, Transport and Environment

Contact name: Kevin Ings

Tel: 01962 846986

Email: kevin.ings@hants.gov.uk

1. The decision:

- 1.1. That the Executive Member for Economy, Transport and Environment gives authority to procure and spend up to the value of £2,075,000 (for the maximum six year period), of which £405,000 will be funded from Hampshire County Council's Community Transport Budget and £175,000 will be funded from Hampshire County Council's vehicle replacement reserve along with contributions from district councils and other potential funding sources. Any spend will be conditional on the relevant funding being confirmed.
- 1.2. That the Executive Member for Economy Transport and Environment gives authority to enter into the necessary contractual arrangements (in consultation with the Head of Legal Services) for the Wheels to Work Loan Scheme identified in the supporting report, to commence on 1 April 2021 for an initial period of 2 years, with the option to extend for up to a further four years, subject where appropriate to the agreement of other funders where they also contribute towards this service, and the availability of the County Council's own financial resources. Any spend will be dependent on the relevant funding being available.
- 1.3. That the Executive Member for Economy, Transport and Environment approves the approach that a reduction or removal of funding from a partner authority would be matched by an equal reduction in the number of mopeds available in the relevant local authority area and that Hampshire County Council would review its funding of the scheme in that area.
- 1.4. That the County Council will provide the Contractor with the mopeds required to operate the service with ownership being assigned to the Contractor for the duration of the Contract and that at the end of the Contract mopeds will be returned and ownership of these reassigned to the Council.
- 1.5. That the overall approach to tendering, as set out in the supporting report, is agreed in principle, and that the Director of Economy, Transport and Environment is given delegated authority to finalise the detail, including the

price to quality ratio in consultation with the Executive Member for Economy, Transport and Environment.

- 1.6. That the Executive Member for Economy, Transport and Environment delegates authority to the Director of Economy Transport and Environment, in consultation with the Head of Legal Services, to enter into contractual arrangements for the receipt by the County Council of funding where appropriate with any respective funding partners for the initial contract term, and subsequently to cover any contract extensions as outlined in the supporting report.

2. Reason for the decision:

- 2.1. The proposed procurement process and subsequent contract award will enable the continued operation of the Wheels to Work Loan Scheme which predominately provides young people with the opportunity to access employment and training opportunities in Hampshire. It will also offer the scope for the scheme to be expanded both in terms of the coverage and the services provided. The scheme will contribute to the strategic objectives of the County Council by helping young people to live safe, healthy and independent lives.

3. Other options considered and rejected:

- 3.1. Option 1: To not undertake the proposed tendering exercise and award a contract for the Wheels to Work Loan Scheme. This would result in some younger people not being able to access employment and training opportunities.
- 3.2. Option 2: Tender the Wheels to Work Loan Scheme with a reduced sum of funding than currently made available to operate the service. This would result in fewer younger people being able to access employment and training opportunities and increase the individual user support costs.
- 3.3. Option 3: Extend the Wheels to Work Loan Scheme to other areas in Hampshire where the service does not currently operate. Whilst this will not happen at the initial contract award stage the procurement process will provide the scope to extend the service to other areas as the necessary financial resources are identified.

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:

2 July 2020

**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:	2 July 2020
Title:	Household Waste Recycling Centres Cross Border Update
Report From:	Director of Economy, Transport and Environment

Contact:

Sam Horne

Tel: 01962 832268**Email:** sam.horne@hants.gov.uk

1. The decision

- 1.1. That the Executive Member for Economy, Transport and Environment notes the progress with the Household Waste Recycling Centre (HWRC) residents' vehicle registration system.
- 1.2. That the Executive Member for Economy, Transport and Environment acknowledges the short delay to the proposed implementation of the HWRC residents' vehicle registration scheme as a result of the temporary closure of the HWRC network due to the Government's social distancing guidelines and approves a revised implementation date of 1 August 2020.
- 1.3. That the Executive Member for Economy, Transport and Environment notes the steps that have been taken since 23 March 2020 to both close down the HWRC Service in line with the Governments imposed lockdown and subsequent re-opening in such a way as to deliver the service safely both for site staff and site users.
- 1.4. That the Executive Member for Economy, Transport and Environment approves the termination of the agreement with West Berkshire Council regarding Hampshire residents access to the Newtown Road site in West Berkshire, with effect from 31 July 2020 and notes that the final quarterly payment recognises that the site has been closed for six weeks.
- 1.5. That the Executive Member for Economy, Transport and Environment acknowledges the agreement that has been entered into with Dorset Council and approves that the principles set out in the supporting report be applied to other authorities that wish to cover the cost of their residents usage of Hampshire HWRCs rather than see their residents bear these costs directly by way of the proposed access charge.

1.6. That the Executive Member for Economy, Transport and Environment delegates authority for the completion of any necessary legal agreements for these financial arrangements with other neighbouring Authorities as may be required, and to undertake annual reviews and vary the arrangements as necessary to ensure that the payments made reflect full cost recovery of non-Hampshire resident usage to the Director of Economy, Transport and Environment in consultation with the head of Legal Services and the Executive Member for Economy, Transport and Environment.

2. Reasons for the decision

2.1. The decision is required to seek approval for a revised implementation date of the HWRC residents' vehicle registration scheme.

2.2. The decision is required in order to enable the County Council to enter into agreements with neighbouring Authorities in relation to cross border use of Household Waste Recycling Centres.

2.3. The decision is required in order to bring to an end the transitional arrangements currently in place with West Berkshire Council.

3. Other options considered and rejected

3.1. The option not to enter into agreements with neighbouring authorities has been considered and rejected, as it would prevent the County Council from securing funding to offset the costs dealing with waste from outside Hampshire.

3.2. The option not to terminate the transitional arrangement with West Berkshire in relation to funding cross border usage of Household Waste Recycling Centres has been considered and rejected. This is due to the cost of maintaining this arrangement which is not currently funded beyond 1 June 2020. West Berkshire Council is in the process of developing for implementation its own system for managing cross-border use of its Household Waste Recycling Centres which is expected to be introduced later in 2020.

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 Cllr Hayley Eachus at Basingstoke and Deane Borough Council for her letter, which was fully considered ahead of me approving the recommendations.

I also note ongoing discussions with Southampton City Council regarding managing access to the Southampton HWRC and confirm that the County Council will review our position subsequently in the context of the cross border policy and contractual and financial agreements that are currently in place in relation to waste services.

Approved by:

Date:

2 July 2020

**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:	2 July 2020
Title:	Procurement Approval: Geotechnical and Geoenvironmental Services Framework 2021-2025
Report From:	Director of Economy, Transport and Environment

Contact name: Keith Gale

Tel: 01962 847271

Email: keith.gale@hants.gov.uk

1. The decision:

- 1.1. That approval be given to procure, spend, and enter into the necessary contractual arrangements, in consultation with the Head of Legal Services, for a Geotechnical and Geoenvironmental Framework (GGF), as detailed in the supporting report, commencing on 1 June 2021 for a duration of four years, up to an overall maximum value of £5million for the duration of the framework.
- 1.2. That a ratio of 70% for price and 30% for quality be used in the assessment of suppliers to gain a place in the framework.
- 1.3. That authority is delegated to the Director of Economy, Transport and Environment to agree any variations to the items approved in consultation with the Executive Member for Economy, Transport and Environment.

2. Reasons for the decision:

- 2.1. Multi-supplier frameworks have been used since 2009 for the provision of geotechnical and geoenvironmental services to ensure that site investigations are conducted in a safe and efficient manner. These services are used to provide information for the County Council to assist with the design of capital and revenue projects as part of its statutory functions and economic development. The service has been used by many departments and sections of the Council, including Economy, Transport and Environment, Culture Communities and Business Services, Property Services, Assets and Development, Countryside Services, and Engineering Consultancy.
- 2.2. These services are often required at short notice – for example, when a land slip or other geological event occurs – and having access to specialists with suitable equipment to undertake such investigations is paramount.
- 2.3. Current arrangements have worked extremely well, with over 300 site investigations being undertaken since 2009. Typical investigations include soil conditions, samples and underlying strata for large infrastructure projects, highways schemes, waste recycling centres, school and care home extensions,

new schools and fire stations, contaminated sites, geological events (landslips and swallow holes, etc) and the like.

- 2.4. In addition to the physical testing of geological formations, the frameworks also include expert analysis so that design solutions can accurately match site conditions.
- 2.5. The existing framework contract for geotechnical services expires on 31 May 2021.

3. Other options considered and rejected:

3.1. Option 1:

'In house' delivery of geotechnical site investigation services.

The requirement for site investigation services is quite variable and requires specialist equipment dependent upon capital and revenue programmes and the nature of projects required. The volume of service and its financial volatility does not support capital investment for the purchase of specialist testing equipment or the full-time employment of officers for site investigations.

3.2. Option 2:

Single source supplier.

The market for specialist site investigation services is generally formed of small to medium sized enterprises with specialisms which align with specific tests or services. The use of a multi-supplier framework allows a wide range of services to be engaged together with use of the latest techniques and expertise. It is considered that one supplier could not deliver all services without recourse to sub-contracting, which would incur additional supply chain costs.

4. Conflicts of interest:

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

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

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

7. Statement from the Decision Maker:

Approved by:

Date:

2 July 2020

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

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	2 July 2020
Title:	Procurement Approval: Geotechnical and Geoenvironmental Services Framework 2021-2025
Report From:	Director of Economy, Transport and Environment

Contact name: Keith Gale

Tel: 01962 847271

Email: keith.gale@hants.gov.uk

Purpose of this Report

1. The purpose of this paper is to seek approval to procure a Geotechnical and Geoenvironmental framework agreement in order to replace the current framework which expires on 31 May 2021. Work will be commissioned through this framework as part of the normal process of design, development and implementation of projects, which have their own approval processes.

Recommendations

2. That approval be given to procure, spend, and enter into the necessary contractual arrangements, in consultation with the Head of Legal Services, for a Geotechnical and Geoenvironmental Framework (GGF), as detailed in this report, commencing on 1 June 2021 for a duration of four years, up to an overall maximum value of £5million for the duration of the framework.
3. That a ratio of 70% for price and 30% for quality be used in the assessment of suppliers to gain a place in the framework.
4. That authority is delegated to the Director of Economy, Transport and Environment to agree any variations to the items approved in consultation with the Executive Member for Economy, Transport and Environment.

Executive Summary

5. The Geotechnical and Geoenvironmental framework will be used to engage specialist services for site investigation works to all County Council departments including Economy, Transport and Environment, Culture Communities and Business Services, and a range of other clients as appropriate through traded service agreements.
6. This report summarises reasons for the Economy, Transport and Environment Department to procure and tender a Geotechnical and Geoenvironmental framework and describes the proposed arrangements for this framework.

Contextual information

7. The County Council has a duty to maintain and improve its assets within Hampshire in a safe and effective manner. In provision of this role, the Economy, Transport and Environment Department uses a framework for geotechnical and site investigation services in order to assist with the design of capital and revenue projects. The range of projects served by the framework includes major infrastructure improvements through to extensions for schools and other buildings.
8. The current Geotechnical and Geoenvironmental Framework is used to provide specialist ground investigation services to all Hampshire County Council Departments, including Economy, Transport and Environment and Culture Communities and Business Services. The framework is managed by the Engineering Consultancy Geotechnics Group.
9. This will be the third framework specifically set up to engage ground investigation services, following two previous iterations which have worked extremely well. Since inception, more than 300 investigation commissions have been undertaken with a total value of over £3million. Such projects have included ground investigations for highway improvements, waste recycling centres, school and care centre extensions, new schools and fire stations, contaminated sites, and investigation of critical events, such as landslips and swallow holes. Due to the volatility of these service requirements it is difficult to accurately predict the future financial extent of services required, but each successive framework arrangement has been used for larger value projects, and therefore it would not be unreasonable to place an overall maximum framework value of £5million for the four-year duration.
10. In addition to use by the Council, other authorities (such as Southampton City Council, Surrey County Council, Reading Borough Council, and other smaller districts) have occasionally used these services. In each case the commissions have been ordered by the Council, with reimbursement obtained through a shared service agreement. This arrangement allows the Council's requirements to be given priority and allows efficient control for occasional use by others.
11. Previous frameworks were procured through a European OJEU process, which incorporated a rigorous selection procedure satisfying both statutory and internal standing order requirements. Experience has shown that this method of pre-selecting suppliers has engaged suppliers with the requisite skills and capacity to undertake geotechnical services for the Council.

Proposed detailed arrangements

12. In order to continue with the services of specialist geotechnical and geoenvironmental consultants, it is proposed that a new framework is set up to replace the current one when it expires in May 2021. As with existing arrangements, the framework will engage with a number of suppliers in order to meet the scope, time scales, and requirements serving any departments of the Authority. As the framework is designated under European Union (EU) rules as 'service provision' (as opposed to works) and the estimated value of the contract is anticipated to exceed EU thresholds, the framework will need to be advertised in accordance with EU regulations. However, it is recognised that due to the transitional arrangements for the United Kingdom leaving the EU ending on 31

December 2020, the procurement may fall outside of these Regulations. Nonetheless, additional Regs will come into force at 11pm on 31st December 2020, which effectively mean that the process remains the same. (Public Procurement [Amendment etc] EU Exit Regs 2019 and the Public Procurement [Amendment etc] [EU Exit] [No 2] Regs 2019).

13. Although some frameworks within the Department allow direct access by other authorities, it is proposed that only Hampshire County Council is named as the contracting authority on the OJEU Notice. This provides control in line with initiatives for other Traded Services and should there be any need for these services from other authorities it is suggested that arrangements be undertaken in line with the business charging model developed by ETE. This proposal also provides the following benefits:
 - resources are prioritised toward the needs of Hampshire County Council;
 - any resources offered to other authorities through ETE will provide support to the maintenance and management of this framework and of future arrangements; and
 - the specialist nature of this framework requires careful managerial control which can be provided through direct delegated authority of the arrangements.
14. Although the historic data indicates a four year spend of only around £1.2million, due to the potential increased investment in infrastructure, it is recommended that the overall advertised limit is increased to £5million. This value reflects the best current estimate, plus a substantial allowance for 'headline growth' based upon forecasted spending on capital infrastructure projects over the next four years.
15. On the supply side, the market is represented by small/medium sized enterprises and encouragement will be provided to those who indicate interest. The current framework consists of up to ten suppliers – a number that was sufficient to provide competition for work packages but without requiring extensive management of resources. It is therefore proposed that a similar number of suppliers are used for the new arrangements.

Alternatives Considered

16. Two alternatives have been considered instead of procurement of a framework:

Option 1

'In house' delivery of geotechnical site investigation services.

The Council could choose to develop an 'in house' section to undertake site investigation studies and reports, but this would require capital investment, significant resources, and expertise to carry out site operations and analyse results. As the number of sites requiring investigation and level of tests vary according to project demand, there would not be sufficient regular income to generate a return on investment employed. Engagement of external resources allows a reactive service without the liability of future committed workload. Option 1 has therefore been rejected.

Option 2

A single source supplier.

The extent and requirements of commissions vary according to the geology and topography of a site and its intended use. The scope of service can vary substantially, and examination of the market concludes that it would be doubtful that one supplier could deliver all of the services without recourse to sub-contracting and consequential additional supply chain costs. Option 2 has therefore been rejected.

Conclusions

17. The current and previous geotechnical frameworks have served the Council well in engaging specialist resources in an efficient and effective manner to provide geotechnical information for the Authority's existing built environment assets and future construction programmes. Due to the variability of service and volatility of expenditure, a multi-supplier framework is proposed. This does not commit the Council to any minimum values of expenditure but will provide enough suppliers to undertake resource requirements.
18. Suppliers applying for a place on the framework will have to demonstrate minimum standards of technical expertise and the ability to adhere to the Council's corporate standards, thereby ensuring compliance with equalities legislation.
19. As suppliers will be vetted at the first stage of the procurement exercise, a second stage of the tendering process will require competitive prices to be submitted and therefore the proposals will be weighted toward price. In line with tenders of a similar nature and complexity it is proposed that a ratio of 70/30 price/quality be used at the second stage of assessment.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

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

Other Significant Links

Links to previous Member decisions:	
<u>Title</u> Procurement approval: Geotechnical and Geoenvironmental Framework 2017-2021 – reference 7717	<u>Date</u> 15 September 2016
Direct links to specific legislation or Government Directives	
<u>Title</u> None	<u>Date</u>

Section 100 D - Local Government Act 1972 - background documents

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

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

EQUALITIES IMPACT ASSESSMENT:

1. Equality Duty

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

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

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

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

2. Equalities Impact Assessment:

The arrangements for procurement and management of the Geotechnical Framework are neutral because the authority's level of service will be described within the contract documents and aligned to the Council's corporate policies. All suppliers to the framework will be required to comply with these as a minimum standard and arrangements for monitoring such policies will be undertaken throughout the duration of the framework.

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HAMPSHIRE COUNTY COUNCIL

Executive Decision Record

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	2 July 2020
Title:	ETE Capital Programme 2019/20 End of Year & Quarter 1 2020/21
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 notes the performance made in the Economy, Transport and Environment capital programme in 2019/20 and progress made to date in the 2020/21 capital programme.
- 1.2. That the Executive Member for Economy, Transport & Environment approves the proposed split of the 2020/21 £19.766million Department for Transport (DfT) Pothole and Challenge Fund grant, with £14.766million allocated to Highways structural maintenance and the remaining £5million towards the maintenance of critical structures (Bridges).
- 1.3. That the Executive Member for Economy, Transport and Environment approves the adjustment of the 2020/21 Structural Maintenance programme to £66.976million.
- 1.4. That the Executive Member for Economy, Transport and Environment delegates approval to the Director of Economy, Transport and Environment for the entry into the 2020/21 capital programme of schemes up to £0.5million which are to be funded by the DfT Emergency Active Travel Fund.
- 1.5. That the Executive Member for Economy, Transport and Environment notes the change in an element of the funding for the Stubbington Bypass scheme, with £8.5million of Solent Local Enterprise Partnership (LEP) Local Growth Funding replacing the planned £8.5million from enterprise zone business rates.
- 1.6. That the Executive Member for Economy, Transport and Environment notes the addition of £0.5million funding of LTP to the Structural Maintenance programme, to enable that element of the programme to deliver safety schemes previously carried out within the ITP programme.

1.7. That the Executive Member for Economy, Transport and Environment approves the inclusion of £0.4millionCommunity Infrastructure Levy (CIL) from Winchester City Council into the CIL sub-programme within the ETE capital programme.

1.8. That the Executive Member for Economy, Transport and Environment approves the adjustment in the capital programme to enable the redistribution of the former £37.441million Botley Bypass scheme in the 2019/20 capital programme to the following three schemes in the 2020/21 capital programme:

- Botley Bypass (£21.175million);
- Botley - Woodhouse Lane South (£4.498million); and
- Botley Village Enhancements (£0.5million).

Noting that the remaining funding has been transferred to the Policy and Resources capital programme to fund elements of the Botley UDI scheme.

1.9. That the Executive Member for Economy, Transport and Environment approves the introduction of Whitehill & Bordon GGGL – Hogmoor Road Cycle Facility and Associated Traffic Measures (£0.4million) in the 2021/22 capital programme.

1.10. That the Executive Member for Economy, Transport and Environment notes the funding bids that are currently in development or awaiting outcome for future transport schemes in the Integrated transport programme.

2. Reason for the decision:

2.1. These recommendations have been made to support the ongoing optimisation of ETE's capital programme.

3. Other options considered and rejected:

3.1. To not propose these recommendations, however this could result in the capital programme not being optimally managed.

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:

2 July 2020

**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:	2 July 2020
Title:	Project Appraisal: Four Marks – A31/Lymington Bottom Junction Improvements
Report From:	Director of Economy, Transport and Environment

Contact name: Jakub Styszynski

Tel: 01962 845396

Email: jakub.styszynski@hants.gov.uk

1. The decision:

- 1.1 That the Executive Member for Economy, Transport and Environment approve the Project Appraisal for the Lymington Bottom Road pedestrian crossing, 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 the Lymington Bottom Road pedestrian crossing, subject to the outcome of the public notice period of the proposed Puffin Crossing, as set out in the supporting report, at an estimated cost of £398,000 to be funded from developer contributions.
- 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 delegated to the Director of Economy, Transport, and Environment to renew the public notice period for the proposed Puffin Crossing and consider any comments received during that period in consultation with the Executive Member for Economy, Transport and Environment.

2. Reasons for the decision:

- 2.1 The purpose of the scheme is to provide appropriate infrastructure to accommodate forecast levels of development traffic and enable safe access to the A31 without compromising its strategic function. A new Puffin crossing point will be constructed in order to improve accessibility and safety of pedestrians crossing the A31.

3. Other options considered and rejected:

- 3.1 The pedestrian crossing across the A31 at the Lymington Bottom Road junction was on the list of priorities put forward by the Parish Council and agreed during numerous meetings between Hampshire County Council, the Four Marks and Medstead Parish Councils, and East Hampshire District Council.
- 3.2 The option not to construct the scheme was considered and rejected as it would be in contradiction with the aforementioned agreements.
- 3.3 Not putting the scheme forward at this stage due to the uncertainties arising from Covid-19 was considered but rejected due to the economic and other benefits of continuing as originally planned and the potential difficulties of further delays.

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:

2 July 2020

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

HAMPSHIRE COUNTY COUNCIL

Executive Decision Record

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	2 July 2020
Title:	Project Appraisal: Bramley Lane/Sherfield Road Junction Bramley
Report From:	Director of Economy, Transport and Environment

Contact name: James Laver

Tel: 01962 832279

Email: james.laver@hants.gov.uk

1. The decision:

- 1.1 That the Executive Member for Economy, Transport and Environment approves the Project Appraisal for the Bramley Lane/Sherfield Road Junction Improvement in Bramley, 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 at the junction of Sherfield Road and Bramley Lane in Bramley, as set out in the supporting report, at an estimated cost of £482,000 to be part funded by a grant secured by Bramley Parish Council from Basingstoke and Deane Borough Council and the remainder from Section 106 developer contributions.
- 1.3 That the Executive Member for Economy, Transport & Environment approves the increase in the scheme's capital programme value from £456,000 to £482,000.
- 1.4 That authority to make the arrangements to implement the scheme, including minor variations to the design or contract, be delegated to the Director of Economy, Transport and Environment.
- 1.5 That authority be delegated to the Director of Economy, Transport and Environment in consultation with the Head of Legal Services to progress all appropriate orders, notices or statutory procedures and secure any consents, licences, permissions, rights or easements necessary to enable the Bramley Lane/Sherfield Road Junction Improvement Scheme to be implemented.

2. Reasons for the decision:

- 2.1 To deliver an improved pedestrian crossing point on Sherfield Road to the east of the junction with Bramley Lane, which will provide a safer crossing facility on a busy route between village residential areas and the local primary school.
- 2.2 To improve junction capacity on Bramley Lane for left-turn movements onto Sherfield Road, which will reduce congestion and delay to vehicles making this manoeuvre which at present are often blocked by right-turning vehicles waiting for the level crossing.

3. Other options considered and rejected:

- 3.1 An alternative option, 'to do nothing', was considered and rejected as this would not deliver the improved pedestrian facilities that are required at this junction and would also not deliver any reduction to the significant congestion issues which exist due to the nearby level crossing.
- 3.2 Not putting the scheme forward at this stage due to the uncertainties arising from Covid-19 was considered but rejected due to the economic and other benefits of continuing as originally planned and the potential difficulties of further delays.

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:

2 July 2020

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

HAMPSHIRE COUNTY COUNCIL

Executive Decision Record

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	2 July 2020
Title:	Project Appraisal: A33/South Drive Junction Improvement, Sherfield on Loddon
Report From:	Director of Economy, Transport and Environment

Contact name: James Laver

Tel: 01962 832279

Email: James.Laver@hants.gov.uk

1. The decision:

- 1.1 That the Executive Member for Economy, Transport and Environment approve the Project Appraisal for the A33/South Drive Junction Improvement scheme in Sherfield on Loddon, 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 on the A33 at the junction with South Drive, as set out in the supporting report, at an estimated cost of £397,000 to be funded from Section 106 developer contributions.
- 1.3 That the Executive Member for Economy, Transport & Environment approves the increase in the scheme's capital programme value from £328,000 to £397,000.
- 1.4 That authority to make the arrangements to implement the scheme, including minor variations to the design or contract, be delegated to the Director of Economy, Transport and Environment.

2. Reason for the decision:

- 2.1 To provide capacity improvements at the junction of the A33 with South Drive (entrance to Sherfield School) which will bring a reduction in peak time congestion on the A33 at this location. Having recently delivered significant schemes to improve capacity at a number of junctions on the A33 corridor north of Basingstoke, delivering improvements at the South Drive junction will remove one of the final significant peak time bottlenecks, thereby delivering benefits in reduced congestion and improved journey time along the route.

3. Other options considered and rejected:

- 3.1 An alternative option that was considered and subsequently rejected was 'to do nothing'. As described above, the proposed scheme adds value to the recently completed capacity improvements at various junctions on the A33 to the south, by removing one of the final 'bottlenecks' to allow the benefits of reduced journey time to be fully realised along the A33 corridor.
- 3.2 A request from the local County Council Member was to consider the potential benefits of reversing the current one-way system through the school and introducing right-turn bans into and out of the school as a means to reduce congestion on the A33 without the need for the expenditure on a road widening scheme. Through this approach, congestion issues generated by right turning traffic could be reduced and drivers would instead be required to U-turn at the roundabouts to the north and south. Following consideration, this approach was rejected due to the following:
- a) the banned right turns would require physical deterrent measures (central islands etc), the costs of which could be similar to a delivering the localised road widening and therefore representing minimal financial benefit;
 - b) the proposal would require significant volumes of vehicles to U-turn at the roundabouts to the north and south, however this will affect the operation and efficiency of these junctions, which at peak times already operate close to practical capacity.
- 3.3 Not putting the scheme forward at this stage due to the uncertainties arising from Covid-19 was considered but rejected due to the economic and other benefits of continuing as originally planned and the potential difficulties of further delays.

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:

2 July 2020

**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:	2 July 2020
Title:	Project Appraisal: Whitehill Bordon Relief Road: Junction 2 to 3 Shared Use Footway/Cycleway
Report From:	Director of Economy, Transport and Environment

Contact name: James Laver

Tel: 01962 832279

Email: James.Laver@hants.gov.uk

1. The decision:

- 1.1. That the Executive Member for Economy, Transport and Environment approve the Project Appraisal for the Whitehill and Bordon Relief Road: Junction 2 to 3 Shared Use Footway/Cycleway scheme in Bordon, 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 Whitehill and Bordon Relief Road: Junction 2 to 3 Shared Use Footway/Cycleway scheme, as set out in the supporting report, at an estimated cost of £696,000 to be funded by the EM3 LEP.
- 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 be delegated to the Director of Economy, Transport and Environment in consultation with the Head of Legal Services to progress all appropriate orders, notices or statutory procedures and secure any consents, licences, permissions, rights or easements necessary to enable the Whitehill and Bordon Relief Road: Junction 2 to 3 Shared Use Footway/Cycleway scheme to be implemented.

2. Reasons for the decision:

- 2.1 To better integrate the Whitehill and Bordon A325 Relief Road with the surrounding areas, through provision of an additional pedestrian and cycle facility between Junction 2 and 3, which will provide route continuity for active travel modes along the full length of the Relief Road. This will integrate the existing centres of population in the north and south areas of the town with the

new facilities, residential development areas and employment areas being delivered as part of the regeneration project.

- 2.2 To promote walking and cycling to provide a healthy alternative to the car for short local journeys to work, local services or school, through provision of a high-quality off-road shared-use facility which will create an improved environment for pedestrians and cyclists when compared to the limited facilities which currently exist.

3. Other options considered and rejected:

- 3.1 The masterplan for the adjacent Prince Philip Park development shows that a north/south pedestrian facility linking Junction 2 to 3 would be provided within the site boundary, therefore 'to do nothing' was the initial option taken and an on-highway facility in this area was not constructed as part of the main Relief Road scheme. However, the redevelopment of this part of the Prince Philip Park site has been delayed and is not due for redevelopment in the near term. The current lack of suitable north-south pedestrian/cycle alternatives in this area is generating concerns over pedestrian safety, with vulnerable road users walking on the highway verge between Junction 2 and 3. This is not appropriate given the nature of the road, therefore 'to do nothing' is no longer considered to be an acceptable option.
- 3.2 Not putting the scheme forward at this stage due to the uncertainties arising from Covid-19 was considered but rejected due to the economic and other benefits of continuing as originally planned and the potential difficulties of further delays.

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:

2 July 2020

**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:	2 July 2020
Title:	Partnership for South Hampshire Revised Agreement
Report From:	Director of Economy, Transport and Environment

Contact name: Patrick Poyntz-Wright
Suzanne Hanlon

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1. The decision:

- 1.1. That the Executive Member for Economy, Transport and Environment acknowledges and approves the changes to the membership of the Partnership for South Hampshire (PfSH), together with the revised terms of the joint working agreement, as set out in the supporting report.
- 1.2. That the Executive Member for Economy, Transport and Environment recommends to the Executive Member for Policy and Resources that authority is given to enter into contractual arrangements, in consultation with the Head of Legal Services, to formalise the revised joint working arrangements.

2. Reasons for the decision:

- 2.1. To enable Hampshire County Council to continue as a member of the Partnership for South Hampshire (on revised terms) to ensure that the body remains fit for purpose, that the new authorities are now a party to the joint working agreement, and that the governance arrangements between the constituent authorities are accurately reflected within joint working arrangements.

3. Other options considered and rejected:

- 3.1. Not to approve the revised agreement. This was rejected as it is important to formalise the arrangements of the partnership in order for it to operate effectively.
- 3.2. Not to enter into the revised arrangements. This was rejected as it would mean that the County Council could no longer be a member of the partnership, and therefore not have any influence or role on decision making in respect of Partnership business and activity.

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:

2 July 2020

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