

Public Document Pack



NOTICE OF MEETING

Meeting	Executive Member for Economy, Transport and Environment Decision Day
Date and Time	Thursday 8th October, 2020 at 2.00 pm
Place	Virtual Teams Meeting - Microsoft Teams
Enquiries to	members.services@hants.gov.uk

John Coughlan CBE
Chief Executive
The Castle, Winchester SO23 8UJ

FILMING AND BROADCAST NOTIFICATION

This meeting will be recorded and broadcast live on YouTube via the County Council's website.

AGENDA

DEPUTATIONS

To receive any deputations notified under Standing Order 12.

KEY DECISIONS (NON-EXEMPT/NON-CONFIDENTIAL)

1. T21 WASTE SAVINGS PROPOSALS (Pages 5 - 16)

To consider a report of the Director of Economy, Transport and Environment recommending savings proposals from the Waste budget that were set out in the Economy, Transport and Environment (ETE) Department's Transformation to 2019 and to 2021 proposals that were subsequently approved by Council in November 2017 and 2019 respectively.

2. PROJECT APPRAISAL: A32/WYCH LANE JUNCTION IMPROVEMENT SCHEME GOSPORT (Pages 17 - 30)

To consider a report of the Director of Economy, Transport and Environment seeking approval for safety improvements on the A32 Fareham Road/Wych Lane, junction in Gosport.

3. PUBLICATION OF THE CONCESSIONARY TRAVEL SCHEME 2021-2022 (Pages 31 - 36)

To consider a report of the Director of Economy, Transport and Environment seeking approval for the range of concessions detailed for the Hampshire Concessionary Travel Scheme for 2021/2022 and authority to publish the Hampshire Scheme as required, by December 2020.

4. PROCUREMENT FOR HIGHWAYS TRANSPORTATION DEVELOPMENT, ENGINEERING AND MANAGEMENT SERVICES POST SUMMER 2022 (Pages 37 - 44)

To consider a report of the Director of Economy, Transport and Environment regarding a strategy for securing future resources to deliver the Council's infrastructure, development and economic growth ambitions following the end of the current strategic partner arrangements, by initially procuring a four year multi-supplier framework from June 2022 with potential to develop into subsequent transformational arrangements subject to further approvals.

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

5. NETWORK RAIL MILLWAY BRIDGE ANDOVER (Pages 45 - 50)

To consider a report of the Director of Economy, Transport and Environment seeking approval for spend from the Structural Maintenance budget of £407,340 to enable Millway Bridge Andover to be brought up to 40t capacity during Network Rail's refurbishment of the bridge.

6. ANDOVER TOWN MILLS PA UPDATE (Pages 51 - 58)

To consider a report of the Director of Economy, Transport and Environment seeking approval for the additional £312,000 increase in budget variation from the original Project Appraisal that was previously approved for Town Mills, Andover, in September 2019.

7. ACCESS TO ALDERSHOT STATION (Pages 59 - 72)

To consider a report of the Director of Economy, Transport and Environment seeking approval for the Aldershot Station Transport Hub and Public Realm Improvements scheme.

8. ON-STREET PAY AND DISPLAY PARKING (Pages 73 - 80)

To consider a report of the Director of Economy, Transport and Environment updating the Executive Member on progress with the T19 Parking project and seeking approval to delay the implementation of on-street chargeable parking in town centre areas whilst proceeding with schemes in other suitable areas.

9. PROJECT APPRAISAL: IPLEY CROSSROADS CASUALTY REDUCTION SCHEME NEW FOREST (Pages 81 - 92)

To consider a report of the Director of Economy, Transport and Environment seeking approval for the casualty reduction scheme to stagger the crossroads at Ipley in the New Forest to reduce the numbers of Personal Injury Accidents at this location.

10. APPOINTMENTS TO OUTSIDE BODIES (Pages 93 - 94)

To consider a report from the Director of Transformation and Governance - Corporate Services reading an appointment to an outside body.

KEY DECISIONS (EXEMPT/CONFIDENTIAL)

Not applicable

NON KEY DECISIONS (EXEMPT/CONFIDENTIAL)

Not applicable.

ABOUT THIS AGENDA:

On request, this agenda can be provided in alternative versions (such as large print, Braille or audio) and in alternative languages.

ABOUT THIS MEETING: The press and public are welcome to view the public sessions of the meeting via YouTube. If you have any particular requirements please contact members.services@hants.gov.uk for assistance.

County Councillors attending as appointed members of this Committee or by virtue of Standing Order 18.5; or with the concurrence of the Chairman in connection with their duties as members of the Council or as a local County Councillor qualify for travelling expenses.

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	8 October 2020
Title:	T21 Waste Savings Proposals
Report From:	Director of Economy, Transport and Environment

Contact name: James Potter

Tel: 01962 845487

Email: James.potter@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to secure a decision on savings proposals identified from the Waste budget that were set out in the Economy, Transport and Environment (ETE) Department's Transformation to 2019 – Revenue Savings Proposals, and Transformation to 2021 – Revenue Savings Proposals, which the Executive Member for Economy, Transport and Environment recommended to Cabinet, and which were subsequently approved by Council in November 2017 and 2019 respectively.

Recommendations

2. That the Executive Member for Economy, Transport and Environment approves the cessation of Recycling Credit payments for materials (such as glass) for which provision has been made within the Waste Disposal contract from April 2021.
3. That the Executive Member for Economy, Transport and Environment approves that from April 2021 the County Council recharges the Waste Collection Authorities (WCAs) for those extra opening hours that are requested outside of those prescribed in the current agreement between authorities on operation of waste sites.
4. That the Executive Member for Economy, Transport and Environment approves the withdrawal of the glass bottle banks from the Household Waste Recycling Centres (HWRC) network.
5. That the Executive Member for Economy, Transport and Environment delegates authority to the Director for Economy, Transport and Environment to propose to, and work with, its Waste Authority partners to develop proposals for a new joint working agreement that ensures that continuing joint working arrangements are fit for purpose with regards to current operations and reflect the service changes that will be needed in order to meet the Government's Consistency of Collection requirements.

Executive Summary

6. This paper seeks to:
- set out the background to the project
 - review the Waste transformation proposals and consider the current status of this work
 - consider the financial impact of the transformation proposals.

Contextual information

7. Hampshire County Council, as a Waste Disposal Authority (WDA), has a statutory duty for the disposal of municipal waste arisings in Hampshire. In order to fulfil this function, it has, in conjunction with its waste disposal partners, the unitary authorities of Portsmouth City Council and Southampton City Council, entered into a waste disposal service contract (now extended to 2030) and a contract for the management of 26 HWRCs (to 2030), both of which have been awarded to Veolia UK.
8. Prior to the commencement of the contract in 1997, all 14 waste authorities of Hampshire (Disposal and Collection), along with Veolia, became members of the Project Integra (PI) partnership established in the mid-1990s to deliver an integrated waste management service in the county. The partnership agreement is in the form of a non-legally binding Memorandum of Understanding (MOU) setting out the principles of the partnership and the roles and responsibilities of the partner members.
9. The joint working arrangements put in place through the Project Integra partnership enabled the County Council to include recycling infrastructure within the remit of the contract, even though recycling activities are, in the main, the responsibility of Waste Collection Authorities (WCAs). This arrangement is unusual in the extent to which the County Council agreed to subsidise or financially incentivise districts to carry out recycling collections. These arrangements put Hampshire at the forefront of waste and recycling provision at the time.
10. As a result of this approach, investment was made in a suite of infrastructure:
- 3 Energy Recovery Facilities (ERFs);
 - 2 Material Recovery Facilities (MRFs);
 - 2 Composting Facilities;
 - 12 Transfer Stations; and
 - 26 Household Waste Recycling Centres (including facilities located in Southampton and Portsmouth).
11. Recycling provision and performance in Hampshire has, however, not kept pace with the evolution of this service area. Overall, no district in Hampshire is in the top half of the league table nationally for recycling; a number of districts have had 'improvement required' letters from the Secretary of State, while the HWRC network is by far the best performing part of the system. Now the severity of the current savings requirement means that difficult choices need to be made to

deliver the budget reductions required to close the budget gap of £80million by 2021.

12. The Economy, Transport and Environment (ETE) Department's Transformation programmes have been set out in Transformation to 2019 – Revenue Savings Proposals¹, and Transformation to 2021 – Revenue Savings Proposals² sets out how the Department intends to achieve these saving requirements. These proposals include the reduction of the Waste budget by £3.675million (Tt19) and £9.2million (Tt21).
13. Of the £3.675million saving from the Tt19 programme, there is a residual saving remaining to be delivered of £1.760million. It is proposed that a proportion of the savings delivered by this decision will be used, in consultation with the Deputy Chief Executive and Director of Corporate Resources, and in conjunction with other Waste Contract efficiencies to deliver and close the outstanding waste budget savings from the Tt19 programme.
14. The remainder of the savings will contribute to the £9.2million cost reduction required as part of ETE's Transformation to 2021 savings. It has been previously agreed that this will be delivered through:
 - HWRC savings (e.g. through additional charging);
 - re-baselining the County Council's current financial arrangements for recycling with district and borough council partners (between £4-6million, including recycling credits); and
 - on-going contract negotiations; further operational efficiencies, and waste prevention programmes (between £5.1 – 5.4million).
15. The only other area of the budget which is not a statutory requirement³, and therefore could be potentially reduced, relates to the HWRC network. The overall cost is in the order of £10million, but most of this is the cost of disposing of material, with site operating costs only comprising around 20%. Therefore, to secure a £6million saving would probably require the closure of 16 or more sites. Alternatively charging an entry fee, would require a change in the law, and would be worth £2-3million annually, still requiring a significant closure programme alongside charges. These options were considered and rejected as the HWRCs are the best performing recycling service, and the public has consistently been strongly opposed to closures.

¹ <https://democracy.hants.gov.uk/documents/s5841/2017-09-19%20EMET%20DD%20Item%207%20T19%20Report.pdf>

² <http://democracy.hants.gov.uk/documents/s38269/Report.pdf>

³ HWRC provision is a statutory requirement but the minimum service level, whilst not clearly defined in law, would be well below current provision of 24 sites, and the accepting of non-household waste items.

Waste & Resource Management Transformation proposals

16. The paper proposes 3 decisions that will contribute to the delivery of the Council's savings programmes. These are:
- a) The cessation of paying recycling credits for materials for which provision has been made for them to be managed through the Waste Disposal Contract.
 - b) To recharge to the Requesting District/Borough the costs of any extra opening hours outside of those set out in Appendix 4 of the PI MoU.
 - c) The removal of glass banks from the HWRCs

Cessation of Recycling Credits

17. This proposal was set out and notified to the Districts and Borough Authorities in a letter from the County Council to each Chief Executive on 2 September 2019.
18. This letter set out the following proposals:
- to cease paying Recycling Credits for materials for which provision has been made within the Waste Disposal contract;
 - to re-charge each WCA the cost associated with disposing of Contamination of non-targeted materials within their Dry Recycling deliveries; and
 - to retain the income derived from the sale of said recyclable materials once processed.
19. The cessation of Recycling Credit payments, from April 2021 is applicable now that the County Council has agreed to and made arrangements for glass to be included within its Waste Disposal Contract with Veolia following an unsuccessful procurement exercise by PI for the sale of glass in 2018. As the WCAs are no longer making their own arrangements for glass recycling, the County Council is no longer obliged to pay recycling credits for this material. This will also apply to other materials collected and presented for processing or marketing under the Waste Disposal Contract by the District and Borough Councils.
20. A decision on the other elements of the County's Tt21 savings proposals relating to the district councils will not be brought forward at this time in recognition of the on-going work to review current recycling services that has been delayed as a consequence of the Covid-19 crisis. However, the County Council reserves the right to bring forward these other proposals should a suitable collective agreement not be forthcoming.

The Recharging of Additional Opening Hours costs.

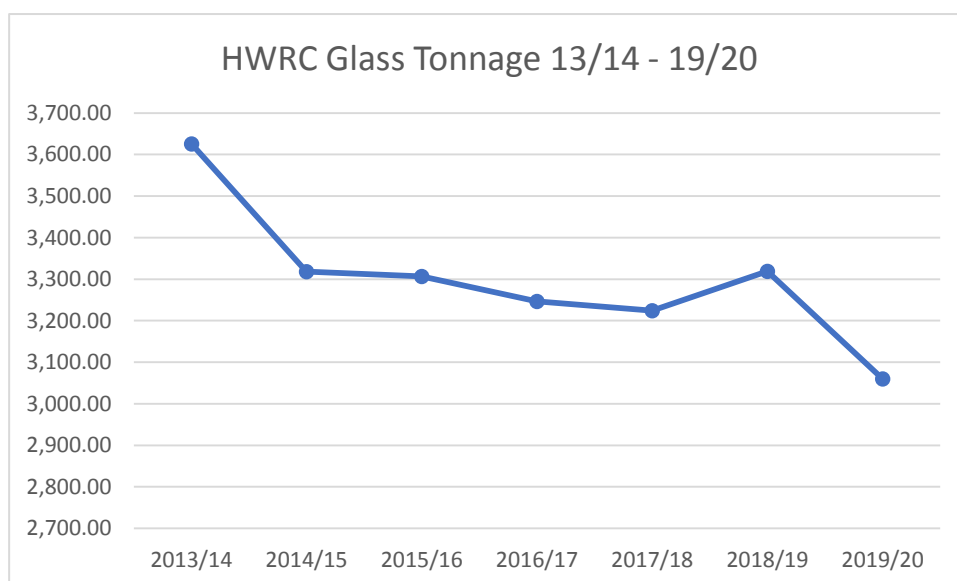
21. The opening hours for waste facilities are set within the waste disposal contract and further referred to in the PI MoU in that the County Council is charged with providing the facilities within prescribed hours as well at specified times outside of these based on pre-contract historic site availability. These times are set out in Appendix 4 of the PI MoU.

22. The costs associated with these additional opening hours have been borne by the County Council for the duration of the waste contract. However, the County Council has also facilitated additional opening hours beyond those specified within the PI MoU. These further additional opening hours can be re-charged to the district(s) requesting it in a manner prescribed in the PI MoU. To date the County Council has not done this. However, in recent years some of the additional hours that have been requested have not always been fully utilised. The financial situation of the Council has also changed with the need to achieve multiple million-pound savings even before the impacts of the Covid-19 crisis can be fully assessed. It is therefore recommended that from April 2021 that the County Council recharges the WCAs for those extra opening hours that are requested outside of those prescribed in the PI MoU.
23. The County Council will continue to honour the financing of the normal and additional opening hours as set out in the MoU, including re-charging for extra opening hours outside of these, until such time as a new agreement can be reached as proposed in Recommendations (paragraph 5).
24. The fact that these opening hours were set based on pre-1997 custom and practice is yet another reason why the PI MoU in its entirety needs to be renewed.

Removal of Glass “Bottle Banks” from the HWRC network.

25. Historically the HWRCs played a significant role in the provision of recycling of glass across the county and sat alongside the local recycling facilities that the WCAs provided in places such as car parks. However, now that 7 out of 11 Hampshire WCAs offer at least a monthly kerbside glass collection service, the quantity of glass received at the HWRCs is in decline (see Graph 2).

Graph 2 – HWRC Glass Tonnage 2013/14 – 2019/20



26. This has operational implications in that the cost of providing this service now outweighs the value of the material from re-sale, meaning that the service operates at a loss.
27. With the likelihood that glass will become collected at kerbside on an even more wider spread basis as a result of the Government's Consistency in Collection policies, the withdrawal of this facility will not unduly impact on the residents' ability to recycle but will contribute to the transformational savings target and enable the space at the HWRC to be utilised for alternative recycling options
28. It is therefore recommended that approval be given to the withdrawal of the glass bottle banks from the HWRC network.

Finance Performance

29. The final value of any of these decisions is dependent on either the tonnage of material handled, or the value and tonnage of the material sold. Neither of these are fixed variables, and therefore the outcome is subject to potential fluctuation.
30. Based on historic trend information for tonnages up to the end of the 2019/2020 financial year and the value of sold materials at this point, the figures in Table 1 are an estimate of the likely outcome from these policy changes.

Table 1 – Value of Proposed Decisions

Proposal	Value (£) (19/20)
Cessation of Recycling Credits	£1,462,346
Recharge of extra opening Hours	£35,000
Removal of HWRC Glass Banks	£30,000

Resources and Waste Strategy

31. The Government published its first waste strategy for a decade in December 2018 and consulted on these proposals in Spring 2020. There were three key proposals in respect of Household Waste within the Strategy. These were:
 - Extended Producer Responsibility;
 - A Deposit Return Scheme; and
 - Consistency of Collection.
32. These proposals have been delayed by political uncertainty, the General Election in December 2019, and more recently the Covid-19 Crisis.
33. The Environment Bill, which will act as enabling legislation, is still held, at the time of writing, at the Committee stage of its passage through Parliament, but it is hoped this will complete its passage before the end of 2020.

34. A second round of consultations is then expected in early 2021, which will provide more detail on the government's position on, and timeframe for, delivery of the three proposals above.
35. The uncertainty around these National proposals has led to difficulties, and delays to the Project Integra partnership in developing plans on the future service model for recycling. This service is inextricably linked to these proposals in terms of what materials, and quantities thereof, will be collected, and hence the size and scale of any associated infrastructure.
36. However, what is becoming increasingly clear is the need for changes in both the collection methodology and the infrastructure that supports it, both to comply with the requirements of the Environment Bill and improve performance.
37. The joint working arrangements between the PI Partners are set out in the PI MoU, which was drafted in the mid-1990s and was based on a style of service (co-mingled collection) that was innovative in its time. The likelihood that this service style will need to change in the near future to comply with the Government's requirements and to meet recycling targets means there is a pressing need to replace this aging and non-binding agreement with one that is more reflective of the current pressures and challenges being faced by partners.
38. It is therefore recommended that the County Council propose and work with its District partners on a new joint working agreement, to replace the current Project Integra Memorandum of Understanding, that is fit for purpose with regards to current operations and reflects the service changes that will be needed in order to meet the Government's Consistency of Collection requirements.

Consultation and Equalities

39. In the context of the Governments Resources and Waste Strategy and the implications of the Environment Bill, there has been ongoing engagement with district and borough authorities on the impacts these will have and the required changes to the waste management system in Hampshire. A symposium with senior officers and members was held in February 2020, and a second is planned for later this year to discuss with all parties the options for service changes.
40. All but one of the impacts of the policy changes proposed will fall on the District and Borough Councils of Hampshire. The only exception is the decision to remove the bottle banks from the HWRCs. However, 8 out of 11 districts now offer a kerbside glass collection and there is high provision of glass banks across the County. This change is therefore expected to have a neutral impact on people with protected characteristics in light of existing, alternative provision.

Conclusions

41. The paper sets out the County Council's need to achieve significant savings from the waste budget and some of the proposals for doing so.
42. The paper concludes that despite these proposals there is a pressing need for a new joint working agreement between the Project Integra partners to replace the existing but out dated Project Integra Memorandum of Understanding, and

proposes that work should be begin to negotiate a replacement agreement to support the partnership working of Project Integra in the future.

43. This need is supported by the anticipated service changes that will be needed to deliver the Government's Resources and Waste Strategy.
44. The paper also identifies that the tonnage of glass being received at the network of HWRCs is now at a level as to be costing the County Council money in terms of the logistical costs outweighing the material value, and as alternatives are readily available via either district recycling centres or from Kerbside collection services, the removal of this facility should not adversely impact on the total quantities being collected.

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:	no
People in Hampshire enjoy a rich and diverse environment:	yes
People in Hampshire enjoy being part of strong, inclusive communities:	no

Other Significant Links

Links to previous Member decisions:	
<u>Title</u> http://democracy.hants.gov.uk/documents/s38269/Report.pdf https://democracy.hants.gov.uk/ieListDocuments.aspx?CId=706&MId=6031&Ver=4	<u>Date</u>
Direct links to specific legislation or Government Directives	
<u>Title</u>	<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:

All but one of the impacts of the policy changes proposed will fall on the District and Borough Councils of Hampshire. The only exception is the decision to remove the bottle banks from the HWRCs. However, 8 out of 11 districts now offer a kerbside glass collection and there is high provision of glass banks across the County. This change is therefore expected to have a neutral impact on people with protected characteristics in light of existing, alternative provision.

Appendix 1 Waste related savings

Ref	Service Area & Description of Proposal	Impact of Proposal	Expected Savings			FTE Impact
			2020/21 £'000	2021/22 £'000	Full Year £'000	
ETE1	<p>Waste disposal contract: Make changes to the financial arrangements by removing Hampshire County Council cost subsidies in the recycling of household waste in Hampshire, to:</p> <ul style="list-style-type: none"> • maximise and retain income from the sale of recycled materials by Hampshire County Council • charge costs currently incurred by Hampshire County Council to District Councils • end direct subsidy payments to District Councils where recycling infrastructure and facilities have been provided to them free of charge to use • maximise impacts of Waste prevention activities • explore further re-financing options related to the Waste Disposal Contract 	District Council partners will be impacted by changing the financial model to remove subsidies which will impact through reduced income / recovery of full costs by Hampshire County Council. Service users should see no immediate impact, but in the long term may benefit from potential future countywide harmonisation of waste collection schemes and in the shorter term by a more straightforward recycling offer and / or an increased range of materials. No direct impact upon Hampshire County Council staff is anticipated.	0	8,200	8,200	0
ETE2	<p>Waste disposal – HWRCs: To charge customers to deposit wood at Household Waste Recycling Centres (i.e. non-household wood wastes, including fence panels, sheds, window frames etc.). This is in-line with existing policies to charge for other DIY type wastes and will serve to recover costs only.</p>	Service users seeking to deposit non-household wood wastes will incur additional costs in using HWRC sites. Veolia as partners will deliver the charging service, but there will be limited impact as required infrastructure is already in place. There is likely to be increased customer contact from service users as a result of the introduction of the charge.	500	1,000	1,000	0

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	8 October 2020
Title:	Project Appraisal: A32/Wych Lane, Gosport Junction Improvement Scheme
Report From:	Director of Economy, Transport and Environment

Contact name: Brandon Breen

Tel: 0370 779 5262

Email: brandon.breen@hants.gov.uk

Purpose of this Report

1. The purpose of this paper is to seek approval and provide details for the junction improvements on the A32 Fareham Road/Wych Lane, Gosport. A general arrangement scheme plan and land dedication plan are included in the appendices to the report.

Recommendations

2. That the Executive Member for Economy, Transport and Environment approve the Project Appraisal for A32/Wych Lane, Gosport, as outlined in this report.
3. That approval be given to procure, spend and enter into necessary contractual arrangements, in consultation with the Head of Legal Services, to implement the proposed improvements to A32/Wych Lane, Gosport, as set out in this report, at an estimated cost of £1,581,000 to be funded with an allocation from the Department for Transport's "Safer Roads Fund" .
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.

Executive Summary

5. The existing carriageway of the A32 Fareham Road will be widened near its junction with Wych Lane in order to construct a new dedicated right turn lane from the A32 into Wych Lane.
6. Both existing uncontrolled crossing points at the junction (one going across Wych Lane and the other across the A32 Fareham Road) will be re-aligned

and improved with a tactile paved surface to improve the safety for pedestrians crossing at this junction.

Contextual Information

7. The A32 is the main route that links the Gosport peninsula to Fareham and the A27 with links to the M27 motorway and wider destinations of Southampton and Portsmouth.
8. The A32/Wych Lane junction is a signalised junction situated on the A32 Fareham Road approximately 4km north of Gosport town centre, just within the Gosport Borough boundary. The section identified runs along the A32 from the A32/M27 junction 10, in Fareham, to Gosport town centre, a length of 10.8km. Hampshire County Council, as local highway authority, was invited by the Department for Transport (DfT) to submit proposals to address the safety issues along this section of the A32.
9. A bid application was submitted to the DfT's 'Safer Roads Fund' in April 2017 for funding (£1.581million) towards safety improvement measures along the A32 corridor. The objective of the funding allocation is to improve the A32 corridor's Road Safety Foundation rating (currently classed as 'high risk'). The Hampshire County Council bid was successful, and the funding has been received.
10. A review of the accident data along the A32 corridor identified the Wych Lane junction as being in need of specific safety measures due to its high levels of recorded accidents, in particular traffic movements associated with the southbound right turn lane, from the A32 into Wych Lane. Within the last 5 years (up to 31st May 2017) 16 accidents have occurred with 10 of these being associated with the right turn lane movement into Wych Lane. These accident statistics have highlighted the need for safety measures to help improve safety for those using the junction.

Finance

11.	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	149	9	"Safer Roads Fund" DfT	1,581
	Client Fee	40	3		
	Supervision	52	3		
	Construction & Land	1,340	85		
	Total	<u>1,581</u>	<u>100</u>	Total	<u>1,581</u>

12.	<u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in current expenditure	0	0.000%
	Capital Charge	152	0.095%

Programme

13.

Gateway Stage				
	3 - Project Appraisal	Start on Site	End on Site	Review
Date (mm/yy)	10/20	01/21	05/21	05/22

Scheme Details

14. A dedicated right turn filter lane approximately 50 metres in length will be constructed by widening the existing southbound A32 carriageway by approximately three metres in width and 80 metres in length.
15. The existing uncontrolled pedestrian crossings at the A32/Wych Lane junction will be re-aligned and improved using tactile paving.
16. As a result of the required carriageway widening on the eastern side of the A32, three existing trees confirmed to be of low amenity, will require removal, and this has been agreed with Hampshire County Council's

Arboriculture Team. To mitigate the loss of the three trees, six new trees will be planted in the eastern verge alongside the A32 Carriageway.

17. New traffic signals will be installed, and the existing traffic signal controller will be upgraded to improve overall efficiency of the junction.
18. The southbound and northbound carriageway of the A32 will be resurfaced and new line markings will be installed. A new footway will be constructed on the eastern side of the A32 where the existing footway will form part of the new carriageway construction.
19. A scheme proposal plan is attached in Appendix 1 of this report.

Departures from Standards

20. None.

Consultation and Equalities

21. The local County Member Councillor Stephen Philpot has been consulted on the proposals and has expressed his support for the scheme.
22. The emergency services have also been consulted on the proposals as a requirement in the Road Traffic Regulation Act 1982 s23(3) and no response was received.

Statutory Procedures

23. The ITS group has undertaken the necessary consultation with the emergency services under the Road Traffic Regulation Act 1982 s23(3) and no response was received.

Land Requirements

24. Due to the widening required on the eastern side of the A32 Fareham Road, there will be a requirement to secure a deed of dedication with the landowner of the industrial/commercial units.
25. The land dedication has been agreed with the landowner and the estates team at Hampshire County Council and is currently being finalised with the Legal Team. A plan is included in Appendix 2.

Maintenance Implications

26. The improvements will have a negligible impact on future years maintenance budgets as there will only be approximately 240sqm additional carriageway surface added to the highway asset.

27. The Asset Management team has been consulted on the proposals and has approved the design and material specified.

LTP3 Priorities and Policy Objectives

3 Priorities

- To support economic growth by ensuring the safety, soundness and efficiency of the transport network in Hampshire
- Provide a safe, well maintained and more resilient road network in Hampshire
- Manage traffic to maximise the efficiency of existing network capacity, improving journey time reliability and reducing emissions, to support the efficient and sustainable movement of people and goods

14 Policy Objectives

- Improve road safety (through delivery of casualty reduction and speed management)
- Efficient management of parking provision (on and off street, including servicing)
- Support use of new transport technologies (i.e. Smartcards; RTI; electric vehicle charging points)
- Work with operators to grow bus travel and remove barriers to access
- Support community transport provision to maintain 'safety net' of basic access to services
- Improve access to rail stations, and improve parking and station facilities
- Provide a home to school transport service that meets changing curriculum needs
- Improve co-ordination and integration between travel modes through interchange improvements
- Apply 'Manual for Streets' design principles to support a better balance between traffic and community life
- Improve air quality
- Reduce the need to travel, through technology and Smarter Choices measures

- Promote walking and cycling to provide a healthy alternative to the car for short local journeys to work, local services or school
- Develop Bus Rapid Transit and high quality public transport in South Hampshire, to reduce car dependence and improve journey time reliability
- Outline and implement a long term transport strategy to enable sustainable development in major growth areas

Other

Please list any other targets (i.e. National Indicators, non LTP) to which this scheme will contribute.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

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

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:

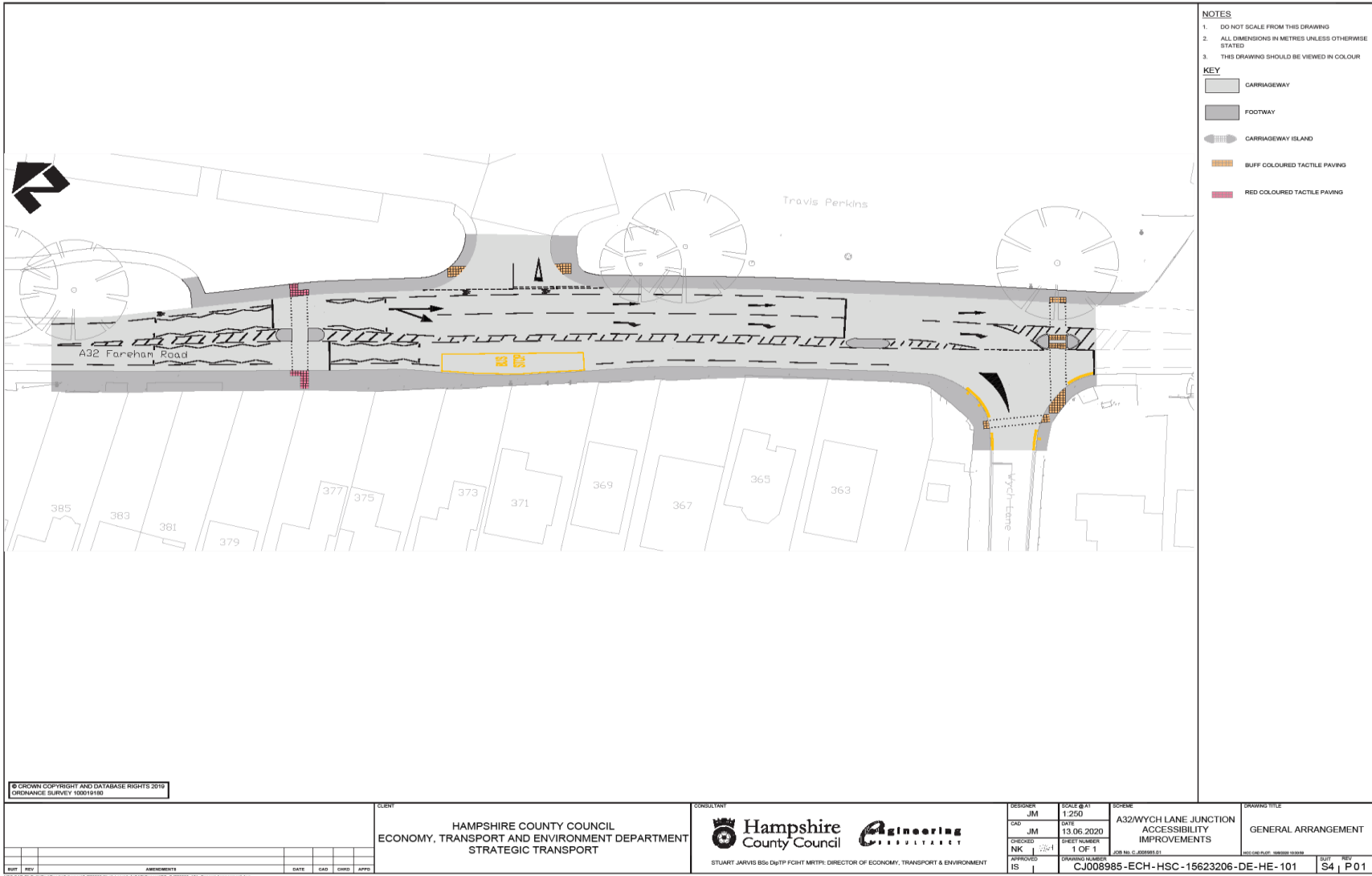
- Eliminate discrimination, harassment and victimisation and any other conduct prohibited by or under the Act with regard to the protected characteristics as set out in section 4 of the Act (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion 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 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:

This decision has been assessed as having a neutral impact on groups with protected characteristics. The scheme is designed to improve safety at the A32/Wych Lane junction and provide better facilities for pedestrians and cyclists. The proposals will also provide better continuity in the existing cycle network including access to the Eclipse busway service.



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ORDNANCE SURVEY 100016180

NO.	REV.	AMENDMENTS	DATE	GD	CRD	APPD

CLIENT
HAMPSHIRE COUNTY COUNCIL
 ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT
 STRATEGIC TRANSPORT

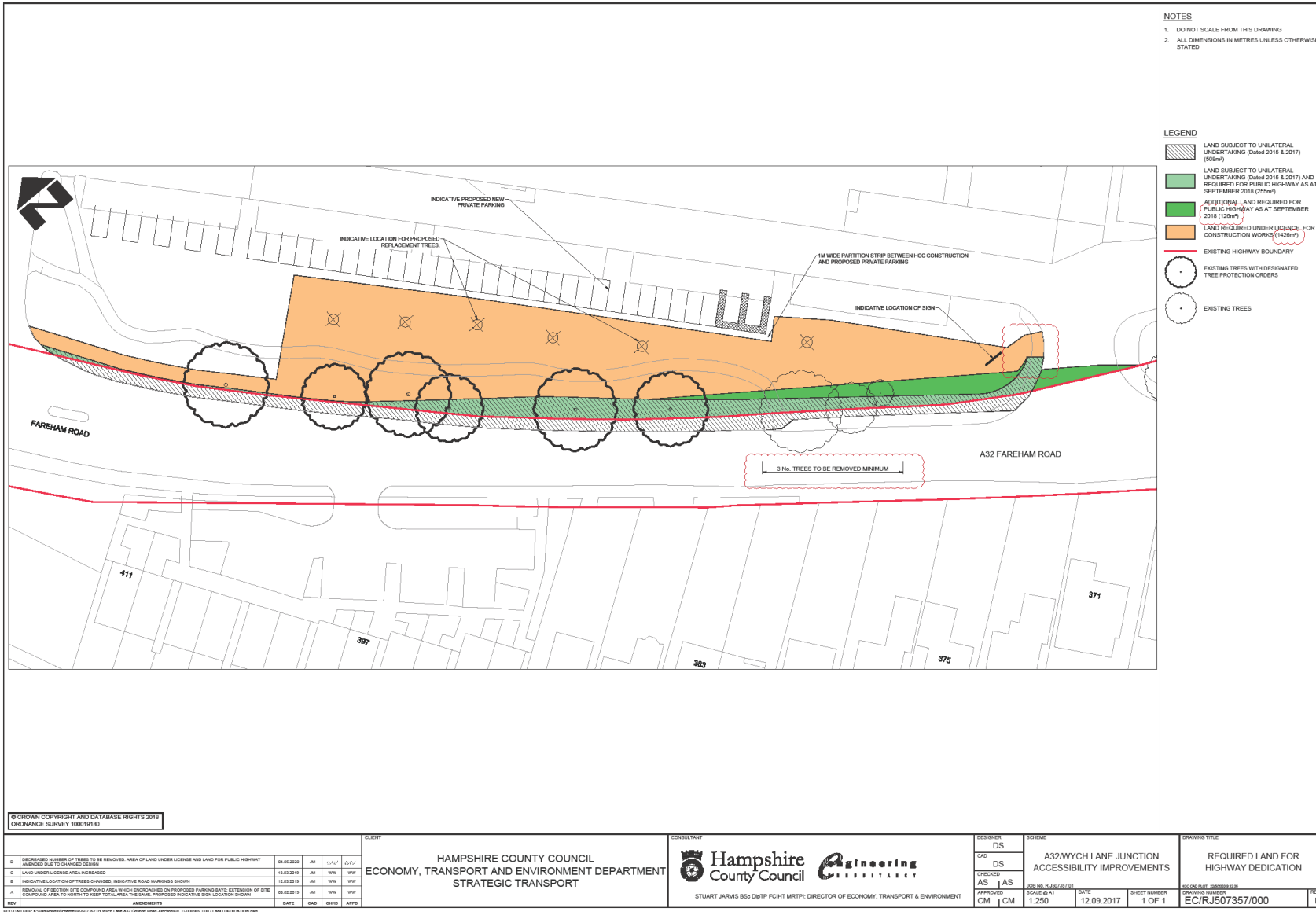
CONSULTANT
 **Hampshire County Council**
 **Engineering CONSULTANTS**
 STUART JARVIS BSc DipTP FCIHT MRTP: DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT

DESIGNER
 JM
 CAD
 JM
 CHECKED
 NK
 APPROVED
 IS

SCALE @ A1
 1:250
 DATE
 13.06.2020
 SHEET NUMBER
 1 OF 1
 DRAWING NUMBER
 CJ008985-ECH-HSC-15623206-DE-HE-101

SCHEME
A32/WYCH LANE JUNCTION
ACCESSIBILITY
IMPROVEMENTS
 JOB No. C-2020018.01
 DRAWING TITLE
GENERAL ARRANGEMENT
 SUIT
 S4
 REV
 P 01

HD2 CAD FILE: K:\external\hmc\c\2020018\Wych Lane\A32\01\General Arrangement.dwg



- NOTES**
- DO NOT SCALE FROM THIS DRAWING
 - ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED

- LEGEND**
- LAND SUBJECT TO UNILATERAL UNDERTAKING (Cabled 2015 & 2017) (508sqm)
 - LAND SUBJECT TO UNILATERAL UNDERTAKING (Cabled 2015 & 2017) AND REQUIRED FOR PUBLIC HIGHWAY AS AT SEPTEMBER 2016 (225sqm)
 - ADDITIONAL LAND REQUIRED FOR PUBLIC HIGHWAY AS AT SEPTEMBER 2016 (225sqm)
 - LAND REQUIRED UNDER LICENCE FOR CONSTRUCTION WORKS (1426sqm)
 - EXISTING HIGHWAY BOUNDARY
 - EXISTING TREES WITH DESIGNATED TREE PROTECTION ORDERS
 - EXISTING TREES

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ORDNANCE SURVEY 100019180

REV	DESCRIPTION	DATE	CAO	DRW	APPD
D	DECREASED NUMBER OF TREES TO BE REMOVED. AREA OF LAND UNDER LICENCE AND LAND FOR PUBLIC HIGHWAY INCREASED DUE TO CHANGED DESIGN	04.08.2022	JM	WJ	WJ
C	LAND UNDER LICENCE AREA INCREASED	13.03.2017	JM	WW	WW
B	INDICATIVE LOCATION OF TREES CHANGED. INDICATIVE ROAD MARKINGS SHOWN	12.03.2016	JM	WW	WW
A	REMOVAL OF SECTION SITE COMPOUND AREA WHICH ENCRUSHES ON PROPOSED PARKING BAY/ EXTENSION OF SITE COMPOUND AREA TO NORTH TO KEEP TOTAL AREA THE SAME. PROPOSED SIGN LOCATION SHOWN	06.03.2016	JM	WW	WW

CLIENT
HAMPSHIRE COUNTY COUNCIL
ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT
STRATEGIC TRANSPORT

CONSULTANT
Hampshire County Council **Engineering CONSULTANTS**
STUART JARVIS BSc DipTP FCIHT MTRTP. DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT

DESIGNER	SCHEME
DS	A32/MYCH LANE JUNCTION ACCESSIBILITY IMPROVEMENTS
CAO DS	
CREATED AS	DATE
AS	12.09.2017
CM	1:250

DRAWING TITLE	DRAWING NUMBER	SHEET NUMBER	REV
REQUIRED LAND FOR HIGHWAY DEDICATION	EC/RJ507357/000	1 OF 1	D

HCC CAD FILE: K:\env\hcc\hcc\hcc\2017\21\Wp1\Wp1 A32 Overlap Road Junction.dwg. CLASS: 000 - LAND DEDICATION.dwg

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	8 October 2020
Title:	Publication of the Concessionary Travel Scheme 2021-2022
Report From:	Director of Economy, Transport and Environment

Contact name: Kevin Ings

Tel: 01962 846785

Email: Kevin.ings@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to seek approval to provide the range of concessions detailed for the Hampshire Concessionary Travel Scheme for 2021/2022 (“the Scheme”).

Recommendations

2. That approval be given to provide the range of concessions detailed within this report for the Hampshire Concessionary Travel Scheme for 2021/2022 and that this forms the basis of the draft scheme to be published on 1 December 2020.
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.

Executive Summary

4. This paper seeks to set out the background to the scheme and proposes the scheme for 2021/2022.

Contextual information

5. This report concerns the administration of concessionary travel, for which the County Council acquired responsibility in April 2011.
6. The published scheme is updated annually, and the County Council is required to publish details of its draft Concessionary Travel Scheme for 2021/2022 by 1 December 2020. The final details of the scheme have to be published by 3 March 2021, 28 days prior to implementation on 1 April 2021. This report seeks approval from the Executive Member for Economy, Transport and Environment for the range of concessions as here detailed.
7. The statutory scheme provides for free off-peak travel on local bus services for eligible older and disabled persons. Off-peak is defined as between 09:30 and

23:00 on Monday to Friday, and at all times at weekends and on Bank Holidays. The County Council has not been notified of any changes. Reimbursement rates are calculated by specialist consultants based on Department for Transport (DfT) guidance.

8. Since it commenced on 1 April 2011, the Hampshire scheme has incorporated a number of enhancements for those with disabilities. This followed a detailed Equalities Impact Assessment. It also extended the concession offered for all passholders on some community transport services and Taxishare schemes. These discretionary elements were included in the scheme, which was approved by the Executive Member for Environment on 19 November 2010.
9. The enhancements to the statutory scheme are currently as follows:
 - **Free travel at all times for holders of Hampshire disabled persons bus passes** on journeys commencing in Hampshire to destinations in England;
 - **Companion Travel** – The Scheme will allow certain Hampshire pass holders who have been issued with a ‘Companion pass’ to be accompanied by a companion who is eligible for the same free travel benefits as the pass holder. The companion may be anyone whom the pass holder considers appropriate to provide assistance;
 - **25% Discount** on Community Transport Services such as Dial-a-Ride and Call & Go providing that the pass holder meets all relevant eligibility criteria.
 - **Alternative Discretions** – Travel vouchers worth £36 are offered as an alternative concession for those entitled to a disabled person’s pass. These are valid on participating taxis, voluntary car schemes, Dial-a-Ride and Call & Go services.
10. As part of its response to Covid-19, the County Council temporarily extended the hours of operation of the Hampshire ENCTS bus pass scheme from its current 09:30 to 23:00 on weekdays, and at all times at weekends and on public holidays, to all days and all times. This change, which was introduced on 20 March 2020, enabled those people with an older person’s bus pass to access special ‘older peoples’ early opening hours both to reduce social contact and obtain high demand products. The temporary extension was removed on 15 June 2020 to help commercial operators manage the increased patronage resulting from the easing of the lockdown restrictions. This helped key workers who were returning to work make their journeys more easily given the social distancing requirements which services were operating to.

Equalities

11. The proposals in this report have been developed with due regard to the requirements of the Equality Act 2010, including the Public Sector Equality Duty and the County Council’s equality objectives. Under the proposals in this report, Scheme eligibility and the concessions offered for 2021/22 remain unchanged from eligibility in the current year and therefore there will be no further impact upon those groups with protected characteristics.

Finance

12. The overall size of the budget is £13.2 million. This covers the cost of issuing concessions and reimbursement costs to operators for concessionary travel. Operator re-imbusement payments account for the most significant part of the budget and are made by the County Council as advised by consultants who process these claims from operators in accordance with the scheme detail on behalf of the Council. The proposed scheme is affordable from within the current budget provision.

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

Other Significant Links

Links to previous Member decisions:	
<u>Title</u> Title Date Publication of the Concessionary Travel Scheme 2019/20	<u>Date</u> 12 November 2019
Direct links to specific legislation or Government Directives	
<u>Title</u> Date Transport Act 2000 as amended by the Concessionary Bus Travel Act 2007	<u>Date</u> 2000, 2007

Section 100 D - Local Government Act 1972 - background documents

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

EQUALITIES IMPACT ASSESSMENT:

1. Equality Duty

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

Under the proposals in this report, Scheme eligibility and the concessions offered for 2021/22 remain unchanged from eligibility in the current year and therefore there will be no further impact upon those groups with protected characteristics.

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	8 October 2020
Title:	Procurement Approach for Highways Transportation Development, Engineering and Management Services post Summer 2022
Report From:	Director of Economy, Transport and Environment

Contact name: Amanda Beable / Keith Gale

Email amanda.beable@hants.gov.uk
keith.gale@hants.gov.uk

Purpose of this Report

1. The purpose of this paper is to set out a strategy for securing future resources to deliver the Council's infrastructure, development, and economic growth ambitions by initially procuring a four year multi-supplier framework from June 2022, with an ambition to develop into subsequent transformational arrangements subject to further approvals.

Recommendations

2. That approval be given to procure a four year multi-supplier framework consisting of specialist technical transportation, engineering and development management companies commencing in June 2022 to replace the services currently supplied through the Strategic Partnership Contract (Lot 3) when that contract expires on 22 June 2022.
3. That approval be given to widen the scope of services contained in the current Strategic Partnership Contract (Lot 3) to include elements within the frameworks for digital infrastructure allied to highways and transportation development, connectivity and network integration.
4. That further development and investigations be undertaken to explore bringing the Fourth Industrial (Digital) Revolution to the County's existing infrastructure assets by engagement with leading industry partners, where appropriate.
5. That commercial arrangements are explored during the framework to provide an agile and effective delivery model to engage significant resources prior to the completion of other contracts which will occur from 2024.
6. That the Director of Economy, Transport and Environment be given delegated authority to agree any variations to the items approved, in consultation with the Executive Member for Economy, Transport and Environment.

Strategic Overview

7. In early 2020 the Commercial workstream, one of four workstreams within the Economy, Transport, and Environment Driving Change Programme (others being Digital, Customer and Workforce workstreams), gained officer approval to progress implementation of the department's new commercial strategy. A key pillar of this strategy is to ensure our future strategic relationships both align with our values, through allowing the Department to innovate and create a sustainable, future proof Hampshire, as well as unlock access to wider commercial opportunities. With the current Strategic Partnership Contract (SPC Lot 3) contract expiring on 22 June 2022, now is an opportune time to ensure the replacement solution fits with these aspirations.
8. In addition to the SPC Lot 3 contract expiring in summer 2022, there are a number of other relationships which may expire or terminate in the following few years, providing greater opportunity to develop a solution which is truly future proof and more commercial in nature. Given this, it is necessary for the solution required for summer 2022 to be sufficiently flexible to allow for a potential greater change in relationships and commercial activity, possibly from 2024 onwards.
9. It is therefore proposed that a twin track approach to procurement is followed, whereby a more immediate solution is procured for 2022 for up to four years, with a longer-term, multi-faceted approach developed in parallel, which may replace or work alongside the remaining timeframe of initial solution, from the middle of this decade.

Contextual information

10. The County Council has a duty to maintain and improve its assets within Hampshire in a safe and effective manner. In addition, the Council also has ambitions to encourage economic and sustainable growth set against carbon reduction and improvements to the environment. Changes to how people move around the County and in their travel requirements have occurred over the last five years, but the recent outbreak of Covid-19 and associated restrictions have accelerated these changes. During the outbreak, movements of private motor vehicles and use of public transport were significantly reduced. Although release of lockdowns has occurred as the pandemic subsides, there has been a substantial change to travel patterns, and elements of this appear to be a more permanent factor. In addition, Government's Decarbonising Transport consultation demonstrates the need for further changes to travel patterns in order to meet the nation's carbon goals.
11. The traditional approach to transportation infrastructure development often involved the design and construction of large civil engineering projects which required resources to be employed over several years' duration for the planning and construction phases.
12. Although future development of infrastructure will require elements of civil engineering construction, the digital revolution provides, through connectivity of

vehicles and examination of real time traffic patterns, methods of managing traffic flows and providing information to users of public and private transport.

13. In recent months, from Covid-19 lockdown onwards, significant increases in the number of people walking and cycling have been observed. Government has capitalised on this momentum for a healthier, greener and cleaner recovery and signalled the growing importance of walking and cycling schemes through its new “Gear Change” policy. The policy has substantial funding for cycling, and transformative design guidance - very much in line with Hampshire County Council’s own developing walking and cycling principles. Strategic planning of infrastructure is currently being discussed through many professional bodies, such as the Royal Institution of Chartered Surveyors (RICS), the Institute of Civil Engineers (ICE), the Chartered Institute of Highways and Transportation (CIHT) and others with various predictions of what the future may look like. Although many publications have minor differences, the inference aligns with the World Economic Forum transformation papers. In summary the predictions point to less development of physical networks in developed nations but higher levels of connectivity through digital integration and a more balanced modal split in the future with walking, cycling and public transport mode shares likely to increase.
14. The Council will need continued support with delivery of its transportation and infrastructure programmes by the engagement of specialist engineering service companies to aid the development, design and management of physical infrastructure, including that used for walking, cycling and public transport. In addition, over the next decade, emphasis is likely to involve more integration of digital networks into existing and proposed assets. As demand for such specialist resources is likely to increase as other public authorities find themselves in a similar position, it is proposed that exploration of this topic is included within the scope of the proposed framework and that separate proposals are examined once a firm strategy has been established.
15. In the interim a resource requirement will be needed to replace the scope of services provided through the Strategic Partnership Contract (SPC Lot 3) when that contract expires on 22 June 2022. The SPC Lot 3 has successfully provided specialist planning, transportation, and engineering design and management services to assist the Council’s in-house teams with delivery of the Council’s revenue and capital programmes. A reflection of that success is that the contract has been extended to its maximum permitted duration of eight years but must end in June 2022. Irrespective of strategic issues stated in previous paragraphs, a continuing requirement for such services would necessitate a further procurement exercise.
16. The SPC Lot 3 was designed to provide ‘traditional’ transportation, engineering design and management services over a period of at least four years to provide support to the Council’s programmes. To that extent, the contract fully achieved its requirements and the scope was reasonably well defined. The requirements for the future are less likely to be covered by a single entity, and the scope and specification fluid. Furthermore, the predicted financial values being placed through such a contract are more difficult to calculate. In order to provide flexibility in terms of scope and financial value, a multi-supplier framework is therefore proposed for this interim solution from 2022.

17. In the longer term, the County Council will be optimising the opportunity that expiry of other contracts, as well as a drive for increased commercial activity, will bring. A greater understanding needs to be developed of the platform needed to achieve this in parallel to procuring the interim 2022 solution. This is likely to include wide market engagement, positioning Hampshire County Council as a thought leader in the future of infrastructure and connected technologies, as well as research into relevant and innovative vehicles suitable for unlocking our commercial aspirations.

Proposed detailed arrangements for 2022 onwards

18. Taking the above into consideration, and in order to continue with services provided by specialist transportation and engineering design and management companies, it is proposed that a new four year framework is set up to replace the SPC Lot 3 when it expires in June 2022. As with similar frameworks operated by the Council, the framework will engage with several suppliers in order to meet the scope, timescales, and requirements serving any departments of the Authority. Current legislation under European Union (EU) rules regard such frameworks as a 'service provision' (as opposed to works) and as estimated values are anticipated to exceed EU thresholds, the framework will need to be advertised in accordance with EU regulations. It is recognised though that due to the end of the United Kingdom's Brexit transition period on the 31st December 2020, the procurement may fall outside of the Regulations. Nonetheless central government advice states that parallel UK regulations will be in place after this date, and this framework will follow any transitional arrangements.

19. Although this framework is predominantly designed to provide the Council with the transportation and engineering expertise it requires for delivery of its capital and revenue programmes, the regional effect of the Council's objectives may also impact upon adjacent authorities. In parallel with the Generation 4 works frameworks (Gen4), which commenced in April 2020, and from discussions held during the procurement of those frameworks, it is proposed that other public authorities within the South East region be named as Participating Authorities. Hampshire County Council will, however, be named as the Contracting Authority on procurement notices and retain overall control of the framework. This proposal also provides the following benefits:

- resources are prioritised toward the needs of Hampshire County Council, but this also places the Authority at the centre of regional influence with other authorities and suppliers;
- any resources offered to other authorities through the framework will provide a potential marginal income stream through a 'charge for use' rebate, which will support setting up the frameworks and pay for operational costs; and
- the wider area of operation available to suppliers is expected to make the framework more attractive to bidders.

20. As previously noted, it is difficult to accurately predict spend profiles for transportation and engineering services over the lifespan of contracts and frameworks. The current SPC3 arrangements are approximately £8million per annum, but increasing the scope and geographical area proposed by the framework is likely to substantially increase this value. The current estimate,

taking such increases into consideration, could realise a total value in the range of £100million - £140million over the four-year duration of the framework, and it is proposed that the overall advertised limit is placed with this value. It should be noted that use of a framework does not commit the Council to any minimum levels of expenditure and that these values are merely used for procurement regulation compliance.

21. On the supply side, the market is represented by medium and large sized enterprises (often with international connections) and the values, scope and geographical placement of this framework is designed to attract attention from these companies. In addition, inclusion of current and future trends regarding infrastructure development will be included within the scope of the framework, potentially encouraging those companies which have digital experience to apply.
22. The operation of a multi-supplier framework allows a cohort of companies to be established with which to explore new ideas and introduce new ways of working. The Gen4 works frameworks include regular forums with all participants within which to explore expertise and best practice. It is proposed that a similar operation be used for these frameworks so that the Council can use industry leading information as part of a transition to further future arrangements.

Alternatives Considered

23. Two alternatives have been considered instead of procurement of a framework for 2022 onwards:

Option 1

'In house' delivery of transportation and engineering services.

The Council could choose to increase its 'in house' capability to directly provide transportation and engineering services, but this would require significant capital investment, substantial resources, and expertise to provide such services. It is unlikely that this could be achieved within the required timescales and would also commit the Authority to expenditure for many years. In the current volatile economic climate there may not be sufficient regular income to generate a return on investment employed. Engagement of external resources through a framework allows a reactive service without the liability of future committed workload. Option 1 has therefore been rejected.

Option 2

A single source supplier.

The current single source arrangements have worked extremely well as they were designed to provide traditional transportation and engineering services. The proposed arrangements seek to expand beyond traditional services and current geographical boundaries. Furthermore, the framework intends to establish a cohort of suppliers which may be used to investigate further future arrangements. Examination of the current market concludes that, because of the wide variety of competencies required, it may not be possible for one supplier to be able to deliver all of the services without recourse to sub-contracting and consequential additional supply chain costs. Option 2 has therefore been rejected.

Conclusions

24. The current single supplier arrangements have served the Council well, but investigation of national and international trends suggest that the Fourth Industrial (Digital) Revolution is now being applied to infrastructure. This is likely to impact upon how the County Council delivers projects and programmes of work in the future and how resources are secured for these workstreams.
25. The Authority has a strong regional influence and expertise. The ability to engage with medium and large organisations to plan, develop and deliver infrastructure will continue this level of performance and engage with best practice during a period of significant change.
26. The variability of service and volatility of expenditure points toward a multi-supplier framework which does not commit the Council to any minimum values of expenditure but will engage a number of key suppliers to fulfil resource requirements.
27. 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.
28. Suppliers will be vetted for competence at the first stage of the procurement exercise, with a second stage comprising a competitive price element and quality assessment. In line with services of a similar nature and complexity it is proposed that the quality element forms the largest proportion of the selection process.
29. The Authority's values and commercial aspirations favour strategic arrangements to future proof Hampshire and unlock commercial opportunities. With other contractual relationships having the potential to expire or terminate in the next few years, it is sensible to review the wider contractual position to understand how we can better achieve these aspirations. Therefore, it is proposed that alongside the procurement of the four-year multi-supplier framework, work is undertaken to investigate other longer-term options which may be put in place from 2024. This could potentially result in less use of the multi-supplier framework in the second half of its term.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

Hampshire maintains strong and sustainable economic growth and prosperity: By ensuring the design, construction and management of transportation and infrastructure are completed to the appropriate technical standards.	yes
People in Hampshire live safe, healthy and independent lives: Economic and resilient infrastructure provides long term benefits through stable and reliable transport systems.	yes
People in Hampshire enjoy a rich and diverse environment: Engagement of appropriate and skilled resources enable the Council to provide agile solutions at local levels.	yes
People in Hampshire enjoy being part of strong, inclusive communities: Solutions are all-inclusive, designed to meet local and regional needs reflecting individual community requirements.	yes

Other Significant Links

Links to previous Member decisions:	
<u>Title</u> Executive Member for Policy and Resources Decision Record 4567	<u>Date</u> 18 April 2013
Executive Member for Environment, Transport and Environment Decision Record	12 November 2019
Direct links to specific legislation or Government Directives	
<u>Title</u> HM Government Industrial Strategy: government and industry in partnership, Construction 2025	<u>Date</u> July 2013

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

EQUALITIES IMPACT ASSESSMENT:

1. Equality Duty

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- 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;
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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:

This decision has a neutral impact on groups with protected characteristics because all contract documentation will include clauses for the Council's equalities policies, procedures and standards. Suppliers will have to comply with these at all times, and the conditions of contract will also ensure that these are incorporated into each instruction for the service.

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	8 October 2020
Title:	Network Rail Millway Bridge, Andover
Report From:	Director of Economy, Transport and Environment

Contact name: Brian Hill

Tel: 07718 146554

Email: brian.hill@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to explain the reasons for expenditure on Millway Bridge Andover.

Recommendations

2. That the Executive Member for Economy, Transport and Environment approves spend from the Structural Maintenance budget of £407,340 to enable Millway Bridge Andover to be brought up to 40t capacity during Network Rail's refurbishment of the bridge, as set out in this report.
3. That approval be given to spend and enter into the necessary contractual arrangements, including any funding agreements that may be necessary, with Network Rail.
4. That authority to make the arrangements to implement contracts, including minor variations, be delegated to the Director of Economy, Transport and Environment in consultation with the Head of Legal Services.

Executive Summary

5. This paper seeks to gain approval for spend of £407,340 during the financial year 2020/21 to enable Millway Bridge Andover to be brought up to 40t capacity during Network Rail's refurbishment scheme. This will ensure no restrictions are required on the highway being carried by the bridge.

Contextual information

6. Millway Bridge carries the C13 Millway Road over five non-electrified tracks of the Basingstoke to Salisbury line (BAE1) and the Ludgershall Branch line approximately 250 metres southwest of Andover Station (see Appendix). The structure is a twin span wrought iron bridge with a skew of approximately 43-degrees. It consists of two longitudinally spanning wrought iron girders

supporting transverse spanning cross girders and flat metallic deck plates. The longitudinal girders also form the bridge parapets.

7. Structural assessments by both Network Rail and Hampshire County Council have identified that the bridge is weak and does not reach the 40t assessment live loading requirement for highways. Whilst Network Rail has been undertaking feasibility options for strengthening, it has introduced an enhanced inspection regime for the bridge, and this will continue until strengthening work is complete. In addition to this, Hampshire County Council has introduced white lining to visually narrow the bridge, and road narrowing signage.
8. A preferred strengthening option has now been developed, which requires removal of the existing deck down to deck plate level, and installation of shear connectors to beams combined with a new reinforced concrete slab. There will be no changes to structure geometry, vertical clearance, or levels on the highway above.
9. Network Rail's load bearing obligations are set out in Section 117 of the 1968 Transport Act, and Statutory Instrument 1705/1972, and require them to maintain a load bearing capacity of 24t. Beyond this level, Local Authorities have the opportunity to contribute financially to achieve 40t highway loading.
10. Without a contribution from Hampshire County Council, Network Rail will strengthen to their legal obligation of 24t, and restrictions will need to be introduced on the highway above. These could be a weight restriction, physical road narrowing, traffic lights, or a combination of all the above. These features would be a long-term constraint on the highway and ongoing maintenance liability for the Council.

Finance

11. The scheme estimate is £2.96million, of which Hampshire is being asked to contribute £407,340 (13.8%) to ensure 40t capacity is achieved. The Hampshire contribution will come from the Structural Maintenance budget and is limited to the amount stated in this report. Any increase in costs during the course of the project would not be borne by Hampshire County Council.

Procurement

12. As this is a Network Rail led scheme, procurement is being undertaken through its contracts teams.

Consultation

13. Network Rail has consulted with the Bridges and Highways Teams of Hampshire County Council to ensure specifications for materials are agreed, e.g. surfacing, and is currently in discussion with Streetworks coordinators to agree closures and traffic management restrictions/requirements during the works.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

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

Section 100 D - Local Government Act 1972 - background documents

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

Document

Bridge Files

Location

Network Rail's Offices
SharePoint and Capital House
Winchester

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.

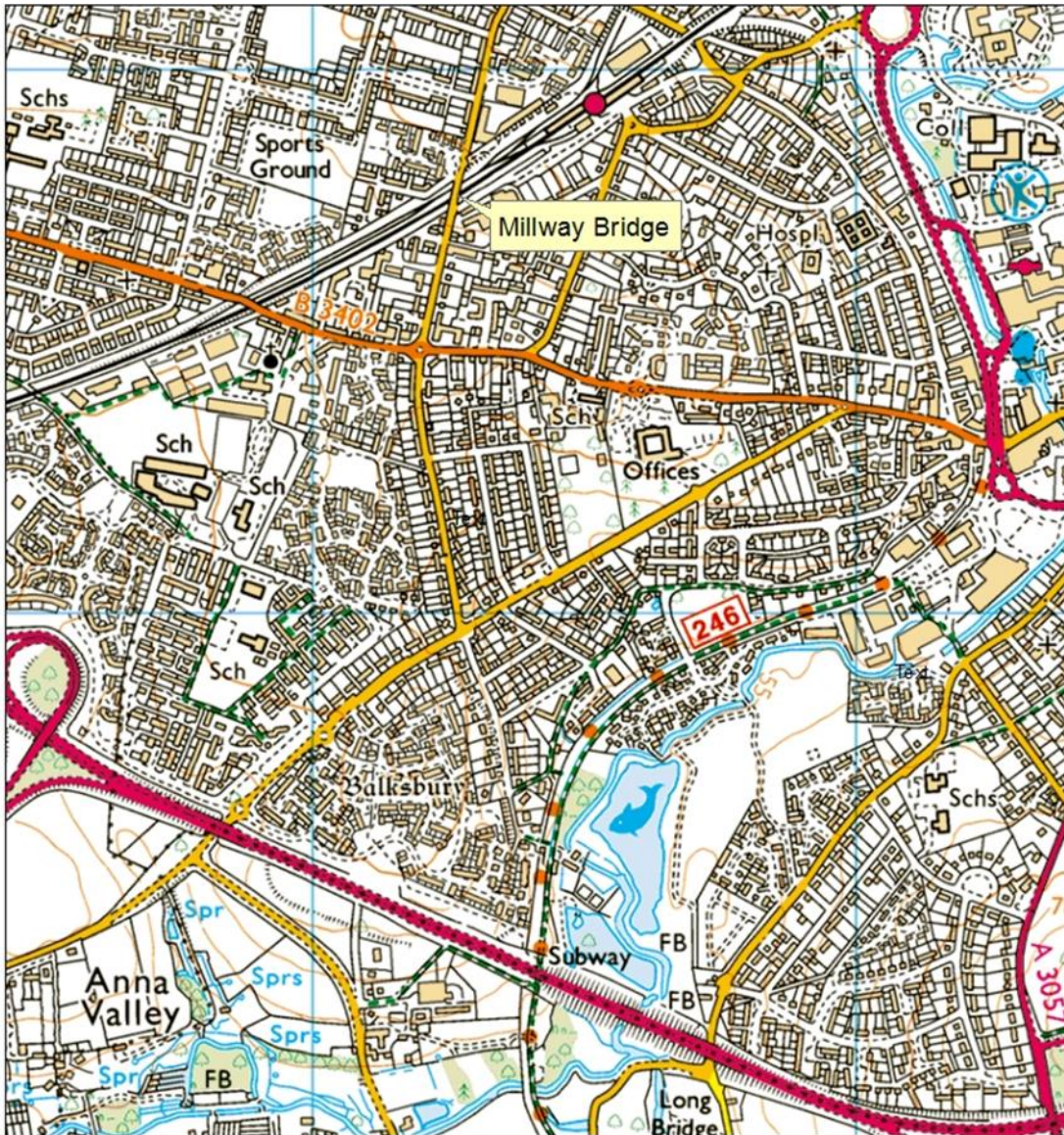
Due regard in this context involves having due regard in particular to:

- 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:

This scheme will ensure Millway bridge remains safe and fit for purpose for all. The scheme has therefore been assessed as having a neutral impact on people with protected characteristics.

Appendix



Location of Millway Bridge.



West elevation from track level.



View looking North over Millway Bridge.

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	8 October 2020
Title:	Project Appraisal Update – Town Mills, Andover
Report From:	Director of Economy, Transport and Environment

Contact name: Brandon Breen

Tel: 0370 779 5262

Email: brandon.breen@hants.gov.uk

Purpose of this Report

1. The purpose of this paper is to seek approval for the additional £312,000 increase in budget variation from the original Project Appraisal that was previously approved for Town Mills, Andover, in September 2019.

Recommendations

2. That the Executive Member for Environment and Transport approves the revised project appraisal for the improvements at Town Mills, Andover, as set out in this paper.
3. That approval be given to increase the Capital Programme value of Town Mills, Andover from £1,303,000 to £1,615,000 (increase of £312,000) to be funded by existing developer contributions.

Executive Summary

4. The project is an accessibility improvement scheme in the Town Mills area of Andover. A detailed Project Appraisal was previously approved by the Executive Member of Environment and Transport in September 2019. A link to the Project Appraisal report is as follows:
<https://democracy.hants.gov.uk/ieDecisionDetails.aspx?ID=1227>
5. This Project Appraisal update seeks further funding to meet the unforeseen additional costs which have arisen due to uncharted services, the discovery and disposal of asbestos material from site, and delays to associated utility works caused by the Covid-19 Pandemic.

Contextual Information

6. Construction work began in January 2020 and was first delayed due to Southern Gas Network's (SGN) uncovering uncharted services while

undertaking a gas main diversion on behalf of Hampshire County Council. This subsequently caused delay while the site team tried to ascertain the owner of the apparatus before this could be mitigated.

7. Further delays were caused when work on site had to cease in response to the Covid -19 pandemic. This required the utility diversion works to stop and SGN had to demobilise all plant and material from site. The utility contractor remobilised and restarted the diversion works in early May, completing their works in early July.
8. The main contractor experienced further delay when asbestos material was discovered while excavating to create a new vehicle access to the Town Mills car park from Western Avenue. The material had to be disposed from site by a specialist contractor.

Finance

An updated finance summary is provided below which includes the increase in costs outlined in this report.

9.	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	210	13.0	EM3 LEP	513
	Client Fee	48	3.0	PRIP	228
	Supervision	153	9.5	Market Town Fund	307
	Construction	1,196	74.0	TVBC	133
	& Land	8	0.5	Developer Contribution	434
	Total	<u>1,615</u>	<u>100</u>	Total	<u>1,615</u>

10.	<u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in current expenditure Capital Charge	155	0.097%

Programme

11. The current project programme is provided below which includes the additional work outlined in this report.

Gateway Stage				
	3 - Project Appraisal	Start on Site	End on Site	Review
Date (mm/yy)	09/19	01/20	02/21	02/22

Scheme Details

12. The details of the wider scheme are included in the Project Appraisal report previously approved by the Executive Member of Environment and Transport in September 2019:
<https://democracy.hants.gov.uk/ieDecisionDetails.aspx?ID=1227>

Departures from Standards

13. None.

Consultation and Equalities

14. The formal consultation for the wider scheme was undertaken between 20 and 31 July 2017. The outcome of the consultation has been previously reported in the Project Appraisal report approved by the Executive Member of Environment and Transport in September 2019.
15. The local County Councillor, Cllr Martin Boiles, supports the scheme.

Statutory Procedures

16. No additional Statutory Procedures are needed for the increase in works outlined in this report.

Land Requirements

17. No additional Land Requirements are needed for the increase in works outlined in this report.

Maintenance Implications

18. There are no additional maintenance implications associated with the increase in works outlined in this report.
19. The maintenance implications associated with the wider scheme are included in the Project Appraisal report previously approved by the Executive Member of Environment and Transport in September 2019: <https://democracy.hants.gov.uk/ieDecisionDetails.aspx?ID=1227>

LTP3 Priorities and Policy Objectives

3 Priorities

- To support economic growth by ensuring the safety, soundness and efficiency of the transport network in Hampshire
- Provide a safe, well maintained and more resilient road network in Hampshire
- Manage traffic to maximise the efficiency of existing network capacity, improving journey time reliability and reducing emissions, to support the efficient and sustainable movement of people and goods

14 Policy Objectives

- Improve road safety (through delivery of casualty reduction and speed management)
- Efficient management of parking provision (on and off street, including servicing)
- Support use of new transport technologies (i.e. Smartcards; RTI; electric vehicle charging points)
- Work with operators to grow bus travel and remove barriers to access
- Support community transport provision to maintain 'safety net' of basic access to services
- Improve access to rail stations, and improve parking and station facilities
- Provide a home to school transport service that meets changing curriculum needs
- Improve co-ordination and integration between travel modes through interchange improvements
- Apply 'Manual for Streets' design principles to support a better balance between traffic and community life
- Improve air quality
- Reduce the need to travel, through technology and Smarter Choices measures

- Promote walking and cycling to provide a healthy alternative to the car for short local journeys to work, local services or school
- Develop Bus Rapid Transit and high quality public transport in South Hampshire, to reduce car dependence and improve journey time reliability
- Outline and implement a long term transport strategy to enable sustainable development in major growth areas

Other

Please list any other targets (i.e. National Indicators, non LTP) to which this scheme will contribute.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

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

Links to Previous Members Decisions:

Title: https://democracy.hants.gov.uk/ieDecisionDetails.aspx?ID=1227	Date: Sep 19
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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 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:

This decision has been assessed as having a neutral impact on groups with protected characteristics. The scheme is designed to improve accessibility to Andover town centre and the River Anton for pedestrians and cyclists. The proposals will also provide better continuity in the existing cycle network and aims to reduce the dominance of motor vehicles in the town centre. This will also have a positive effect on improving air quality and providing people with sustainable alternatives to access the town centre.

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	8 October 2020
Title:	Aldershot Station Transport Hub and Public Realm Improvements
Report From:	Director of Economy, Transport and Environment

Contact name: James Laver

Tel: 03707 793370

Email: James.Laver@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to provide details of the Aldershot Station Transport Hub and Public Realm Improvements 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 Economy, Transport and Environment approve the Project Appraisal for the Aldershot Station Transport Hub and Public Realm Improvements scheme, as outlined in this report.
3. That the Executive Member for Economy, Transport and Environment recommend to Cabinet that the Aldershot Station Transport Hub and Public Realm Improvements scheme is included in the ETE capital programme (with the County Council's financial contribution to the value of £840,000 and an overall scheme value of £1.44 million).
4. That subject to Cabinet approval of the scheme's addition to the capital programme, approval be given to procure and spend and enter into necessary contractual arrangements, in consultation with the Head of Legal Services, to implement the proposed improvements that form the Aldershot Station Transport Hub and Public Realm Improvements scheme, as set out in this report, at a total estimated cost of £1.44 million, to be funded from Developer Contributions, Rushmoor Borough Council, EM3 Local Enterprise Partnership, Department for Transport Emergency Active Travel Fund Tranche 2, and Public Realm Improvement Programme 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 Economy, Transport and Environment.
6. That authority is given to enter into a funding agreement with Rushmoor Borough Council, in consultation with the Head of Legal Services, to secure the

transfer of the Rushmoor Borough Council funding contribution and also the LEP grant for the project, which was awarded to Rushmoor Borough Council.

7. That approval is given to enter into the necessary arrangements to secure all formal approvals, consents, and agreements, including with Network Rail, South Western Railway, and the Office for Road and Rail for proposed works within the land owned by Network Rail and leased to South Western Railway.

Executive Summary

8. The purpose of this report is to provide the details of the proposed integrated transport scheme at Aldershot Station, which involves the delivery of accessibility improvements for all travel modes, and environmental enhancements to the public realm around the station approach and forecourt.
9. Hampshire County Council and Rushmoor Borough Council have a long-standing interest in delivering accessibility and public realm improvements around Aldershot Station as it is a key gateway to the town centre and an important rail and bus interchange facility.
10. The forecourt and station approach has historically experienced issues with congestion and traffic movement conflicts and no longer provides a welcoming environment for residents or visitors. Development over time within the town centre has rendered the existing arrangement for bus and rail interchange increasingly inefficient. It is anticipated that the significant proposed development in Aldershot will increase the number of all trips (pedestrians, cycling, public transport, and private motor vehicles) to and from the town on a daily basis, compounding current access and interchange issues for all modes around the station. The existing and ageing bus interchange is also the subject of a planning application to demolish it to be replaced with flats and some mixed uses. The site is currently leased by a private landlord to Stagecoach who operate the bus interchange. The development and a new modern bus interchange are facilitated by this scheme.
11. This scheme includes improvements to the local active travel network and is also setting the groundwork and masterplan for future enhancements that may be funded by others and offers benefits to multiple modes of transport. This scheme will deliver the following:
 - accessibility improvements for pedestrians walking between the train station and Aldershot town centre or nearby residential areas;
 - improved bus interchange facilities directly outside the station, which is critical given the relocation of Aldershot bus station away from the train station to a new location in the town centre, which also serves to unlock a significant redevelopment site directly adjacent to the station forecourt;
 - facilities for taxis within the station forecourt, ensuring that the taxi rank is situated close to the main access of the station;
 - better access to the train station car park for vehicles and improved walking routes for pedestrians between the car park and the main station access;
 - a new and large secure cycle hub within the station forecourt area to encourage the use of active travel modes for local journeys;
 - public realm improvements within the area of the station forecourt and its interface with the wider road network;

- highway maintenance improvements and renewals within the public highway in the area around the station forecourt; and
 - the opportunity to implement mobility hub elements. For example, electric vehicle and cycle charging spaces and lockers for picking up deliveries etc will be investigated with stakeholders to see if they can be included, or space safeguarded for them in the design, but are not currently funded.
12. The scheme will provide a better-quality environment in the area around the train station to encourage and enable residents of the town to choose more active modes of transportation for local activities, and encourage the use of the train as a sustainable transport option for journeys of longer distance. The scheme has the potential to reduce short car journeys within the town, thereby reducing vehicle traffic levels within the town centre and providing wider public health benefits.
13. A general arrangement plan of the proposed scheme is supplied in the Appendix.

Contextual information

14. Aldershot railway station is an important gateway offering excellent services to the London labour market and, within the South East, relatively affordable housing. The station is well served by local bus services and well suited to access via active modes, being within a five-minute walk of the main pedestrianised shopping area of the town centre to the north. Development over time within the town centre and in major housing development (Wellesley, previously known as the Aldershot Urban Extension - 3850 homes) means the catchment area for the station is now bigger, and the demands on the station for access, particularly by non-car modes, has grown.
15. Further and significant housing and mixed-use development is planned in Aldershot Town Centre, which will result in an intensification of land use. This scheme represents a timely opportunity to support this type of sustainable development by putting in place the necessary infrastructure to lock in high levels of walking, cycling and public transport usage.
16. The Rushmoor Borough Transport Statement recognises the need for improved access and facilities at the train station, and the same objectives were previously aired in the Aldershot Town Access Plan (TAP). To address this, Hampshire County Council and Rushmoor Borough Council, in partnership, have developed the Aldershot Station Transport Hub and Public Realm Improvements scheme, which will facilitate a new public transport interchange for bus and taxi movements and will free up the existing bus station for redevelopment. At the same time, it will provide an on-highway scheme for improving the quality of routes between the station and areas of the town centre to the north-east for pedestrians, cyclists, and cars. This scheme was approved in January 2019, and is being progressed by Rushmoor Borough Council under an Agency Agreement with the County Council, and is due for construction in 2020/21.
17. The objectives of the scheme are:

- to provide an interchange facility for all modes, suitable for supporting sustainable future growth;
 - reduce conflict between non-motorised users and vehicles within the busy station forecourt area; and
 - to deliver access and environmental improvements to create a more welcoming atmosphere and encourage higher footfall. Improvements will include:
 - a cycle hub with secure parking facilities;
 - wider footways with a high-quality finish within the forecourt and on the approaches;
 - measures to tackle cycle access severance;
 - emphasised points of access and egress for all modes; and
 - increased public seating, suitable for a public realm transport interchange.
18. The strategic importance of the scheme is well-demonstrated by the breadth of organisations already working together to make progress, with Hampshire County and Rushmoor Borough councils supported by the EM3 Local Enterprise Partnership, and agreement in principle from South Western Railway and Network Rail.
19. The station forecourt scheme includes a funding contribution from the Public Realm Improvements Programme (PRIP), and as such needs to include the environmental improvements required to make the station more accessible. Additional funding is being sought via Tranche 2 of the Department for Transport's Emergency Active Travel Fund (EATF), to ensure improvements for all modes remain within scope.
20. The project initially progressed through the initial design phases on the basis of Rushmoor Borough Council taking responsibility for the delivery of the scheme. However, Hampshire County Council and the Borough Council have subsequently agreed that the County Council is more suitably placed to deliver the scheme through to completion. There are two primary reasons for this. Firstly, the County Council would be the largest funding contributor to the project; it is therefore appropriate that the County Council should implement the scheme and directly manage the associated delivery risks. Secondly, the County Council has been commissioned by the Borough Council to undertake detailed design and manage the construction contract, which also make it appropriate that the County Council should act as Client for the scheme to manage the development and delivery of the project. It is proposed, therefore, that following approval of the recommendations in this report, the County Council would take on the role of Client for the project, whilst continuing to maintain the close partnership working with the Borough Council already established to date.

Finance

21.	Estimates	£'000	% of total	Funds Available	£'000
	Design Fee	225	16	S106 Developer Contributions	594
	Client Fee	40	3	EM3 LEP grant	300
	Supervision ⁴	0	0	RBC funding contribution	300
	Land and Construction	1,175	81	PRIP funding*	96
			0	DFT EATF**	150
	Total	1,440	100	Total	1440

* Public Realm Improvement Programme

**Department for Transport Emergency Active Travel Fund

22.	Maintenance Implications	£'000	%	Variation to Committee's budget
	Net increase in current expenditure	2.7	0.002%	
	Capital Charge	139.0	0.087%	

Programme

23.

	Gateway Stage			
	3 (PA)	Start on site	End on site	4
Date	Oct 2020	March 2021	August 2021	July 2022

Scheme Details

24. The scheme aims to rationalise land use in and around Aldershot Station to create an improved public transport interchange within the station forecourt area and to deliver public realm enhancements on the approaches. The scheme has been developed using a cohesive approach to significantly upgrade transport infrastructure in this area and improve accessibility between this transport hub and the town centre areas, particularly for pedestrians and cycles.
25. Specifically, the project will deliver the following improvements:
- reallocation of road space on Arthur Street and Station Road through a reduction in carriageway area in this location, to provide a significant increase in pedestrian space;
 - repaving of existing footways and the newly created pedestrian areas with high quality block paved surfacing, in keeping with the existing footway surfacing type in the surrounding area;
 - pedestrian accessibility improvements including upgraded tactile crossing points, a new zebra crossing at the station entrance and emphasised points of access between the station and town centre;
 - a cycle hub storage facility offering secure storage for cycles within the station forecourt area;
 - carriageway resurfacing on Arthur Street, Windsor Way and Station Road;
 - revised arrangements for the taxi rank and pick-up/drop off areas;
 - new bus stop facilities within the station forecourt, to mitigate the relocation of the existing bus station to a new location within the town centre. Bus stop facilities will be specified to accommodate real time passenger information to future proof the installation. (The existing bus station is directly adjacent to the station forecourt and the proposed scheme facilitates the redevelopment of this site); and
 - additional tree planting within the highway areas to mitigate the loss of three existing trees within the station forecourt that are to be felled to facilitate the bus station redevelopment.

Departures from Standards

26. No departures from standard are proposed.

Public Consultation and Equalities

27. The proposed scheme crosses two electoral divisions. The local County Council Members, Cllr Bill Withers and Cllr Charles Choudhary, have been consulted on the latest proposals and have confirmed their support for the scheme. Rushmoor Borough Council has indicated there is also support from the local district councillors.
28. The proposal to improve the area around Aldershot Station has been in discussion for some time and there have been significant communications on the project between Rushmoor Borough Council and the local community in recent years.
29. The proposed scheme will result in changes to the bus operations and taxi arrangements in the forecourt area. The bus operator has been consulted on the suitability of the revised access and bus stop arrangements and has

confirmed that it is content with the proposals. The changes to the taxi rank arrangements have been discussed with the local taxi operators and have been agreed as acceptable.

30. The proposed scheme will have a positive impact on all users of the station forecourt area, particularly through delivery of significant accessibility improvements for pedestrians. The scheme proposals have gone through an equalities impact assessment, and it is considered that they will have a neutral impact on people with protected characteristics.

Statutory Procedures

31. The proposed scheme includes works within land owned by Network Rail and leased to the franchise operator, South Western Railway. A series of formal consents and agreements are required to secure permission to undertake the works in these areas and to meet the requirements of the owner of the land and infrastructure (Network Rail) and the leaseholder and station manager (South Western Railway) and the Rail Regulator (Office for Rail and Road). Further detail on these arrangements is described below within the land requirements section.
32. The necessary temporary traffic signals approval and streetworks permit will be arranged prior to the commencement of the works. There will be a need for road closures to allow carriageway surfacing operations to be undertaken safely; the necessary Temporary Traffic Regulation Order will be effective prior to implementation of any road closures.
33. Various traffic regulation orders will be required to facilitate the new bus stops, taxi rank, parking controls etc. The TROs will be progressed by Rushmoor Borough Council under the Hampshire County Council Traffic Management Agency Agreement and will become effective at the appropriate time following completion of the works.
34. The revised road layout on Station Road and Windsor Way will require the removal of the existing traffic island, upon which sits an historic Second World War field gun which belongs to the Borough Council. The field gun will require relocation to another site in the town and this will require planning permission. Rushmoor Borough Council will seek permission from the Local Planning Authority for consent to reposition the field gun and will ensure all consent is secured prior to commencement of the main works. The Borough Council will manage the process of removing the field gun from the site and will complete this prior to commencement of construction.

Land requirements

35. The proposed scheme is partly within the existing publicly maintainable highway and partly within land owned by Network Rail and currently leased to South Western Railway (SWR) as franchise operator and station manager. Network Rail and SWR have been engaged during the scheme development process and all parties have agreed in principle to the proposed scheme. Following approval of the recommendations within this report, a number of applications will be required to secure formal consent to progress the works.

Network Rail will advise on the consents/approvals required following full review of the proposals during the application stages, depending on the impact of the proposed scheme on the Network Rail asset and the operation of the railway.

36. The agreements and consents expected to be required are:
- Asset Protection Agreement: the Network Rail Asset Protection and Optimisation Team will advise on the type of Asset Protection Agreement required for these works based on the detailed design information supplied and how the scheme is expected to affect the Network Rail asset, the operation of the railway and station buildings, and the customer access to the station;
 - Landlords Consent: Network Rail has confirmed that the scheme should be progressed with a Landlord's Consent application, whereby the County Council as works promoter will submit the relevant scheme information and a letter of support from the leaseholder, to seek formal consent to undertake the works; and
 - a Station Change application may be required for the purpose of notifying the Office for Road and Rail (Regulator) of the proposed change and for instigating a consultation period. Network Rail and South Western Railway will advise on this following formal review of the detailed design.

Maintenance

37. The County Council's Asset Management team has provided advice during the development of the scheme, has been consulted on the detailed design proposals and has agreed to the standard of materials being used. The part of the scheme that is within the publicly maintainable highway will have an impact on the maintenance budget in future years. This is expected to be approximately £2,700 per annum.
38. Part of the proposed scheme is on land within the ownership of Network Rail. The detailed design proposals for these areas will be reviewed by Network Rail, as asset owner, during the application and approval process for Landlords Consent and Asset Protection Agreement. Network Rail and South Western Railway have been involved in the development of the scheme to advise on this element of the works and the suitability of the design and materials proposed; all proposals are in keeping with their design guidance and are agreed in principle. It is therefore expected that the formal consent of Network Rail will be secured without significant changes to the design. Minor adjustments may be required, and these will be accommodated as necessary to secure the consent of the landowner. It is anticipated that the pro-active discussions had to date will continue, with close co-operation of the various project teams. The applications for Landlords Consent, Station Change and Asset Protection Agreements will be progressed following approval of the recommendations in this report.
39. The elements of the scheme on Network Rail land are not being specifically created on behalf of Hampshire County Council as Highway Authority. Therefore, these elements remain privately maintainable for the purposes of 36(2)(a) Highways Act 1980. The delivery of the proposed scheme will not alter

the terms of the current franchise; therefore, following the contractual maintenance period of the works, the future maintenance of the works on land which is owned by Network Rail will remain with the landowner, with some of these responsibilities continuing to be passed to the leaseholder as Station Manager under the terms of the franchise. Details relating to routine maintenance of the works area during maintenance period will be confirmed under the Asset Protection Agreement process, and for the avoidance of doubt, the County Council will be responsible for remedying defects in the works only: routine maintenance responsibility for the station forecourt area within the network rail land will remain with the leaseholder.

40. With regard to other notable street furniture within the scheme, all streetlighting within the areas of public highway will continue to be maintained under the Hampshire Street Lighting PFI. All streetlighting within Network Rail land will continue to be maintained under Network Rail's current maintenance processes. There is an existing CCTV column located within the highway, which is owned and operated by Rushmoor Borough Council for the purposes of public safety around the station entrance. The changes to the road layout associated with the scheme will necessitate the relocation of the column to a new position. The Borough Council will arrange for the relocation of the equipment and for the associated utilities diversion in advance of the main construction works, and will remain responsible for maintenance of the CCTV equipment thereafter.

Governance

41. Project Management liaison meetings with all key stakeholders will continue and increase in frequency as the scheme transitions into the delivery phase to ensure successful delivery of the scheme. The key stakeholders are Hampshire County Council, Rushmoor Borough Council, EM3 LEP, South Western Railway, and Network Rail.
42. Hampshire County Council's Engineering Consultancy has been commissioned by Rushmoor Borough Council to undertake the design work and manage the delivery of the scheme. The role of delivery Client will transfer to Hampshire County Council upon completion of detailed design, to manage the procurement and delivery phases of the project. The tender and contract award for the works will be done through the County Council's Gen4 framework. This will ensure the award is made to a contractor pre-selected by Hampshire County Council through a comprehensive assessment, which will safeguard project delivery and remove or minimise several delivery risks.

Conclusions

43. It is anticipated that the significant proposed development in Aldershot will increase the number of trips to and from the town on a daily basis, compounding current access and interchange issues for all modes around the station. This scheme represents a timely opportunity to encourage wider shift to more sustainable modes through improvements to the local active travel network and public transport nodes.

44. The scheme has been developed using a cohesive approach to significantly upgrade transport infrastructure around Aldershot Station, rationalise land use in this area, and improve accessibility between this transport hub and the town centre areas, particularly for pedestrians and cycles. Approval of the recommendations in this report is key to the delivery of a) an improved interchange facility suitable for supporting sustainable future growth, and b) the access and environmental improvements required to create a more welcoming atmosphere and encourage higher footfall.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

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

Other Significant Links

Links to previous Member decisions:	
<u>Title</u> Project Appraisal: Access to Aldershot Station	<u>Date</u> 15 Jan 2019
Direct links to specific legislation or Government Directives	
<u>Title</u>	<u>Date</u>

Section 100 D - Local Government Act 1972 - background documents	
<p>The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)</p>	
<u>Document</u>	<u>Location</u>
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:

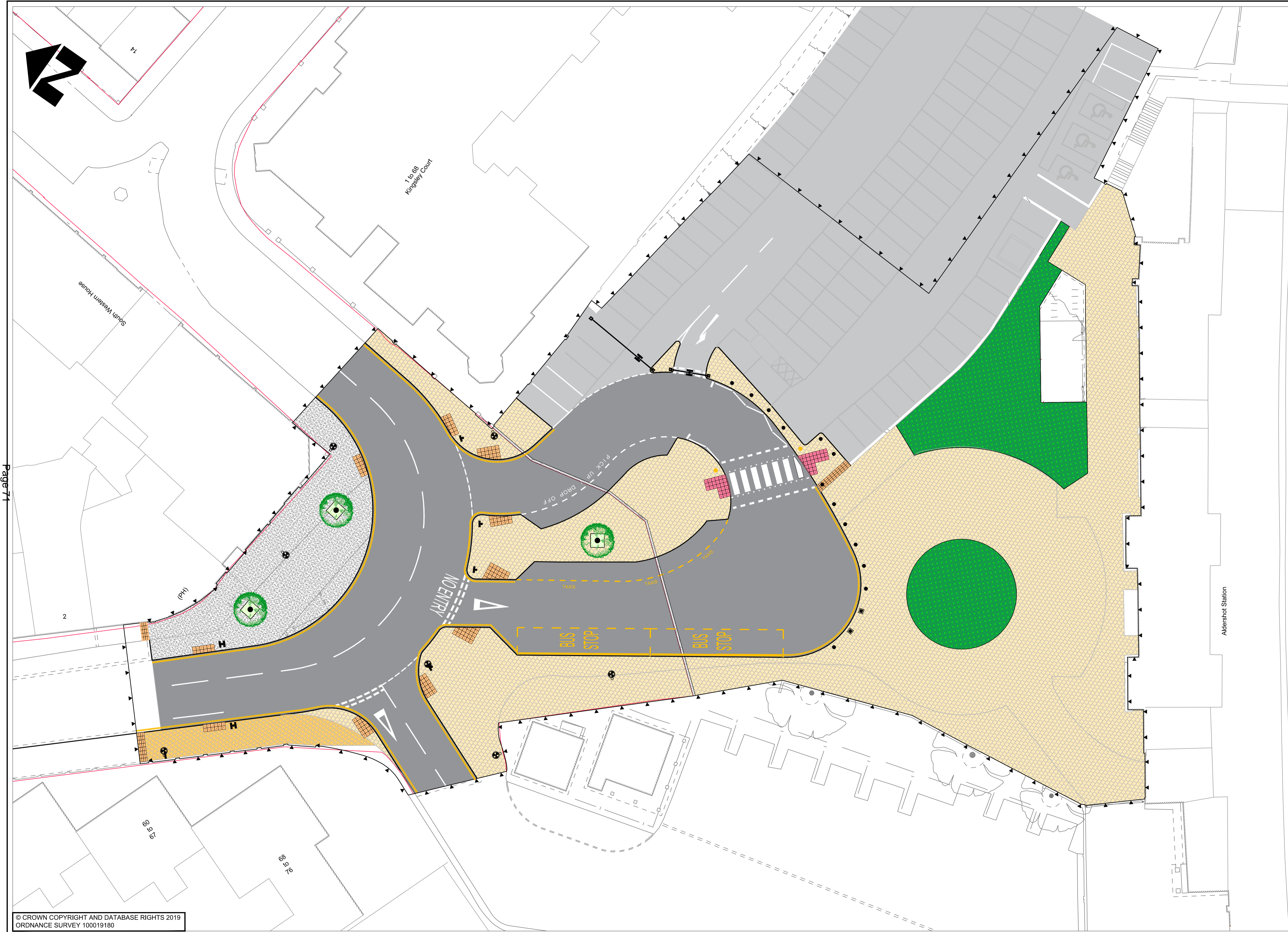
- Eliminate discrimination, harassment and victimisation and any other conduct prohibited by or under the Act with regard to the protected characteristics as set out in section 4 of the Act (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion 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 proposed scheme will have a positive impact on all users of the station forecourt area, particularly through delivery of significant accessibility improvements for the users of all transport modes. The scheme proposal has gone through an equalities impact assessment and it is considered that it will have a neutral impact on people with protected characteristics.



- NOTES**
- DO NOT SCALE FROM THIS DRAWING
 - ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED
 - FOR STATS INFORMATION AND PROPOSED DIVERSIONS, REFER TO DRAWINGS RJ506137-ECH-VUT-33100016-HE-0801 AND 0802 AND APPENDIX 1/16
 - FOR SITE CLEARANCE DETAILS, REFER TO DRAWINGS RJ506137-ECH-HSC-33100016-HE-0201 & 0202, RJ506137-ECH-HDG-33100016-HE-0502 AND APPENDICES 2/1 TO 2/5.
 - FOR PROPOSED DRAINAGE AND DUCTING DETAILS, REFER TO DRAWINGS RJ506137-ECH-HDG-33100016-HE-0502 AND 0503 AND APPENDICES 5/1 AND 5/2.
 - FOR PROPOSED PAVEMENT DETAILS, REFER TO DRAWING RJ506137-ECH-HPV-33100016-HE-0701 AND APPENDIX 7/1
 - FOR PROPOSED KERBS, FOOTWAYS AND PAVED AREAS DETAILS, REFER TO DRAWING RJ506137-ECH-HKF-33100016-HE-1101 AND APPENDIX 11/1
 - FOR PROPOSED SIGNS AND ROAD MARKINGS DETAILS, REFER TO DRAWING RJ506137-ECH-HMK-33100016-HE-1201 AND APPENDICES 12/1 AND 12/3.
 - FOR PROPOSED STREET LIGHTING DETAILS, REFER TO DRAWING RJ506137-ECH-HLG-33100016-LE-1301. STREET LIGHTING TO BE CARRIED OUT BY OTHERS
 - FOR PROPOSED LANDSCAPE DETAILS, REFER TO DRAWING RJ506137-ECH-ELS-33100016-HE-3001 AND 3000 SERIES APPENDICES.

- KEY**
- PROPOSED KERB LINE
 - PROPOSED BUFF COLOURED TACTILE PAVING
 - PROPOSED RED COLOURED TACTILE PAVING
 - PROPOSED LADDER PAVING
 - PROPOSED CARRIAGEWAY
 - EXISTING CAR PARK
 - PROPOSED BLOCK PAVING FOOTWAY
 - PROPOSED ASPHALT FOOTWAY
 - PROPOSED LANDSCAPING AREA
 - EXISTING BLOCK PAVING FOOTWAY
 - PROPOSED TRAFFIC SIGN
 - PROPOSED LIGHTING COLUMN
 - PROPOSED BOLLARD
 - PROPOSED ILLUMINATED GLOBE LAMP FOR ZEBRA CROSSINGS
 - PROPOSED DROP BOLLARD
 - PROPOSED HEIGHT RESTRICTION BARRIER
 - PROPOSED NEW TREE AND TREE PIT
 - PROPOSED LINE OF SETTS SHOWING HIGHWAYS BOUNDARY
 - PROPOSED YELLOW COLOURED ROAD MARKING
WHITE COLOURED ROAD MARKINGS ARE INDICATED AS WHITE ON THE PLAN
 - EXISTING HIGHWAY BOUNDARY
 - PROPOSED SITE EXTENTS

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SUIT	REV	DATE	CAD	CHKD	APPD
S3	P06	31.03.2020	CB	JS	WW
S3	P05	13.02.2020	CB	JS	WW
S3	P04	31.01.2020	CB	JS	WW
S3	P03	22.01.2020	CB	JS	WW
S2	P02	13.12.2019	CB	JS	WW
AMENDMENTS					

CLIENT
HAMPSHIRE COUNTY COUNCIL
ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT
STRATEGIC TRANSPORT

CONSULTANT
Hampshire County Council Engineering CONSULTANCY
STUART JARVIS BSc DipTIP FCIHT MRTPI: DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT

DESIGNER CB	SCALE @ A1 1:200	SCHEME ACCESS TO ALDERSHOT RAILWAY STATION	DRAWING TITLE GENERAL ARRANGEMENT
CAD CB	DATE 14.11.2019		
CHECKED JS JS	SHEET NUMBER 1 OF 1	JOB No. RJ506137	HCC CAD PLOT: 01/14/2020 14:24:25
APPROVED WW WW	DRAWING NUMBER RJ506137-ECH-HGN-33100016-DR-HE-0101	SUIT S3	REV P06

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	8 October 2020
Title:	On-Street Pay and Display Parking
Report From:	Director of Economy, Transport and Environment

Contact name: Marc Samways

Tel: 07590 774429

Email: marc.samways@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to update the Executive Member on progress with the T19 Parking project, and to seek approval to delay the implementation of on-street chargeable parking in town centre areas whilst proceeding with schemes in other suitable areas. The report also seeks approval to serve notice on the remaining district Civil Parking Enforcement agreements where the individual district council's performance of delivering the services, particularly with regard to financial performance, falls outside the terms of the new district agreements.

Recommendations

2. That the Executive Member for Economy, Transport and Environment approves delaying further development of on-street chargeable parking in town centre locations until early summer 2021 in recognition of the possible needs for Covid-19 response and recovery, and thereafter delegates authority to the Director of Economy, Transport and Environment, in consultation with the Executive Member for Economy, Transport and Environment, to determine individual programmes for developing proposals for on-street pay and display parking in town centre locations, subject to assessing the prevailing needs in respect of Covid-19.
3. That the Executive Member for Economy, Transport and Environment approves the progression of chargeable parking in other locations without delay, subject to the outcome of the legal traffic order process.
4. That the Executive Member for Economy, Transport, and Environment notes the performance requirements set out in the recently revised district Civil Parking Enforcement agreements with district councils (Winchester, Havant, East Hampshire, Rushmoor, Hart, Basingstoke & Deane and Eastleigh) and confirms the policy approach is to review the agency agreement in the event of

performance falling below the requirements, with a view to termination of the arrangement in the absence of a reasonable explanation.

5. That the Executive Member for Economy, Transport and Environment notes the progress made to date with regard to the T19 parking project and the new on-street parking service.
6. That the Executive Member for Economy, Transport and Environment confirms that domiciliary care workers carrying out work commissioned by Hampshire County Council will be exempt from charges for parking in residential parking zones in the course of their duties.

Executive Summary

7. This report provides an update on work undertaken to date to develop the County Council's new, directly managed and modernised on-street parking service as part of the Transformation to 2019 savings proposals. It provides a summary of the contractual arrangements with NSL Limited, the County Council's appointed specialist service provider, and information related to the revised district agreements for the seven districts and boroughs that opted to continue to operate on-street parking on the County Council's behalf.
8. A fundamental requirement for the parking service is to ensure that it operates on a full cost recovery basis with all associated expenditure covered by income from Penalty Charge Notices, residential parking permit income, revenue from on-street chargeable parking, together with a share of surplus parking income generated by the various district councils. To help achieve this, the County Council now delivers the on-street parking service within Fareham, Gosport, New Forest, and Test Valley directly without district or borough council involvement.
9. One of the key elements to help achieve full cost recovery is the implementation of new areas of on-street chargeable parking. Work to introduce the first three new areas of 'pay and display' parking in Lymington, Fareham, and Lee on the Solent has made good progress, but further development of these schemes has been put on hold following the impact of Covid-19, particularly the impact on retail and hospitality businesses located in high street settings. It is recognised that businesses will require some time to recover from the impact of the pandemic, and the report therefore seeks to delay further work on areas of chargeable parking in retail areas, including Lymington and Fareham. Other locations, including established visitor hotspots, have seen increased demand, and therefore approval is also sought to continue to develop chargeable parking measures in some of the most highly trafficked areas to help better manage the increased demand for nearby on street parking.
10. It is already clear that the County Council's new, directly managed parking service is more efficient than the district delivery model. Whilst the County Council is prepared to give districts reasonable time to demonstrate that they too can make service efficiencies, a decision to serve notice on any district that is considered to be operating services below expected performance standards, or delivering County Council functions outside of the terms of the new agreements, is also being sought.

11. An overview of the terms of the updated, financially robust agreements for districts opting to continue to deliver on-street Civil Parking Enforcement was provided within an earlier Executive Member for Environment and Transport Decision Day report considered on 29 October 2018. The revised agreements require the districts to operate the service on a full cost recovery basis, with surplus parking revenue shared equally with the County Council to help cover its associated service costs. The new agreements came into operation on 1 April 2020.

Contextual information

12. Four previous reports for the T19 Parking Project have been considered by the Executive Member for Environment and Transport at meetings held in November 2017, June 2018, October 2018, and March 2019.
13. The on-street parking project is one of the department's key projects in meeting its Transformation to 2019 savings targets. Whilst research, market testing, and an independent review of the current service have shown a directly controlled on-street parking enforcement service, outsourced to a specialist service provider, to be the most cost-effective model, the County Council recognised that the function has been run by the district councils on the County Council's behalf for some years. Therefore, seven districts were given the opportunity to enter into updated, financially robust agreements aimed at delivering a more modern and efficient service to consistent standards on a full cost recovery basis. The new district agreements came into effect as of 1 April 2020.
14. The County Council took direct control of all aspects of on-street parking in Fareham, Test Valley and New Forest as of 1 April 2020. In addition, Civil Parking Enforcement powers for Gosport were granted by the Department for Transport as of 29 September 2020, meaning that the County Council is now also responsible for parking enforcement in the borough, having taken over the function from the Police. Frontline parking enforcement, including back office Penalty Charge Notice processing functions are now dealt with by NSL, the County Council's parking services provider, whilst contract management, formal parking appeals, setting of parking policy, and development of systems and processes are dealt with by the County Council's own internal Parking Services team.
15. As of 1 April 2020, a new digital permit system has been implemented to reduce the administration associated with the issuing of residential parking permits. Physical paper permits and visitor scratch cards have been replaced with virtual permits for residents and their visitors that are managed by the users themselves, either on-line, via a mobile phone app, or by making a phone call.
16. Charges for annual residential parking permits have been increased in Fareham, Gosport, New Forest and Test Valley with the aim of achieving a consistent Countywide £50 annual minimum charge within a 3-year period. The minimum permit charge will help ensure residential parking schemes, that are costly to manage, maintain, administer and enforce, also operate on a full cost recovery basis. The various district councils that still operate the service for the County Council have also been instructed to increase their permit charges.
17. One of the key elements to help achieve full cost recovery for the wider parking service is the implementation of new areas of on-street chargeable parking.

Work to introduce the first three new areas of 'pay and display' parking in Lymington, Fareham, and Lee on the Solent has made good progress, but further development of these schemes was put on hold following the impact of the Covid-19 Pandemic, particularly the impact on retail and hospitality businesses located in high street settings. In addition, temporary measures introduced in many towns and villages, aimed at aiding social distancing, have required nearby parking to be suspended.

18. Parking surveys undertaken in Lymington and Fareham have shown that the existing limited waiting parking restrictions in high street locations are widely disregarded, meaning that many people stay parked on-street for longer than they should. The impact of the pandemic on the retail and hospitality sector, often the main businesses within town centres, is understood by the County Council, and it is recognised that many areas and individual businesses will require some time to recover and re-establish themselves. It is therefore recommended that proposed changes to parking arrangements in towns and larger villages is put on hold until at least early summer 2021, after which time the position can be reviewed again.
19. Travel restrictions, including difficulties associated with foreign travel, have increased the popularity of local visitor attractions, especially within the New Forest and seafront locations. The County's new parking team have had to respond to frequent parking issues with local parking facilities often overwhelmed, resulting in regular incidents of dangerous or inconsiderate parking. It is therefore recommended that approval be granted to continue with plans for on-street chargeable parking in a number of established hotspots where the demand for nearby parking is particularly high and where restrictions would provide an effective solution to the improved management of on street parking.

Finance

20. Approving the recommendations is expected to be broadly neutral in financial terms: while there will be a loss of income from delaying further development of on-street chargeable parking in town centre locations, the progression of chargeable parking in other locations without delay will bring forward income from this source. Any shortfall resulting from timing differences can be underwritten from the Department's Cost of Change reserve.
21. The T19 parking project is modernising the on-street parking service in Hampshire to operate on a full cost recovery basis, removing the need to draw on limited highways maintenance funding, which is increasingly prioritised for essential safety repairs. The revised agency agreements with districts councils operating parking and related traffic management on behalf of the County Council form part of this transformation. The financial arrangement in the agency agreement is intended to recover costs incurred by both the district agent and County Council through an equal share of surplus income accruing from on-street parking charges. Recommendation 4 is that the Executive Member for Economy, Transport and Environment confirms the policy of reviewing, with a view to terminating the remaining district Civil Parking Enforcement and related Traffic Management agency agreements where an individual district's performance falls outside the terms of the new district

agreements, having due regard for the impact of Covid-19. This will have the effect of clarifying the approach by which the County Council will take such steps as necessary to ensure the on-street parking service in Hampshire operates on a full cost recovery basis in agency agreement areas consistent with those services currently managed directly by the County Council.

22. The issue of domiciliary care workers, commissioned by the County Council, and needing to park in residential parking zones in the course of their duties is more complicated, but essentially any charges levied here would simply fall onto the social care budget, and add additional bureaucracy to an essential County Council service. Therefore, the Executive Member for Economy, Transport and Environment is recommended to approve an exemption to charges for such workers in the course of their duties. Normal arrangements would still apply to domiciliary care workers outside any duties being carried out at the request of the County Council during their working hours.

Performance

23. The management of on-street parking is a Transformation to 2019 project with a savings target of £1.043million. The Covid-19 response and recovery is affecting the timing of some planned aspects of the parking project, and therefore action is required now to review the position and to secure these savings in the longer term, such as ensuring the agency agreements perform within the expectations set out in the agreements.

Consultation and Equalities

24. Any changes to on-street parking controls are subject to the Traffic Order process and therefore formal consultation will be undertaken on a scheme specific basis.

Conclusions

25. The management of on-street parking is a Transformation to 2019 project with a savings target of £1.043million, but with implementation delayed to April 2020 due to the notice period applying to the agency agreements in place at the time. The Covid-19 response and recovery is affecting some planned aspects of the parking project, and action is required now to secure these savings to avoid further departmental cost of change provision, with implications for other transformation work, or drawing funding away from essential highways activity to meet the shortfall.
26. Two principal income streams are affected: introducing on-street pay and display parking in Hampshire County Council controlled locations (New Forest, Test Valley, Fareham and Gosport); and share of surplus income arising from on-street parking in district agency areas (Winchester, Havant, East Hampshire, Rushmoor, Hart, Basingstoke & Deane, and Eastleigh). Specific action is necessary for each of these income streams because of their contribution to the savings target and the limited alternative income sources.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

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

Section 100 D - Local Government Act 1972 - background documents

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

Document

Location

None

EQUALITIES IMPACT ASSESSMENT:

1. Equality Duty

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

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

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

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

2. Equalities Impact Assessment:

This decision has been assessed as having a neutral impact on groups with protected characteristics.

The potential impact of any changes to on-street parking controls on those affected by poverty has been considered. The level of proposed parking charges will be modest in comparison to the overall cost of running a vehicle.

Any changes to on-street parking controls are subject to the Traffic Order process and therefore formal consultation will be undertaken on a scheme specific basis.

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	8 October 2020
Title:	Project Appraisal: Ipley Crossroads Casualty Reduction Scheme
Report From:	Director of Economy, Transport and Environment

Contact name: Jenny Wallace

Tel: 0300 555 1388

Email: Jenny.wallace@hants.gov.uk

Purpose of this Report

1. This report seeks approval for the casualty reduction scheme to stagger the crossroads at Ipley in the New Forest to reduce the numbers of Personal Injury Accidents (PIAs) at this location.

Recommendations

2. That the Executive Member for Economy, Transport, and Environment approves the Project Appraisal for the casualty reduction scheme at Ipley Crossroads in the New Forest, as outlined in this report.
3. That approval is given to form a Land Bank agreement between Hampshire County Council, Forestry England, and Natural England, as outlined in this report, in consultation with the Head of Legal Services.
4. That subject to the conclusion of the required land processes, approval be given to procure and spend and enter into the necessary contractual arrangements to implement the proposed casualty reduction scheme, as set out in this report, at an estimated cost of £531,000 to be funded from the Casualty Reduction budget.
5. That authority be delegated to the Director of Economy, Transport and Environment (in consultation with the Head of Legal Services) to progress any appropriate Orders, Notices or Statutory Procedures, enter into any agreements, and obtain any consents, rights, permissions or easements that are necessary to enable implementation of the casualty reduction scheme at Ipley Crossroads.

6. 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.

Executive summary

7. This project seeks to reduce Personal Injury Accident (PIA's) at Ipley crossroads. Ipley crossroads has an extensive history of PIA's and several casualty reduction schemes have been implemented previously using measures typically available to the Casualty Reduction Team, but despite some initial success, the numbers of PIA's have gradually increased over time.
8. Funding has been set aside from the Casualty Reduction budget and from Local Transport Plan (LTP) funding for this scheme.
9. As with all casualty reduction schemes, the PIA's will be monitored for a period of five years from completion of construction.

Contextual Information

10. The severity of the PIAs is increasing, with four serious collisions in the first ten year period (1991 – 2000), none in the second ten year period (2001 – 2010) and two fatalities and 11 serious injury accidents in the final nine and a half year period (2011 – August 2019).
11. The five-year PIA record at the time of the last fatality at the junction (01/10/11 to 30/09/16) showed a dominant pattern of 61% (11) of the PIAs from the eastern arm for vehicles travelling in a south-westerly direction, six overshoots, four restarts and one unclassified, including the two fatal collisions involving cyclists travelling south in conflict with vehicles from this arm of the junction.
12. The latest life-threatening collision (classified as serious) on 15 January 2020 is not represented in the collision data above but resulted in neck (broken vertebrae) and leg injuries for the cyclist. The cyclist was travelling ahead of a group south to north on the through road, and the vehicle travelling west to east failed to give way at the STOP sign colliding with the cyclist.
13. Concern was raised by the Serious Collision Investigation Unit of Hampshire Constabulary, that PIAs were continuing to occur at the junction and that the casualty reduction measures previously introduced were not achieving the desired results. It was agreed to investigate the potential to stagger the junction, effectively creating two T junctions, requiring road users to stop or slow significantly prior to turning from the side road arms. Staggering the junction in this way will also change the angle of view for road users

approaching the junction, improving their visibility of approaching traffic, and in particular cyclists, who are the most vulnerable.

Finance

14.

	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	10	2	Casualty Reduction	531
	Client Fee			Budget	
	Supervision	5	1		
	Construction	516	97		
	Land	0	0		
	Total	531	100	Total	

15. .

	<u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in maintenance expenditure	1.0	0.001%
	Capital Charges (Depreciation and notional interest charges)	51.0	0.032%

Programme

16. Works will commence on site at the earliest opportunity. Working in the SSSI (Site of Special Scientific Interest) New Forest presents some challenges to avoid ground nesting bird seasons between March and August.

17. Works are expected to take 4 weeks for the mitigation/compensation land and 6 to 8 weeks, depending on the requirements of the Planning Application, for the main Ipley crossroads works.

Scheme Details

18. The proposal is to change the layout to make a staggered junction, by altering the western arm of the crossroads as shown on the attached drawing labelled Ipley Cross Beaulieu Safety Improvements, General Arrangement (CJ008720-ECH-HGN-00007777-DR-HE-0101). A new section of carriageway on the approach of the C97 from the West, of 102 metres in

length (measured at the centreline), would join the Beaulieu Road at an angle of ninety degrees 50 metres south of the current crossroads. The existing carriageway no longer needed would be removed and that land allowed to return to forest.

19. The proposed new layout, involving a T-junction for traffic travelling East or West on the C97, would mean that instead of traffic being able to drive straight across the junction, vehicles travelling in either direction would be forced to slow down in order to join Beaulieu Road.
20. The proposed scheme minimises impact on the forest and would cause least disruption to traffic.
21. The ecologically sensitive location precludes schemes requiring more land to construct such as a roundabout, traffic signal junction or comprehensive traffic calming.
22. The location of this junction within the national park further restricts the types of measure appropriate here and consistent with the needs of grazing livestock.
23. Resurfacing works on Beaulieu Road will also be required to remove the coloured high friction surfacing and out of date lining and road markings to ensure the surface of the carriageway suits the new road layout.

Mitigation

24. In addition to the core scheme, provision of compensation land for Natural England and mitigation land for Forestry England will be needed.
25. In order to create the new junction layout at Ipley Crossroads, an area of Forestry England land of 663 square metres would be needed for the new carriageway; and the area of land no longer needed as highway, comprising 591 square metres, would be returned to forest. This would result in a net decrease of 72 square metres of forest at Ipley Crossroads.
26. By way of compensation to Forestry England and mitigation for Natural England, the County Council proposes to return to forest an additional area of carriageway elsewhere in the New Forest. This is likely to be at Wilverley Cross (the location of Wilverley Cross is indicated on the attached Location Plan) through removal of one side of the triangular junction as shown on the attached drawing titled Mitigation Land Transfer Plan. This would result in a reduction of 853 square metres of carriageway, with an additional benefit of re-joining the central area of the triangle to the forest.

27. A small adjustment would be required to the remaining junction as requested by Forestry England and the Verderers to allow the safe movement of the Forestry England logging lorries, larger goods vehicles (over 7.5 ton) and towed vehicles through the junction. This proposal is currently the subject of discussion with the bodies concerned, and in design, but is estimated to require a land take of approximately 75sqm.
28. The combination of 738 square metres of new carriageway and a total of 1,434 square metres of land being made over to forest would represent a net gain to the forest of 696 square metres. Negotiations are currently underway with Natural England and Forestry England to reach a land bank agreement whereby future land requirements for highway schemes in the New Forest could be offset on a square metre by square metre basis by virtue of highway rights already extinguished on land in the New Forest. At present this agreement has yet to be finalised.
29. Should the necessary land bank not be agreed within the timescales required for the proposed casualty reduction scheme, alternative land currently forming a slip road at the Wotton junction is proposed to form the mitigation and compensation land for a return of 72sqm subject to the agreement of Natural England and Forestry England. Work on the land bank agreement is proposed to continue to aid future highway projects within the National Park. It is therefore recommended as part of this report that the land bank be pursued independently of this scheme should it not be possible to reach agreement within delivery timescales for the Ipley Crossroads Casualty Reduction Scheme.

Departures from Standards

30. Not Applicable.

Consultation and Equalities

31. The local member, Councillor David Harrison, supports the scheme.
32. The primary engagement has been with the Forest Bodies. The National Park, Forestry England, Natural England and the Verderers are all positive with regards the principle of the scheme and are working with the Casualty Reduction Team to reach solutions for their individual concerns and issues about the detail of the scheme implementation.
33. The scheme was presented to the Verderers Court for consideration in June 2020. Confirmation that the Verderers support the scheme was heard at the Verderers Court's hearing on 16 September 2020.

Statutory Procedures

34. It is proposed to implement an exchange of land under Section 256 of the Highways Act 1980. The Notice has been served in the Hampshire Independent on 3 and 10 July 2020 and the consultation ran until 4 September 2020.
35. The County Council will apply to the Magistrates Court under Section 116 of The Highways Act 1980 to stop up highway over any land agreed to form part or all of the land agreed by way of mitigation, and/or compensation over which there are existing highway rights.
36. Several ecological surveys have been carried out and assessment reports prepared to determine impact and mitigation measures necessary to eliminate, where possible, or to reduce the negative impact of the works on the area. As part of this work an Environmental Impact Assessment (EIA) is being undertaken in accordance with the requirements of the New Forest National Parks Authority and Natural England.
37. Any creation of a Land Bank would be agreed under deed.
38. No Traffic Regulation Orders amendments are required for the scheme.

Maintenance Implications

39. The scheme has been consulted on by the County Council's Asset Management team, and which is content with the design, materials proposed and future maintenance issues.
40. The scheme will have a modest impact on future years maintenance budgets, and this is expected to be approximately £1000 per annum. The full maintenance figure for the scheme has been significantly reduced with a significant area of existing public highway being stopped up and therefore no longer requiring maintenance.

LTP3 Priorities and Policy Objectives

3 Priorities

- To support economic growth by ensuring the safety, soundness and efficiency of the transport network in Hampshire
- Provide a safe, well maintained and more resilient road network in Hampshire
- Manage traffic to maximise the efficiency of existing network capacity, improving journey time reliability and reducing emissions, to support the efficient and sustainable movement of people and goods

14 Policy Objectives

- Improve road safety (through delivery of casualty reduction and speed management)
- Efficient management of parking provision (on and off street, including servicing)
- Support use of new transport technologies (i.e. Smartcards; RTI; electric vehicle charging points)
- Work with operators to grow bus travel and remove barriers to access
 -
- Support community transport provision to maintain 'safety net' of basic access to services
- Improve access to rail stations, and improve parking and station facilities
- Provide a home to school transport service that meets changing curriculum needs
- Improve co-ordination and integration between travel modes through interchange improvements
- Apply 'Manual for Streets' design principles to support a better balance between traffic and community life
- Improve air quality
- Reduce the need to travel, through technology and Smarter Choices measures

- Promote walking and cycling to provide a healthy alternative to the car for short local journeys to work, local services or school
- Develop Bus Rapid Transit and high quality public transport in South Hampshire, to reduce car dependence and improve journey time reliability
- Outline and implement a long term transport strategy to enable sustainable development in major growth areas

Other

Please list any other targets (i.e. National Indicators, non LTP) to which this scheme will contribute.

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:	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:

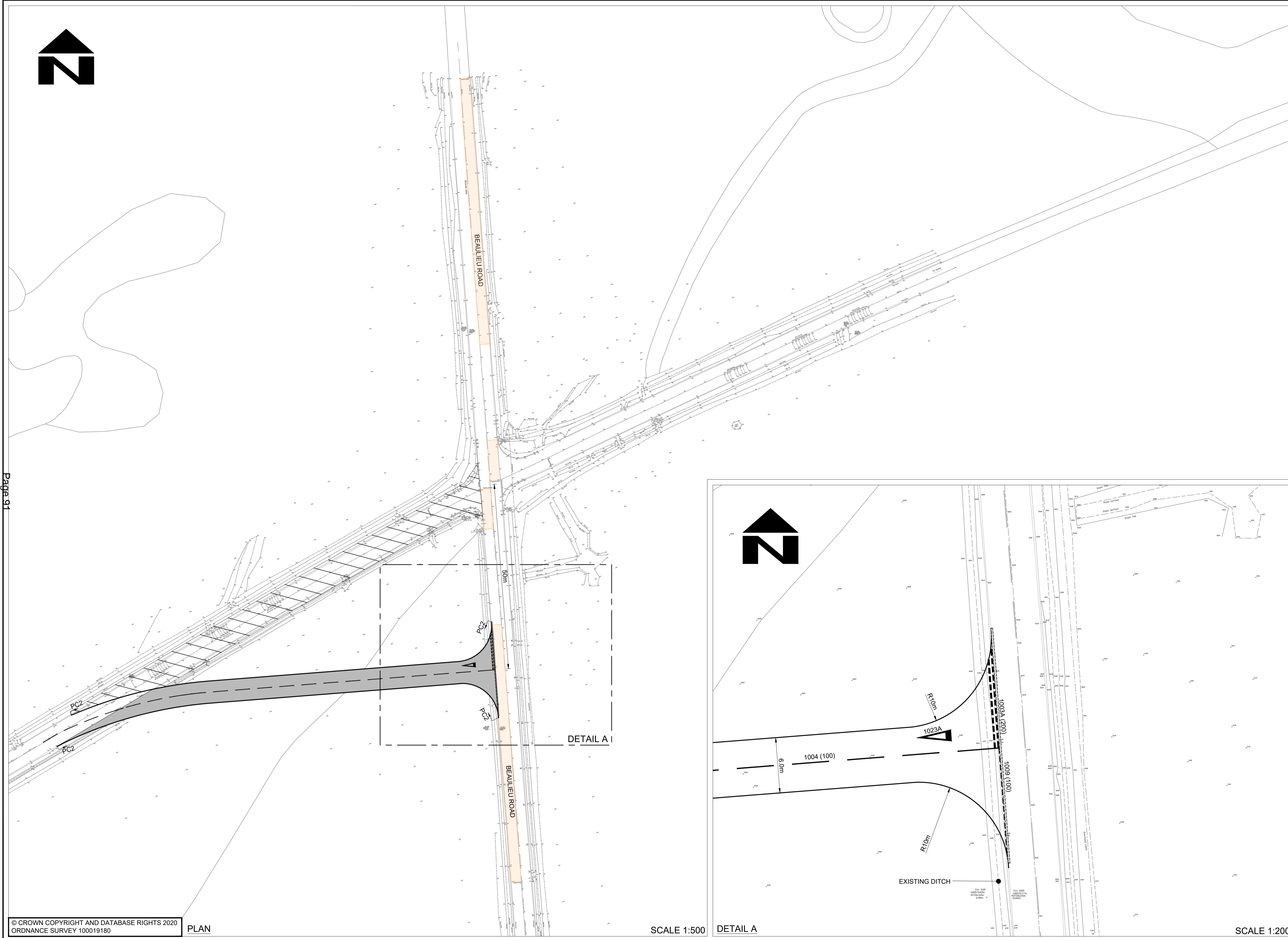
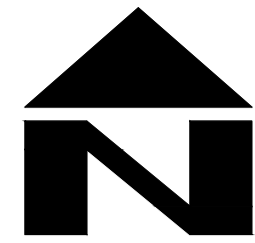
- Eliminate discrimination, harassment and victimisation and any other conduct prohibited by or under the Act with regard to the protected characteristics as set out in section 4 of the Act (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion 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:

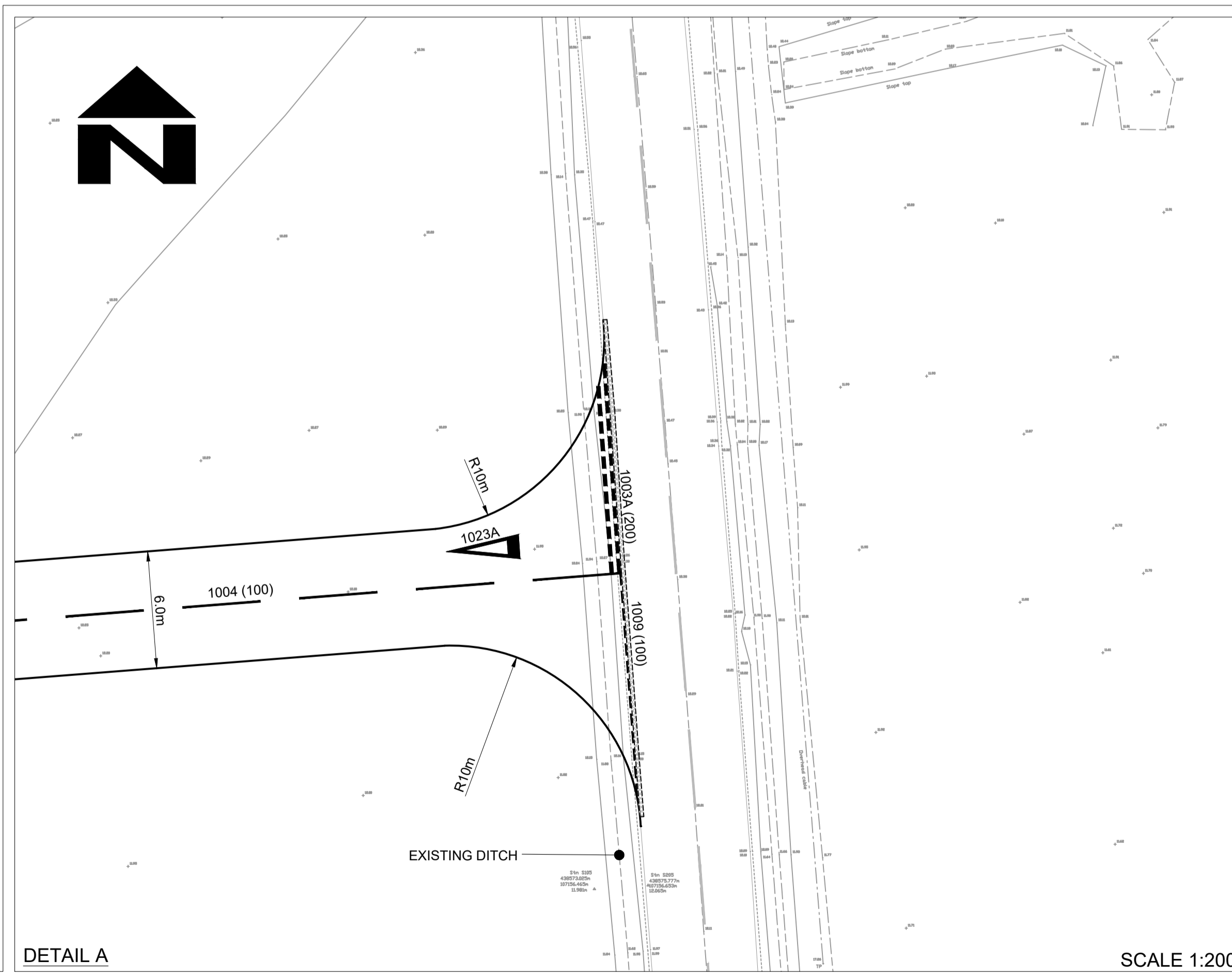
- The need to remove or minimise disadvantages suffered by persons sharing a relevant protected characteristic that are connected to that characteristic;
- Take steps to meet the needs of persons sharing a relevant protected characteristic that are different from the needs of persons who do not share 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:

The proposal is to stagger a crossroad junction to improve safety. Therefore, a neutral impact is expected for all service users including individuals with protected characteristics.



- NOTES**
- DO NOT SCALE FROM THIS DRAWING.
 - ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED.
 - BELLMOUTH RADII TO BE 10m.
 - FOR DETAILS OF PROPOSED ROAD SIGNS SEE DRAWING No. CJ008720-ECH-GEN-00007777-DR-HE-1201
- KEY**
- PROPOSED CARRIAGEWAY - SEE APPENDIX 7.1.
 - INLAY THE RECOVERED FOREST TURF ON THE EXISTING EXCAVATED CARRIAGEWAY AREA
 - INLAY SURFACE COURSE 40mm AT NEW JUNCTION TIE-IN
 - EXISTING HIGH FRICTION SURFACING
 - PROPOSED KERB FOR DETAILS SEE HCC STANDARD DETAIL HCC10/C/010
 - ROAD MARKING DIAG No. (WIDTH IN mm)



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ORDNANCE SURVEY 100019180

PLAN

SCALE 1:500

DETAIL A

SCALE 1:200

SUIT	REV	AMENDMENTS	DATE	CAD	CHKD	APPD

CLIENT

HAMPSHIRE COUNTY COUNCIL
ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT
STRATEGIC TRANSPORT

CONSULTANT

STUART JARVIS BSc DipTP FCIHT MRTPI: DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT

DESIGNER SS	SCALE @ A1 AS SHOWN	SCHEME IPLY CROSS BEAULIEU SAFETY IMPROVEMENTS	DRAWING TITLE GENERAL ARRANGEMENT
CAD RB	DATE APRIL 2020		
CHECKED JW JW	SHEET NUMBER 1 OF 1	JOB No. C.J008720.01	HCC CAD PLOT: 02/7/2020 16:20:57
APPROVED WW	DRAWING NUMBER CJ008720-ECH-HGN-00007777-DR-HE-0101	SUIT D2	REV P01

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HAMPSHIRE COUNTY COUNCIL

Executive Decision Record

Decision Maker:	Executive Member for Economy, Transport and Environment
Date of Decision:	8 October 2020
Decision Title:	Appointments to Statutory Joint Committees and Outside Bodies
Report From:	Director of Transformation and Governance - Corporate Services

Contact name: Katy Sherwood

Tel: 01962 847347

Email: katy.sherwood@hants.gov.uk

1. The Decision (PROPOSED):

a) That the Executive Member for Environment and Transport be requested to make appointments to the Statutory Joint Committees and Outside Bodies as detailed below. The term of office to expire in May 2021.

OUTSIDE BODIES AND OTHER ORGANISATIONS

	<u>Name of Body</u>	<u>Description</u>	<u>Previous representatives</u>	<u>Appointment(s) until May 2021</u>
1.	New Forest Business Partnership (NFPB) Board	The NFPB helps local businesses stay informed and competitive, leading to useful connections and contacts, sharing of ideas, collaboration on projects and opportunities for new business.	Mans	

2. Reason for the decision:

2.1. To maintain County Council representation on committees and 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:

Approved by:

**Date: 8 October
2020**

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