

Public Document Pack



NOTICE OF MEETING

Meeting Executive Lead Member for Economy, Transport and Environment Decision Day,
Executive Member for Highways Operations Decision Day: and
Executive Member for Climate Change and Sustainability Decision Day

Date and Time Thursday 17th June, 2021 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 is being held remotely and will be recorded and broadcast live via the County Council's website.

AGENDA

~ Executive Member for Highways Operations ~

Deputations

To receive any deputations notified under Standing Order 12.

KEY DECISIONS (NON-EXEMPT/NON-CONFIDENTIAL)

1. PROCUREMENT OF NEW RTPI FRAMEWORK (Pages 5 - 10)

To consider a report of the Director of Economy, Transport and Environment seeking approval to award the necessary contractual arrangements to provide the supply, installation and maintenance of Real Time Passenger Information (RTPi) during August 2021, for a period of four years, of a maximum total value of £16million.

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

2. ON-STREET CHARGEABLE PARKING (Pages 11 - 16)

To consider a report of the Director of Economy, Transport and Environment seeking approval to restart work associated with the introduction of on-street chargeable parking in town centre areas, following the decision made on 8 October 2020 to delay further development of the project in light of the impact of Covid-19.

3. ACTIVE TRAVEL UPDATE (Pages 17 - 32)

To consider a report of the Director of Economy, Transport and Environment regarding an update on School Streets trials, Workplace Cycle Parking Grant and E-Bike Loans and Emergency Active Travel Temporary Schemes.

~ Executive Member for Climate Change and Sustainability ~

Deputations

To receive any deputations notified under Standing Order 12.

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

4. CHICHESTER AND LANGSTONE HARBOURS - NATURAL CAPITAL PLAN (Pages 33 - 42)

To consider a report from the Director of Economy, Transport and Environment, regarding a collaborative approve to develop a natural capital plan for Chichester and Langstone Harbours.

~ Executive Lead Member for Economy, Transport and Environment ~

Deputations

To receive any deputations notified under Standing Order 12.

KEY DECISIONS (NON-EXEMPT/NON-CONFIDENTIAL)

5. BUS BACK BETTER: NATIONAL BUS STRATEGY (Pages 43 - 54)

To consider a report of the Director of Economy, Transport and Environment regarding Hampshire County Council's emerging response to 'Bus Back Better', the Government's National Bus Strategy, launched in Spring 2021.

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

6. HOUSEHOLD WASTE RECYCLING CENTRES OPERATIONS (Pages 55 - 66)

To consider a report from the Director of Economy, Transport and Environment providing an update on Household Waste Recycling Centre (HWRC) operations as the UK moves out of COVID-19 restrictions, including a pedestrian trial and bicycle access.

7. HOUSEHOLD WASTE RECYCLING CENTRE PROVISION IN NORTH HAMPSHIRE (Pages 67 - 74)

To consider a report from the Director of Economy, Transport and Environment regarding Household Waste Recycling Centre (HMRC) provision in North Hampshire following feasibility studies.

8. NEW EIS EUROPEAN PROJECT FUNDING (Pages 75 - 82)

To consider a report of the Director of Economy, Transport and Environment regarding an application by the County Council, as lead partner and accountable body, to the Interreg Europe programme for an extension of the Everywhere International SMEs project (EIS) through to September 2022.

9. COMMUNITY RENEWAL FUND (Pages 83 - 92)

To consider a report of the Director of Economy, Transport and Environment, which provides an update and seeks approval around the work being undertaken by Hampshire County Council, as a Lead Authority for the Community Renewal Fund.

Exclusion of the Press and Public

That the public be excluded from the meeting during the following item of business, as it is likely, in view of the nature of the business to be transacted or the nature of the proceedings, that if members of the public were present during this item there would be disclosure to them of exempt information within Paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972, and further that in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information, for the reasons set out in the report.

NON KEY DECISIONS (EXEMPT/CONFIDENTIAL)

10. WASTE DISPOSAL AND HOUSEHOLD WASTE RECYCLING CENTRE CONTRACTS NEGOTIATION STRATEGY (Pages 93 - 104)

To consider an exempt report of the Director of Economy, Transport and Environment regarding the proposed negotiation strategy in relation to the two main contracts, Waste Disposal Service Contract (WDSC) and Household Waste Recycling Centre (HWRC) Management Contract.

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 observe the public sessions of the meeting via the webcast.

funding. The Framework will allow for a call-off contract for the maintenance of procured equipment for a period of up to ten years from the framework agreement commencement date.

6. As part of the procurement of the new framework agreement, other local authorities were invited to be included to enable them to procure RTPI through the framework. The proposed framework agreement will enable the Participating Authorities of Dorset County Council, West Sussex County Council, Southampton City Council, Oxfordshire County Council, Portsmouth City Council and Isle of Wight Council to access the services.

Contextual information

7. Since the award of the RTPI Framework in August 2017, and continuing from previous RTPI deployments in Hampshire, the RTPI system has expanded to handle direct links from bus operators' tracking systems. These direct links provide the tracking data for the Central System to calculate and relay bus arrival times to over 500 electronic displays located at bus stations, bus stops and transport interchange hubs.
8. There has been growth in the deployment of RTPI across Hampshire as a result of a number of successful funding bids, including DfT's Transforming Cities Fund, schemes arising from the Government's Joint Air Quality Unit (JAQU) and Section 106 Developer Contributions.
9. The system not only provides RTPI but integrates other multi modal transport information, including live train departure information, service disruption information and also provides RTPI to National Public Transport Information (National PTI) and other public transport journey planning websites and apps including Google. This has proved particularly important since March 2020 when Hampshire's bus services have seen a large number of changes, thus emphasising how vital access to up-to-date information is for passengers.
10. Since the award of the Framework in 2017 several local authorities including Portsmouth City Council, Dorset County Council and West Sussex County Council have opted to participate in the Framework and share the Hampshire RTPI system that has resulted in cost efficiencies for both the County Council and the participating authorities.
11. Timely and accessible public transport information has a key alignment to the National Bus Strategy towards making public transport services an essential, attractive, commercially sustainable form of transport.
12. Any expenditure on the supply, installation and maintenance of RTPI will be subject to the County Council's appropriate approvals process relevant to the cost of each scheme.

Other Local Authorities

13. As part of the procurement of the new framework agreement, other local authorities were invited to be included to enable them to procure RTPI through

the framework. The proposed framework agreement would enable the Participating Authorities of Dorset County Council, West Sussex County Council, Southampton City Council, Oxfordshire County Council, Portsmouth City Council and Isle of Wight Council to access the services.

14. An Access Agreement will enable a partnering authority to utilise the Framework Agreement and it is proposed that Hampshire County Council charges a fee on the Participating Authority's spend based on full cost recovery. It is proposed that the income generated by this charge will partly cover the cost for procuring and managing the Framework Agreement and contribute towards the ongoing development, operation and maintenance of RTPi. This will aid the recovery of public bus services from the COVID-19 pandemic by ensuring that the County Council's infrastructure and information is fit for purpose and acts as an enabler for passengers to access bus services.

Finance

15. Spend is subject to funding for this proposed framework agreement. The upper estimated value for the Framework agreement is £16million over the 4-year life of the framework agreement and the 10-year maintenance period. Based on previous success in bidding for Government grants, it has been determined approximately £3.6million of the total £16million will relate to Hampshire County Council. £12.4million will be the allocated combined spend of Dorset County Council, West Sussex County Council, Southampton City Council, Oxfordshire County Council, Portsmouth City Council and Isle of Wight Council.
16. The £3.6million spend relating to Hampshire County Council is based on a combination of:
 - a. Allocated ongoing revenue funding from within the Passenger Transport Infrastructure and Information budget;
 - b. Appropriate developer contributions where improvements to public transport have been identified within the relevant Section 106 agreement; and
 - c. Spend on innovative projects such as Transforming Cities Fund and future National Bus Strategy, LEP and DfT opportunities.
17. Specific spend approval will be sought for individual projects as they are called off the framework contract.

Performance

18. The services provided under the proposed framework agreement would be monitored and assessed through operational statistics that are readily available to identify where improvements are needed to and facilitate corrective action. Regular site inspections are also carried out to monitor performance.

19. Feedback from the public, elected Members, and bus operators has largely been positive about delivery under existing arrangements. During the initial Covid-19 lockdown and recovery periods, the County Council has been able to flexibly respond to changing public transport requirements and implement last minute timetable changes and social distancing messaging providing reassurance for passengers and supporting passengers' safety. Providing for similar arrangements in the future will aid the County Council in promoting bus services, supporting the return of former passengers and advocating bus travel as sustainable transport post-Covid.

Consultation and Equalities

20. An equalities impact assessment has been completed in respect of this framework agreement. The award of the new framework agreement would not have an impact on people with protected characteristics as it maintains the authority's existing ability to procure the supply, installation, and maintenance of RTPI. Further equalities impact assessments for each of the schemes to be procured through the Framework will be brought forward when a project appraisal is completed.

Climate Change Impact Assessment

21. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.
22. The climate change adaptation project screening tool has identified that future infrastructure could be affected by extreme weather events, especially flooding and long periods of hot weather. However, this specific decision relates to a procurement process, and a more detailed climate change impact assessment for each of the schemes to be procured through the Framework will be brought forward when a project appraisal is completed.

Conclusions

23. That approval of the Framework Agreement detailed in this report will enable Hampshire County Council to continue to provide high quality RTPI, supporting both the commercial and supported public bus network in Hampshire.

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

The award of the new framework agreement would not have an impact on people with protected characteristics as it maintains the authority's existing ability to procure the supply, installation and maintenance of RTPI. Further equalities impact assessments for each of the schemes to be procured through the Framework will be brought forward when a project appraisal is completed.

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Highways Operations
Date:	17 June 2021
Title:	On-Street Chargeable Parking
Report From:	Director of Economy, Transport and Environment

Contact name: Marc Samways

Tel:

Email: marc.samways@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to seek approval to restart work associated with the introduction of on-street chargeable parking in town centre areas, following the decision made on 8 October 2020 to delay further development of the project in light of the impact of Covid-19.

Recommendation

2. That the Executive Member for Highways Operations approves restarting work on on-street chargeable parking measures in town centre areas previously delayed during the Covid-19 national lockdown and response phases.

Executive Summary

3. At the Executive Member for Economy, Transport, and Environment Decision Day meeting on 8 October 2020, the Executive Member agreed to delay further development of on-street chargeable parking in town centre locations during the national and local lockdown phases of the pandemic when it was anticipated that restrictions would have been lifted by summer 2021. This timetable reflects the Government's latest Roadmap for removing Covid restrictions.
4. The recommendation also delegated authority to the Director of Economy, Transport and Environment, in consultation with the Executive Member, 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.
5. At the Decision Day meeting on 8 October 2020, the Executive Member approved the progression of chargeable parking to continue in other, non-retail areas, including sea front locations and other suitable areas popular with visitors where there is a recognised need for better managed parking due to the level of demand for on-street spaces.
6. A fundamental requirement for the modernisation of the County Council's parking service is to ensure that it operates on a full cost recovery basis. It is intended that all associated expenditure should be 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.

7. 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 two town centre areas of 'pay and display' parking in Lymington and Fareham has made good progress, but further development of these schemes was put on hold following the impact of Covid-19. The Executive Member decision in October 2020 recognised that businesses would require some time to recover from the impact of the pandemic and approved delaying further work on areas of chargeable parking in retail areas, including Lymington and Fareham subject to assessing the prevailing needs in respect of Covid-19. Other locations, including established visitor hotspots, had seen increased demand, and approval was given 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.
8. Work to introduce on-street chargeable parking at the seafront in Lee-on-the Solent has remained on-track with measures expected to be implemented during the summer, subject to the outcome of the Traffic Order process.
9. One of the principal benefits of on-street chargeable parking is the increased compliance with the timed restrictions resulting in increased turnover of parking space that increases the likelihood of people being able to find a convenient place to park.
10. On-street chargeable parking is seen as an important tool in helping to manage demand for on-street space with 'pay and display' schemes becoming the norm in the majority of cities, towns and larger villages across the UK. The introduction of modest charges will also help complement the district managed off-street car parks, which are generally also subject to parking charges.

Contextual information

11. Five 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, March 2019 and October 2020.
12. The on-street parking project is one of the department's key projects in meeting its Transformation to 2019 savings targets with the targeted rollout of chargeable parking seen as a vital component to achieving this goal.

Finance

13. Approving the recommendation will result in additional parking revenue to help cover costs associated with operating the on-street parking service with the aim of ending the cross subsidisation of parking from Highway Maintenance funds. The level of revenue generated from chargeable parking is anticipated to reach in the region of £450,000 over coming years, which will help offset the County Council's associated costs of delivering the parking service.

Performance

14. The management of on-street parking is a Transformation to 2019 project with an annual savings target of £1.043million. The Covid-19 national lockdown and response phase has affected 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.

Consultation and Equalities

15. 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.

Climate Change Impact Assessments

16. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.
17. The climate change mitigation tool was not applicable because this report relates to lifting a delay in planned and previously approved proposals to introduce chargeable parking in existing areas of limited waiting (time restricted parking).

Conclusions

18. The management of on-street parking is a Transformation to 2019 project with a savings target of £1.043million. The Covid-19 national lockdown and response phases have had a significant impact on 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.
19. One of the key elements affected by the Covid-19 response and recovery is the implementation of new areas of on-street chargeable parking in town centre locations, with development of these schemes put on hold following the Executive Member decision in October 2020 pending assessment of the prevailing needs in respect of Covid-19. The lifting of restrictions now makes it possible for chargeable parking in these locations to progress, subject to the outcome of the legal traffic order process.

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

Other Significant Links

Links to previous Member decisions:	
<u>Title</u> On-Street Pay and Display Parking-2020-10-08-EMETE Decision Day (hants.gov.uk)	<u>Date</u> 8 th October 2020
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);
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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 been assessed as having a neutral impact on groups with protected characteristics.

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 Highways Operations
Date:	17 June 2021
Title:	Active Travel – Update
Report From:	Director of Economy, Transport and Environment

Contact name: Andrew Kettlewell

Tel: 07793 758 241

Email: andrew.kettlewell@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to provide an update on the following projects included in the Active Travel (AT) programme of work:
 - School Streets Trial;
 - Workplace Cycle Parking Grant and E-Bike Loan; and
 - AT Temporary Schemes.

Recommendations

A) School Streets Trial

2. That approval is given for the implementation plan for the School Streets Trial, as outlined in this report, with active measures to be trialled at: Alverstoke Infant School, Gosport; Cadland Primary School, Holbury; and Harrison Primary School, Fareham; and control sites for monitoring and assessment during the trial to be sited at: Petersfield Infant School; Foxhills Infant School, Ashurst; and Elson Junior School, Gosport.
3. That authority to make the arrangements to implement the three individual school streets trial schemes be delegated to the Director of Economy, Transport and Environment.

B) Workplace Cycle Parking Grant and E-Bike Loan

4. That the Executive Member for Highways Operations approves the proposed Workplace Cycle Parking Grant and E-Bike Loan scheme and criteria, as outlined in this report.
5. That the Executive Member for Highways Operations notes the allocation value of £150,000 within the Department for Transport's (DfT's) Active Travel Fund award to Hampshire County Council for the Business Cycle Parking Grant and E-Bike Loan scheme and approves the proposed launch of this grant and loan from July 2021.

6. That authority is delegated to the Director of Economy, Transport, and Environment to award grants to successful applicants to the Workplace Cycle Parking Grant and E-Bike Loan Scheme, and to make the necessary arrangements, including contractual arrangements, in consultation with the Executive Member for Highways Operations.

C) Emergency Active Travel Temporary Schemes

7. That the Executive Member for Highways Operations confirms that all Active Travel temporary schemes should be removed in line with the Government's Roadmap to ease social distancing on the 21st June, or later if deferred, as outlined in the supporting report, and that authority is delegated to the Director of Economy, Transport, and Environment to make the necessary arrangements.
8. That a decision on removal of emergency active travel schemes in Winchester be deferred to July in order to allow traffic survey work to take place to inform the Winchester Movement Strategy, allowing an in-combination test of measures after other social distancing measures have come to an end.
9. That a new approach, based on presumption of support, will be adopted in relation to the use of the highway to support the hospitality sector, such as Section 171 licences, tables and chairs licences, and the suspension of parking bays, to be reviewed at the end of 2021.

Executive Summary

A) School Streets Trial

10. The report sets out the proposed approach for delivery of the School Streets trial schemes, as per the approved recommendations of the report to Cabinet in February 2021. The report also provides a summary of feasibility studies which have identified the three sites that are most suited to implementation of school streets interventions under this trial. It is proposed that site-specific scheme details, including implementation details, will be developed further and reported under delegated arrangements to the Director of Economy, Transport and Environment, as set out in the recommendations.
11. The School Streets initiative will provide an environment more favourable to alternative modes of transport to the private car around the schools and has the potential to reduce short car journeys within the local area by encouraging the increased use of active travel modes for school travel. This will support school travel plan targets and bring benefits in terms of reduced traffic congestion, improved air quality, and improvements to road safety around the school site, both perceived and actual.

B) Workplace Cycle Parking Grant and E-Bike Loan

12. Additionally, this paper provides an update on the delivery of the Business Cycle Parking Grant and E-Bike Loan scheme, as included within the DfT's Active Travel Fund bid, outlining the offer to be presented to businesses and organisations across Hampshire, as well as the criteria by which Hampshire County Council will assess the submission.

13. The Workplace Cycle Parking Grant and E-Bike Loan scheme will provide a real opportunity for the County Council to offer Hampshire businesses and organisations the support they need to enable and promote cycling to work on the provision that they can demonstrate commitment to active and sustainable travel.
14. Furthermore, it will provide the County Council with the chance to gather evidence on the demand for such an offer, which has the potential to support future bids to Government, e.g. the DfT's Capability Fund.
15. By engaging with businesses on a grant and loan such as this, there is an opportunity for the County Council to add value with its Travel Planning services and seek further improvements to the active and sustainable travel that those businesses and organisations undertake, particularly in areas where capital improvement are or will be undertaken.

C) Emergency Active Travel Temporary Schemes

16. This paper seeks to provide an update on the status of the temporary schemes currently on the highway completed using AT Tranche 1 funding to respond to the Covid-19 pandemic. This paper also seeks approval to remove the emergency active travel schemes in alignment with the Government's Roadmap for easing social distancing on the 21st June, or later if deferred.
17. A limited number of temporary measures to support the hospitality sector, temporary placement of tables and chairs on highways or footways, will be permitted.
18. This report identifies temporary schemes in Winchester, where it is recommended that removal be deferred to allow traffic survey work to take place to inform the Winchester Movement Strategy by allowing an in-combination test of measures after other social distancing measures have come to an end.
19. In addition, this report details the legal basis on which the proposed retention of identified schemes will be made.

Contextual information

A) School Streets Trial

20. Following approval of the 'School Streets' report at Cabinet on 9 February 2021, the development of the School Streets pilot has progressed, both in terms of developing the implementation plan and also the technical review of the feasibility of delivering school streets interventions at the six shortlisted sites listed approved by Cabinet. It is proposed that of the six shortlisted sites, three will be taken forward for delivery of school streets interventions, for a trial period from July 2021 and into the Autumn term. The other three sites on the shortlist would be control sites for further monitoring and assessment.
21. At the three locations chosen for trial School Street initiatives, the roads providing the main route of pedestrian access to the school site will be closed to motor vehicles at the start and end of the school day. The road closure will be set out and marshalled by school staff or volunteers associated with the

school, who will manage access through the road closure. Access will remain available for residents, their visitors, emergency vehicles, disabled/blue badge, taxis and others as appropriate. It is proposed that site-specific scheme details, including implementation details, will be developed further and reported under delegated arrangements to the Director of Economy, Transport and Environment, as set out in the recommendations.

22. The trial sites and control sites would be subject to monitoring and assessment to gauge the effectiveness of the school streets interventions. It is planned that the results of the monitoring and assessment will be reviewed to enable a report to be brought back to Cabinet in late 2021/early 2022 with the outcomes and conclusions from the trial.

B) Workplace Cycle Parking Grant and E-Bike Loan

23. Following the announcement of the Active Travel Fund bid, Hampshire County Council was successful in securing £3.28million (capital and revenue mix) for a programme of measure to promote walking and cycling. Of that £3.28million, £150,000 was allocated to 'A grant for the construction of bike racks and shelters for up to 50 businesses. The grant will be provided for cycle storage only and will be in exchange for proof of signing up to the Cycle to Work scheme and a commitment to monitoring the take up for cycling to work'. An allocation of this was also for development and administration purposes for the grant scheme.
24. A significant amount of work has been undertaken since the funding announcement to identify the criteria and process by which businesses and organisations are to apply. Work has also been undertaken to find an appropriate route to offer an E-Bike, and potentially an E-Cargo Bike per organisation, on a free loan initially. Applicants will be able to apply for either a Workplace Cycle Parking Grant, or a free E-Bike Loan for one year.
25. It is anticipated that the development work that has been invested into this initiative will provide the basis for further future bids and offers to businesses and organisations, for example through the DfT's Capability Fund.

C) Emergency Active Travel Temporary Schemes

26. In May 2020 Hampshire County Council was awarded £863,000 AT Tranche 1 funding to respond to the Covid-19 pandemic with targets to:
 - enable social distancing by giving people more space;
 - reallocate road space to create safe environments for walking and cycling, to embed these habits; and
 - provide alternatives to public transport for key workers.
27. A total of 42 temporary schemes were delivered by Hampshire County Council and partners. In addition, supporting work included:
 - social distancing messages at thousands of bus stops;(posters/stencils/real time information);
 - more time given to pedestrians at 160 controlled pedestrian crossings;

- Variable Message Signs (VMS) advertising social distancing measures; and
 - radio campaigns.
28. Since May 2020, the temporary schemes have been monitored, and where appropriate removed or amended in response to feedback from local communities and changes in traffic behaviour.
29. On 17 March 2021, the County Council issued a press release stating that it is working in line with the Government's Roadmap for a cautious and gradual easing of lockdown restrictions.

Feasibility Review

A) School Streets Trial

30. An initial review exercise has been undertaken, to consider the feasibility of implementation of a school streets trial scheme at each of the six shortlisted sites. The review included a design assessment of the likely scheme layout and how this would impact: school access; the traffic management implications for residents on affected roads and the surrounding areas; potential resourcing requirements associated with marshalling the scheme; and the assessment of risks to road users and marshals. The feasibility review determined that implementation of a school street road closure was technically feasible in terms of design and operation at all six sites. However, some of the six shortlisted sites present more of a delivery challenge than others.
31. For the trial to be of relevance to future decision making on school streets initiatives, sites of varying complexity in terms of design, implementation and operation should be selected. The recommendation of the feasibility review is to proceed with trials at three sites, which offer varying degrees of complexity in terms of design and operation but do not present significant implementation challenges. The sites recommended for implementation of school streets trial interventions are:
- Alverstoke Infant School, Gosport;
 - Cadland Primary School, Holbury, New Forest; and
 - Harrison Primary School, Fareham.
32. The three other sites shortlisted for the pilot present a higher level of complication in terms of design, delivery, or operation. A significant factor is the impact the proposed schemes may have on other existing services in the local area, such as school crossing patrols or bus routes. In these circumstances, the existing services are not compatible with the proposed school streets road closure, therefore adjustments will need to be made to how the existing services are provided. These changes and their related impacts on users are significant and whilst they may not affect the implementation of a future school streets scheme in these locations, they make the locations less suitable for a short duration trial. The locations

recommended for control sites for monitoring and assessment during the trial, and consideration for future school streets interventions if appropriate, are:

- Petersfield Infant School, Petersfield;
- Foxhills Infant and Junior School, Ashurst, New Forest; and
- Elson Junior School, Gosport.

B) Workplace Cycle Parking Grant and E-Bike Loan

33. Research has been undertaken to establish any similar schemes to the Workplace Cycle Parking Grant that have been managed by other Local Authorities. This has informed the development and preparation of the proposed application process. Key elements of this include encouraging take up from those businesses that are committed to sustainable and active travel through commitment to a Cycle to Work scheme, providing funds that enable effective and secure cycle storage, and providing the most support to those businesses and organisations whereby their size hinders the affordability of secure storage.
34. Other criteria that will be applied for eligibility of the Cycle Parking Grant include:
- employing between 10 and 5,000 employees;
 - being an organisation located within the county of Hampshire;
 - as an organisation, supporting a shift towards sustainable travel; and
 - owning the land on which the company wishes to use the grant or securing permission from the landowner.
35. Organisations that can apply to benefit their staff can be:
- individual organisations;
 - groups of two or more organisations e.g., a retail park;
 - NHS and other health care providers;
 - schools, colleges, and other educational providers;
 - charities and community interest companies;
 - Voluntary, Community and Social Enterprises; and
 - Limited companies.
36. Furthermore, it is agreed that the following cannot be funded:
- the provision of the grant or loan to organisations and businesses outside of Hampshire;
 - businesses and organisations looking to access the grant to fulfil a planning requirement;
 - maintenance and repairs of cycle parking;
 - insurance for bikes; and
 - PPE for the bike riders.
37. Legal advice has been taken to ensure the correct Terms and Conditions will be in place, such as ensuring that any aid given is not considered a prohibited subsidy under the Subsidy Control rules.

38. The E-Bike and E-Cargo bike loan scheme must be developed and implemented within the timescales of the Active Travel Fund requirements, without incurring excessive development costs in proportion to the funding available for this element of the offer. Therefore, the most effective and sustainable option to deliver this loan is through the County Council's own in-house transport provider (Hampshire Transport Management), which has a route to market through the Crown Commercial Services framework, utilising the services of Halfords. This will enable a flexible approach to meet the needs of the businesses and organisations in Hampshire, depending on where the greatest demand is shown to be.
39. A range of options as to what the offer could look like have been explored and assessed against the benefits and costs. Overall, it has been assessed that the greatest take-up would result from funding the full cost of the loan for up to one year. This is on the provision that the applicant can evidence its engagement and commitment in active and sustainable travel activities.

C) Emergency Active Travel Temporary Schemes

40. The proposed works involve the removal of all current Active Travel temporary schemes in line with the Government's Roadmap for easing social distancing on the 21st June, or later if deferred.
41. However, it is proposed to delay the removal of temporary schemes in Winchester to allow the County Council to undertake post-lockdown closures ahead of the school holidays. The removal of Winchester temporary schemes is being deferred in order to assess the combined impact of the Active Travel Scheme during school term time as lockdown eases, as the Winchester Movement Strategy proposes radical change, and accurate traffic data is therefore essential. Post-lockdown testing will also help the County Council to define future strategy. The Winchester temporary schemes involved are:
- Winchester (Hyde Street, Hyde Church Lane, North Walls, Jewry Street, The Broadway, Great Minster Street, and The Square).
42. Should the easing of social distancing be deferred beyond the 21st of June, the Executive Member for Highways Operations will receive a further update on proposals at the July Decision Day based on the most recent Government announcements.
43. In addition, to support economic recovery and the high street, measures implemented under Section 171 licences that support economic recovery will generally be supported. Future, and variations of existing, Section 171 licences and appropriate suspension of parking bays are proposed to be permitted, to allow hospitality businesses to apply for tables and chairs licences on the highway. This is a new approach that recognises the need for temporary local measures to support local businesses, which will be applied regardless of whether the application site was within an AT scheme.

Finance

A) School Streets Trial

44. Funding awarded from the Department for Transport's Active Travel Fund (ATF) Tranche 2 award has been re-allocated to fund this trial up to a total of £66,000. The finance and funding of the School Streets trial is as set out in the February report to Cabinet.

B) Workplace Cycle Parking Grant and E-Bike Loan

45. Funding awarded from the DfT's Active Travel Fund has provided £150,000 to cover the cost of staff time, marketing and promotional support, and the actual awards and loans. It is anticipated that approximately 90% will be allocated for the latter. This will undergo periodic checks depending on the levels of interest in the fund, which may then require additional support from marketing and comms to reach a wider audience.
46. In terms of the actual grants and loans to be offered, it is proposed that a graduated grant system is applied which is designed to support SMEs.
47. For the E-Bike and E-Cargo Bike Loan, the same principle was considered, but discounted as it would make for a more complicated administrative task for what is a relatively low-cost initiative. Furthermore, to gain the full benefits of what is still a relatively new concept, a year is considered to be a more effective period of time to evaluate if it's a worthy investment for a business or organisation.
48. Therefore, whilst the demand will be reviewed regularly, it is expected that approximately two thirds of the budget will be apportioned for the Cycle Parking Grant, and a third to the E-Bike and E-Cargo Bike Loan.
49. As outlined previously, businesses and organisations will be expected to take note of and pay due diligence to ensure they do not breach the State Aid threshold, which will be included within the Terms and Conditions.

C) Emergency Active Travel Temporary Schemes

50. The removal of temporary schemes was included in the original scheme budgets and will be met by the Active Travel Fund.

Statutory Procedures

A) School Streets Trial

51. The legal basis for the road closure will be through an Experimental Traffic Regulation Order (ETRO), which will prohibit the use of motor vehicles in the affected road during specified time periods.

B) Workplace Cycle Parking Grant and E-Bike Loan

52. No Statutory procedures will be required for the Workplace Cycle Parking Grant and E-Bike Loan Scheme.

C) Emergency Active Travel Temporary Schemes

53. The justification for the current Temporary Traffic Regulation Orders (TTROs) for Emergency Active Travel Temporary schemes was to support social distancing, and on this basis, it is recommended that the emergency active travel schemes are removed when social distancing comes to an end.
54. Depending on the terms of each of the Orders made, it may be necessary to revoke them in accordance with the Road Traffic (Temporary Restrictions) Procedure Regulations 1992 and in such cases, the relevant processes shall be followed.
55. It is proposed that the removal of current TTROs for the following schemes is deferred to facilitate the Winchester traffic surveys and a further update will be reported to the July Executive Member for Economy, Transport and Environment Decision Day:
 - Winchester (Hyde Street, Hyde Church Lane and North Walls). The scheme to continue under the Traffic Regulations Order currently in place which ends on 21 September 2021; and
 - Winchester (The Broadway, Great Minster Street and The Square). The current schemes are promoted by Winchester City Council, with the Traffic Regulation Order processed by the County Council. It is proposed to continue the scheme under the current Traffic Regulation Order and to align with the current Table and Chairs (Pavement) licence, which ends at the end of September 2021.

Consultation and Equalities

A) School Streets Trial

56. There has been extensive engagement with the six schools under consideration while proposals have been in development. During development of the school streets proposals, discussions will be had with the schools and key stakeholders. Public communications will be undertaken in advance of delivery to provide information on the scheme proposals to stakeholders, residents, businesses and the school community. During the trial period, public views on the impact of the schemes will be sought. This feedback will inform the decision on whether to keep, modify or remove the scheme and associated ETRO following the initial trial period. In addition, the schemes have been developed in close liaison with Hampshire County Council children's services, and the relevant executive members have been briefed.
57. An equalities impact assessment has been undertaken for the school streets pilot proposals and as described in the report to Cabinet in February 2021, it has been found to have a neutral impact on people with protected characteristics.

B) Workplace Cycle Parking Grant and E-Bike Loan

58. To date the consultation of the offer to fund the Workplace Cycle Parking Grant and E-bike Loan has mainly been internal, with some reference to the

offers made by other Local Authorities and advice sought from organisations such as Sustrans.

59. The scheme is an offer to organisations, whereby suitable applicants need to apply for a grant or an e-bike and therefore the promotion of the scheme will be undertaken through marketing via Hampshire County Council webpages, Twitter and Facebook to reach as many organisations within Hampshire as possible. Existing workplaces networks such as through My Journey will also be used.
60. A review will be undertaken at the end of the grant and loan period to assess the effectiveness and attractiveness of the offer and what could be done to improve it should a future grant or loan be made available.
61. An overview assessment has been undertaken with the Equality and Engagement Team, to have due regard to the nine protected groups of the Equalities Act. This has highlighted the grant and loan is likely to have a neutral impact on all groups with protected characteristics. This is because the cycle parking grant and E-bike loan will be offered to all organisations across Hampshire, irrespective of the composition of the workplace, and therefore does not exclude members of the community. The grant and loan also don't require any financial contribution by any individual employee.

C) Emergency Active Travel Temporary Schemes

62. Clear and timely press and web communication is essential as the Government Road Map is followed and 'rolled out'. This is a key element in supporting the recommendations of this report.
63. All other organisations that have promoted temporary schemes on the highway will be notified of the County Council's position, following consideration of this report.
64. Local members will be notified in advance of any changes to temporary schemes.
65. An Equalities Impact Assessment was completed for individual temporary schemes as part of the original approval to implement the schemes. This was based on protecting public health and reacting quickly to change the scheme post opening in response to any issues raised.

Programme

A) School Streets Trial

66. As described in the February 2021 report to Cabinet, the trial is planned to commence at the end of the Summer term in July 2021, through until at least the October half term. The associated ETRO will be in continuous effect during term-time only (allowing a pause in the trial during school holiday periods). The proposal to Cabinet states that the trials will be reviewed in October 2021, at which time a decision will be required on whether to keep, modify or remove the scheme and associated ETRO following the initial trial period.

B) Workplace Cycle Parking Grant and E-Bike Loan

67. In line with the wider Active Travel Fund programme, all funding for the Workplace Cycle Parking Grant and E-Bike Loan will be committed by the end of March 2022. It is anticipated that following approval of this report, the grant and loan application will be launched in July 2021 and run for approximately a month, with the option to extend should there be insufficient applications.
68. Once applications have been processed and approved, the initial decision on successful applicants will be determined at Officer level, prior to consultation with the Director for Economy, Transport and Environment who will have final sign off and approval on Officer decision.
69. Monitoring and evaluation of the awarded schemes will be undertaken in line with the DfT's requirements and will help to inform future bids, as well as providing useful case studies to promote the success of the scheme.

C) Emergency Active Travel Temporary Schemes

70. All schemes to be removed from the highway will be removed as soon as practicable from the end of the Government Roadmap when all social distancing measures are lifted. It is expected this can be completed in approximately three weeks.

Legal and Insurance

A) School Streets Trial

71. The County Council will undertake appropriate public engagement, conduct detailed risk assessments, and provide appropriate training/guidance and equipment to the marshals who will be operating the scheme. These elements of the pilot are in development and the specific detail will be included in the individual scheme project appraisal reports. The insurer will be fully appraised of the details and confirmation that the school streets activities are insured will be sought in advance of the trials going to site.

B) Workplace Cycle Parking Grant and E-Bike Loan

72. Consultations with the Legal Team have been undertaken which is preparing the appropriate Terms and Conditions to be put in place between the Council and the successful workplace recipients to cover both the requirements of the Workplace Cycle Parking Grant and E-Bike Loan.

C) Emergency Active Travel Temporary Schemes

73. Legal requirements are addressed under the Statutory Procedures section.

Climate Change Impact Assessments

74. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience impacts of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C

temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.

A) School Streets Trial

75. The decision relates to a number of individual projects, which are subject to assessment individually. Overall, the pilot will encourage a modal shift toward active travel for journeys to school, bringing benefits in terms of reduced local congestion and associated air quality and environmental benefits.

B) Workplace Cycle Parking Grant and E-Bike Loan

76. The scheme will endeavour to assess the climate change impact of the individual cycle parking facilities being implemented through the use of the Workplace Cycle Parking Grant. However, the nature of the scheme should be recognised for its positive impact as it encourages the use of sustainable active travel over motorised vehicle use.

C) Emergency Active Travel Temporary Schemes

77. Given the temporary nature of the schemes and the proposed delay to remove existing arrangements, there is no need for the removal or retention of AT temporary schemes to be processed using the County Council Climate Change tools.

Conclusions

A) School Streets Trial

78. The report sets out the proposed approach for delivery of the School Streets trial schemes, as per the approved recommendations of the report to Cabinet in February 2021. The report also provides a summary of feasibility studies which have identified the three sites that are most suited to implementation of school streets interventions under this trial.
79. Subject to Executive Member for Highways Operations approval of the recommendations in this report, the specific scheme details will be developed, and approval will be sought from the Director of Economy, Transport and Environment via a delegated decision report.
80. Trials would commence in July 2021 and continue into the Autumn term. During this period, monitoring and assessment of the impact of the trials will be undertaken. This information will be used to inform a decision on whether to extend, modify or remove the scheme and associated ETRO. Findings of the trials any conclusions to be drawn will be reported back to elected members following the conclusion of the trials in late 2021/early 2022.

B) Workplace Cycle Parking Grant and E-Bike Loan

81. This report sets out the proposed Workplace Cycle Parking Grant and E-Bike Loan scheme, to be launched in July 2021 to meet the requirements of the Active Travel Fund bid.
82. This report also provides a recommendation that the approved list of beneficiaries is signed off under powers delegated to the Director for Economy, Transport and Environment prior to award.
83. Monitoring and evaluation will be undertaken in line with the requirements of the Active Travel Fund and will also help provide recommendations that can be used for future bids or further travel planning work secured through Traded Services.

C) Emergency Active Travel Temporary Schemes

84. This report sets out the County Council's approach to the Government's Roadmap to ease social distancing in relation to Active Travel schemes.
85. The report also sets out the justification, means, and benefits of delaying the removal of a small number of temporary schemes.

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:	Yes

Other Significant Links

Links to previous Member decisions:

<u>Title</u>	<u>Date</u>
School Streets (Report to Cabinet)	9 February 2021
Workplace Cycle Parking Grant and E-Bike Loan ETE Capital Programme Monitoring EMETE Decision Day	14 th January 2021

Direct links to specific legislation or Government Directives

<u>Title</u>	<u>Date</u>
DfT Active Travel Fund Final Allocations (https://www.gov.uk/government/publications/emergency-active-travel-fund-local-transport-authority-allocations/emergency-active-travel-fund-total-indicative-allocations)	13 th November 2020

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:

School Streets Trial

An equalities impact assessment has been undertaken for the proposal and it has been found to have a neutral impact on people with protected characteristics. Individual assessments will be carried out for specific schemes, but the proposed trial will provide an opportunity to assess the approach more generally, particularly in relation to potential impacts on people with disabilities and older people, who may have to travel further at specific sites when escorting children to school. Other potential impacts to be monitored might fall upon other groups that may feel vulnerable escorting children to school on foot rather than by vehicle. It is assessed that there would be a positive impact for younger people (school pupils) through increased opportunity for physical activity, reduced road danger, and potential reductions in air pollution. A potential positive impact could also be experienced by people with disabilities not reliant on a private car as the environment would be safer e.g. people with visual impairment, mobility scooter.

Workplace Cycle Parking Grant and E-Bike Loan

An overview assessment has been undertaken with the Inclusion and Diversity team, to have due regard to the Public Sector Equality Duty. This has highlighted the grant and loan scheme itself, at the point of award by the County Council, is likely to have a neutral impact on all groups with protected characteristics. This is because the cycle parking grant and E- bike loan will be offered to all organisations across Hampshire, irrespective of the composition of the workplace and therefore does not exclude members of the community. The grant and loan also do not require any financial contribution by any individual employee.

To mitigate against any differential negative impacts, our guidance to organisations that are successful, will therefore include that they consider Equality and Diversity when promoting the cycle parking and e-bike loan to staff.

Emergency Active Travel Temporary Schemes

This report proposes Active Travel temporary schemes should be removed in line with the Government's Roadmap to ease social distancing. This will signify a return to business-as-usual activity in relation to managing the highway. Therefore, the proposals are considered to have a neutral impact on people with protected characteristics.

This report proposes that removal of emergency active travel schemes in Winchester be temporarily deferred to allow traffic survey work. Equalities Impact Assessment work was completed for all Winchester temporary schemes when the schemes were first implemented.

This report proposal regarding applications associated with the 'use of the highway to support the hospitality sector', will be a return to business-as-usual activity, with a change of approach to presume support. Given there are already checks and balances in place as part of the licence approval process, such as ensuring there is sufficient footway space, the proposals are considered to have a neutral impact on people with protected characteristics.

5. The harbours are part of Hampshire's heavily designated south-east coast. Chichester Harbour is an Area of Outstanding Natural Beauty. Langstone Harbour shares with Chichester Harbour protection as a Ramsar Wetland of International Importance, Site of Special Scientific Interest (SSSI), Special Areas of Conservation (SAC) and Special Protection Area (SPA). The harbours also have an important role in supporting tourism, commercial shipping and fishing, recreation and the local economy.
6. In recent years there has been increasing concern about the declining condition of the natural environment in both harbours particularly the level of nitrates entering the harbours from agricultural run-off via the Test and Itchen rivers and from wastewater treatment works operated by Southern Water. Climate change and other human pressures are leading to a loss of biodiversity and, without timely action, the impacts will only accelerate. As well as the obvious benefits to biodiversity, it has also become increasingly clear that coastal habitats have an important role to play in mitigating the impacts of climate change.
7. Faced with these concerns, steps have been taken by Chichester Harbour Conservancy and Langstone Harbour Board working with partners including Hampshire County Council to engage with the Environment Agency, Southern Water and others to improve the situation regarding discharges to the harbours and reversing their declining condition.
8. As part of an overall programme of action and investment, Southern Water hosted a summit on 21 May 2021 with the aim of developing a plan to improve the water quality and important natural habitats of Chichester and Langstone Harbours. The summit was attended by representatives from 16 national and local organisations including Hampshire County Council.
9. The summit confirmed that a coordinated and integrated programme of action underpinned by collaboration and partnership was required to tackle the urgent threat to the natural capital of the harbours, and the increasing pressure of climate change and population growth. A natural capital plan for the catchments and the harbours was identified as the best way to provide an integrated approach going forward.
10. Southern Water has committed to funding the delivery of the natural capital baseline, and a follow up meeting to consider and agree next steps building on and strengthening existing partnerships and projects. Given its unique role and interests in the planning and management of the coast, it is proposed that Hampshire County Council continues to work collaboratively with Southern Water and other partners on the development of a natural capital plan for Chichester and Langstone Harbours that protects the natural environment, supports tourism, recreation and the local economy, and meets the challenges of climate change.

Background

11. Chichester Harbour and Langstone Harbour are part of three linked harbours, the other being Portsmouth, on Hampshire's heavily designated south-east coast.

12. Chichester Harbour was designated as an Area of Outstanding Natural Beauty (AONB) in 1964 in recognition of its high quality land and seascape. Totalling 74km², it is the smallest AONB in the South East, with 41% of its area comprising water at high tide. About 17% of the AONB is in Hampshire, the remainder in West Sussex. The Hampshire part is entirely within Havant Borough. In addition to its AONB status, the harbour is of international importance for its bird populations, marine and coastal habitats and species.
13. The Chichester Harbour Conservancy is the statutory Harbour Authority and is responsible for the safety of navigation, the regulation of moorings, works and dredging, enforcement of harbour byelaws and the collection of dues and charges. The Conservancy also acts as the Joint Advisory Committee (JAC) for the Chichester Harbour AONB. The Conservancy manages the AONB on behalf of the four constituent local authorities (Hampshire County Council, West Sussex County Council, Havant Borough Council and Chichester District Council) thereby exercising the powers of Hampshire County Council under the 1949 National Parks and Access to the Countryside Act.
14. Hampshire County Council appoints four of its elected Members to the Chichester Harbour Conservancy and, under the terms of the Chichester Harbour Conservancy Act, is required to pay 50% (the balance is payable by West Sussex County Council) of an annual precept. In 2020/21 that amounted to £201,000.
15. Langstone Harbour is designated as a Special Protection Area for wildlife but is also important for commercial shipping, fishing and recreation. The statutory Harbour Authority for Langstone Harbour is the Langstone Harbour Board. The Board is in charge of safety and navigation and, under local acts and various environmental legislation, has a duty to manage environmental features in the Harbour, have due regard to nature conservation as well as pollution control and response, and to liaise with relevant authorities for conservation, flood defence, erosion risk and coastal management locally.
16. The Board has 15 members including one appointed by the Hampshire County Council from its elected Members. The Board has the power to precept the two constituent Councils (Portsmouth City Council and Havant Borough Council) annually to meet the shortfall of income over expenditure.

Environmental Concerns

17. In recent years there has been increasing concern about the declining condition of the natural environment in both harbours. Climate change and other pressures are leading to a loss of biodiversity and, without timely action, the impacts will only accelerate with rising sea levels and increased storminess, declining water quality in some areas, erosion of foreshores leaving cliffs and coastal defences increasingly exposed, 'coastal squeeze' as sea-levels rise, increased pressure from recreational activities, commercial

fisheries and aggregate extraction. As well as the obvious benefits to biodiversity, it has also become increasingly clear that coastal habitats have an important role to play in mitigating the impacts of climate change including through carbon storage and tackling excess nitrates and phosphorus.

18. There has been recent growing concern about the level of nitrates entering the harbours from agricultural run-off via the Test and Itchen rivers and from wastewater treatment works operated by Southern Water. The incidence of stormwater discharge during wet winters has attracted particular concern, with Langstone Harbour Board receiving reports of fishermen unable to pursue a living because of the effect of pollution on shellfish areas. Excessive nitrates lead to the growth of macroalgal weed which can prevent birds from feeding, exclude oxygen from the mud leading to a reduction in invertebrates, and smothering saltmarsh. Saltmarsh is an effective sequester of carbon and reduces erosion. However, it is in decline and Chichester Harbour alone has lost more than half of its saltmarsh since the mid-20th century.

The Response

19. Faced with these concerns, steps have been taken by Chichester Harbour Conservancy and Langstone Harbour Board working with Portsmouth City, Havant Borough, Chichester District, and West Sussex County Councils to engage with the Environment Agency and Southern Water in improving the situation regarding discharges to the harbours and reversing their declining condition. The County Council has supported this work and separately met with and lobbied Southern Water about discharges from its treatment plants.
20. In addition, Chichester Harbour Conservancy has formed a steering group including the Environment Agency, Natural England, and Sussex Inshore Fisheries and Conservation Authority (IFCA) to deliver 'net gain' for nature over the next 10 – 25 years. The initiative known as Chichester Harbour Protection and Recovery of Nature (CHaPRoN) will focus on priority habitats such as saltmarsh, seagrass, and oysters with an ambition of creating wildlife recovery areas from Langstone Harbour to Pagham Harbour and linked to the South Downs National Park.
21. In April this year, Southern Water announced a commitment of action and investment to improve Chichester and Langstone Harbours. As part of a £1.7billion programme across the south-east to improve the capacity and efficiency of the waste water network and reduce the number of releases from Combined Sewer Overflows (CSOs), the water company has committed to providing a new £5million environmental improvement fund to deliver nature-based solutions and environment net-gain for both harbours. Southern Water also proposed to host a summit through the Chichester Harbour Protection & Recovery of Nature group (CHaPRoN) with the aim of developing a plan to improve the water quality and important natural habitats of Chichester and Langstone Harbours. The summit was held on 21 May 2021 with representatives from 16 national and local organisations including Hampshire County Council.

22. Independently chaired by Professor Sir Dieter Helm, former independent chair of the Natural Capital Committee (NCC), which provided advice to government on the sustainable use of natural capital, the summit confirmed that a coordinated and integrated programme of action underpinned by collaboration and partnership was required to tackle the urgent threat to the natural capital of the harbours, and the increasing pressure of climate change and population growth. A natural capital plan for the catchments and the harbours was identified as the best way to provide an integrated approach going forward. Natural Capital was defined by the NCC as 'those elements of the natural environment which provide valuable goods and services to people'. The concept of natural capital is at the heart of Government's 25-year Environment Plan.

23. The steps identified following the summit, were:

- to conduct a natural capital baseline, and to re-run it at regular intervals to show empirically how the assets are being enhanced;
- to identify from all parties the enhancement opportunities and options;
- to define the vision for 2030 and 2050; and
- to analyse the various revenue streams and create a revenue model to sit alongside the baseline and enhancements.

24. Southern Water has committed to funding the delivery of the natural capital baseline and will be working with partners to ensure the scope of works will provide the data to enable an accurate baseline to measure actions against. The water company will also support the delivery of a follow up meeting to consider and agree next steps building on and strengthening existing partnerships and projects including Sussex Nature Partnership, catchment partnerships and the Solent Forum, and CHaPRoN. The appropriate governance arrangements will be agreed as part of that process.

Finance

25. The actions associated with the preparation of the natural capital baseline, including further meetings with partners to consider and agree next steps, will be funded by Southern Water. Hampshire County Council's input will be through its existing membership of Chichester Harbour Conservancy, Langstone Harbour Board, the Southern Regional Flood and Coastal Committee, and Southern Inshore Fisheries and Conservation Authority, with additional support from officers to help shape the plan being met within existing resources.

Consultation and Equalities

26. The decision in this report is seeking approval for Hampshire County Council's support for a collaborative approach with Southern Water and other partners to ensure that there is a long-term sustainable plan for Chichester and Langstone Harbours that protects the natural environment, supports tourism, recreation and the local economy, and meets the challenges of climate

change. It is expected that the development of the Natural Capital Plan will be informed by consultation and will undertake specific consideration of equalities issues. The decision in this report therefore has a neutral impact on groups with protected characteristics.

Climate Change Impact Assessments

27. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.
28. The tools to assess specific impacts on climate change adaptation and mitigation were found not to be applicable on the grounds that the decision relates to an early-stage strategic commitment to working with partners on the preparation of a natural capital plan. Meeting the challenges of climate change is a key driver for the development of a long term plan. It is therefore recognised that work on the plan will be guided by climate change considerations and, in due course, specific elements / interventions of it will be assessed using the decision making tools or equivalents agreed as part of the governance arrangements.
29. Hampshire County Council's involvement in this initiative contributes to the Strategic Plan priorities, the Climate Change Strategy actions, and supports the recommendations of the Hampshire 2050 Commission of Inquiry.

Conclusions

30. The steps taken by Chichester Harbour Conservancy and Langstone Harbour Board working with Portsmouth City, Havant Borough, Chichester District, and West Sussex County Councils, and supported by Hampshire County Council, to engage with the Environment Agency and Southern Water in improving the situation regarding discharges to the harbours and reversing their declining condition, has made significant progress.
31. Southern Water has responded to the many concerns by committing to a programme of action and investment to improve Chichester and Langstone Harbours.
32. The summit held on 21 May 2021 has led to the promotion of a natural capital plan approach and the water company has undertaken to fund the delivery of the natural capital baseline. Southern Water will work with partners to ensure the scope of works will provide the data to enable an accurate baseline to measure actions against. The water company will also support the delivery of a follow up meeting to consider and agree next steps building on and strengthening existing partnerships and projects.

33. Hampshire County Council welcomes the significant progress that has been made and the response provided by Southern Water. Given its unique role and interests in the planning and management of the coast, it is proposed that the County Council continues to work collaboratively with Southern Water and other partners on the development of a natural capital plan for Chichester and Langstone Harbours that protects the natural environment, supports tourism, recreation and the local economy, and meets the challenges of climate change.

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:

- 2.1 The decision in this report is seeking approval for Hampshire County Council's support for a collaborative approach with Southern Water and other partners to ensure that there is a long-term sustainable plan for Chichester and Langstone Harbours that protects the natural environment, supports tourism, recreation and the local economy, and meets the challenges of climate change. It is expected that the development of the Natural Capital Plan will be informed by consultation and will undertake specific consideration of equalities issues. The decision in this report therefore has a neutral impact on groups with protected characteristics.

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Lead Member for Economy, Transport and Environment
Date:	17 June 2021
Title:	Bus Back Better: National Bus Strategy
Report From:	Director of Economy, Transport and Environment

Contact name: Lisa Cook

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Purpose of this Report

1. The purpose of this report is to set out Hampshire County Council's proposed approach to Bus Back Better - the Government's National Bus Strategy, launched in Spring 2021.

Recommendations

2. That the Executive Lead Member for Economy, Transport and Environment agrees the proposed approach to Bus Back Better, the national bus strategy, as detailed within this report.
3. That the Executive Lead Member gives approval for Hampshire County Council to initiate work to enter into Enhanced Partnership Schemes (EPS) under the Government's new "Bus Back Better" initiative and in line with DfT guidance and timescales.
4. That authority is delegated to the Director of Economy, Transport, and Environment to make the necessary arrangements, including preparation of a Bus Service Improvement Plan (BSIP), to be reported back to the Executive Lead Member in due course.

Executive Summary

5. This report sets out the details of Hampshire County Council's proposed approach to the Government's National Bus Strategy. The consistent policy themes running through the National Bus Strategy are decarbonisation of transport and levelling up the economy. The Government has committed £3billion towards delivery this strategy.
6. The proposed approach includes:
 - the Council's statement of intent to the DfT to establish an EPS with local bus operators;

- an engagement exercise to better understand the views of local people and businesses with regards to local bus services in Hampshire;
 - continuation and potential enhancement of existing partnership working with neighbouring Local Transport Authorities (LTAs) to achieve the best outcomes for Hampshire's residents;
 - development work towards the implementation of infrastructure projects that could be delivered as part of an EPS; and
 - development work in partnership with Hampshire's local bus operators to look into the potential for a Zero Emissions Bus Regional Area (ZEBRA).
7. This report seeks approval for the above approach. A final decision on the Enhanced Partnership Scheme, and the requisite Bus Service Improvement Plan (BSIP), as outlined below, will be made through the appropriate process at a later date once updated guidance from the DfT is available.

Contextual information

8. On 15 March 2021 the Government published England's first National Bus Strategy. It sets out a vision for the future of bus services outside London and how they will be delivered through either formal partnership arrangements between local transport authorities and bus operators, or through franchising. £3 billion is being made available to deliver the strategy. The strategy aims to contribute significantly to Hampshire County Council's policy objectives of decarbonisation of transport and improving air quality and achieving carbon neutrality will be aided by a shift to greener public transport. A single journey on public transport has approximately half the carbon impact of a car journey. In addition, the Strategy contributes to the Council's policy objectives of levelling up the economy and assisting the economic recovery from the Covid pandemic.
9. The strategy represents an opportunity for the County Council to extend its productive partnership working arrangements with bus operators and neighbouring local transport authorities, in order to expand the commercial bus network. The National Bus Strategy indicates that the level of funding to be received by LTAs will reflect the level of local ambition demonstrated by the LTAs and their bus operators.
10. It is likely that bus patronage will take some time to recover from the pandemic, but Government has committed to providing CBSSG until it is no longer needed where LTAs and operators have signed an EPS. The £3 billion will be targeted at growing the market further and decarbonising buses.
11. Hampshire County Council has a long history of working closely in partnership with bus operators in Hampshire, largely on a voluntary basis, aside from major schemes such as the Eclipse Bus Rapid Transit scheme between Fareham and Gosport. This approach has worked well for Hampshire, with the County bucking the national trend and seeing an increase in the number of passengers travelling on bus services over recent years.
12. This is in part due to the investment the Council has made in terms of quality infrastructure, e.g. Andover Bus Station, use of government funding to provide Contactless Ticket Machines for all major operators in Hampshire, and

extensive Real Time Passenger Information around the County. This investment has levered in private sector funding from bus operators for new fleets of vehicles, wi-fi on buses, and next stop announcements.

13. The mechanisms to deliver the Government's vision, as set out in Bus Back Better: The National Bus Strategy, are through formalised partnership working between LTAs and bus operators, or through bus franchising. LTAs are expected to set out proposals for either an EPS or franchising to deliver better bus services for their residents.
14. It was considered that an EPS, building on the already positive partnership Hampshire County Council has with its bus operators, would result in better outcomes for Hampshire than a franchising approach. In addition, establishing bus franchising requires permission from the Secretary of State and new secondary legislation for all Local Transport Authorities who are not Mayoral Combined Authorities; and above all, the resource implications of this option for the County Council would be significant and prohibitively expensive. For these reasons, the remainder of this report will focus on Enhanced Partnerships Schemes (EPS)
15. EPS's were made available to LTAs as a tool to improve bus services in the 2017 Bus Services Act. Operators are expected to co-operate with the LTA throughout the process of establishing an EPS.
16. LTAs and bus operators need to have confirmed their intent to enter into an EPS covering their entire area by the end of June 2021 in order to receive continued CBSSG funding from 1 July 2021, and to be eligible for other funding opportunities from April 2022 onwards.
17. The DfT expects EPS's to be in place by April 2022. From this date, the new discretionary forms of bus funding from Government will only be available to services operated, or measures taken, under an EPS or franchising. In addition, only services operated under these statutory agreements will be eligible for the reformed BSOG, subject to a future consultation by DfT.
18. Following confirmation of intent to form an EPS, LTAs must produce a 'Bus Service Improvement Plan' (BSIP) by the end of October 2021 incorporating: bus priority plans; targets for reduced bus journey times and improved reliability; plans to make buses zero emission; passenger growth targets; dealing with the under or over supply of buses on the network; plans for fares and multi-operator ticketing; addressing local air quality issues; roadside passenger infrastructure; expansion of BRT networks; Bus Passenger Charter; network development plans e.g. Key Corridors or Superbus networks; more comprehensive 'socially necessary' and new 'economically necessary' services; and seeking the views of local people and businesses.
19. As set out in the Executive Summary, further approval will be sought at the appropriate level at a later date on both the BSIP and entry into an EPS.

Joint Plans with Neighbouring Authorities

20. Neighbouring LTAs are expected to work together to produce joint plans, especially where travel to work areas cross boundaries. This is especially relevant for both the Solent and Blackwater Valley areas where local economies

and travel to work areas overlap significantly with those of Hampshire. It is hoped that joint plans will bring benefits to passengers travelling in and out of Hampshire through measures such as applying a consistent fare structure across the area resulting in the same fare being paid regardless of the administrative boundary.

21. Plans will be regularly monitored and updated, and progress against targets made public. Plans will be fully integrated into Local Transport Plans (LTPs) and Local Cycling and Walking Infrastructure Plans (LCWIPs).
22. A new category of 'economically necessary' bus services will be introduced alongside 'socially necessary'.
23. The National Bus Strategy promotes a 'Green Bus Revolution'. LTAs will be expected to lead on the implementation of local forums which will be established to take forward green bus fleets. Forums will include operators, energy suppliers, and infrastructure owners. Further to this, Government will consult on setting an end date for the sale of new diesel buses.

Links to Local Transport Plan

24. The Council is currently developing a new Local Transport Plan (LTP4) to meet current and future challenges, including those highlighted in the "Hampshire 2050" Vision and the declaration of a Climate Emergency. Through this process, the Council plans to use guiding principles to steer the development of the LTP. The National Bus Strategy is consistent with these guiding principles which are to reduce overall travel and significantly reduce dependency on the private car; reduce the need to travel; and to create a transport system that supports high quality, prosperous places and puts people first.
25. There is a strong economic case for supporting the development of a stronger local bus network. Investment by the public sector in infrastructure measures to improve bus services levers in additional private sector investment from the bus industry. This joint approach to investment has been successful in Hampshire for a number of years.
26. The Strategy provides a key measure to tackle social inequality. This is further explored with the Consultation and Equalities section of this report.

Complementary Measures

27. Running in parallel with the development work for a potential EPS, the Council intends to further explore complementary measures which meet the objectives of the Government's strategy. This will include examining the case for implementing Automatic Number Plate Recognition (ANPR) bus priority enforcement schemes.
28. The Government's Bus Back Better Strategy calls on all LTAs to provide more support to enable bus services to be quicker and more reliable. The strategy states that "Robust enforcement of traffic restrictions can bring benefits for buses through less congestion".
29. The strategy further supports the implementation of complementary bus priority measures stating that any future funding provided by DfT for new road

investment will be expected to include these measures. Government sees implementing these measures as a way to improve bus services by making them quicker, more reliable and cheaper to run.

30. Within Hampshire itself, through engagement carried out on the emerging LTP, stakeholders and the public have told the Council that public transport and buses should be a focus of the emerging LTP4, supporting the principle of “reducing dependence on the private car....”
31. In addition to speeding up bus services, bus priority enforcement would maximise the impact of the new bus priority facilities being implemented as part of the Southampton and Portsmouth City Region Transforming Cities Fund projects.
32. In order to achieve this key objective, the Council will begin the development work necessary to identify locations for ANPR bus priority enforcement, review existing bus priority facilities and ensure designs of new schemes include bus priority enforcement.
33. **Covid 19 Recovery** COVID-19 Recovery. Throughout the pandemic, and in particular during the three national lockdowns, bus usage reduced to around 20% of pre COVID-19 levels. The Council recognises that recovery to pre-COVID levels is unlikely in the short term and supports the vision of the Government as a way to improve the speed and permanency of this recovery.
34. 18.9% of households in Hampshire have no access to a car or van. In light of this, there is a need to support the most socially excluded residents who are disproportionately represented as bus passengers.
35. The County Council continues to provide support to the bus industry in Hampshire, assisting the economic recovery. The National Bus Strategy has a particular focus on the economic recovery which is consistent with the County Council’s recent work through the Local Resilience Forum Transport Group, where a Bus Recovery Partnership and associated strategy has been developed in partnership with bus operators and neighbouring LTAs. A focus of the strategy is to reduce the reliance of the bus network on public subsidy. This will be supported through the Government commitment in providing CBSSG until it is no longer needed where LTAs and operators have signed an EPS.

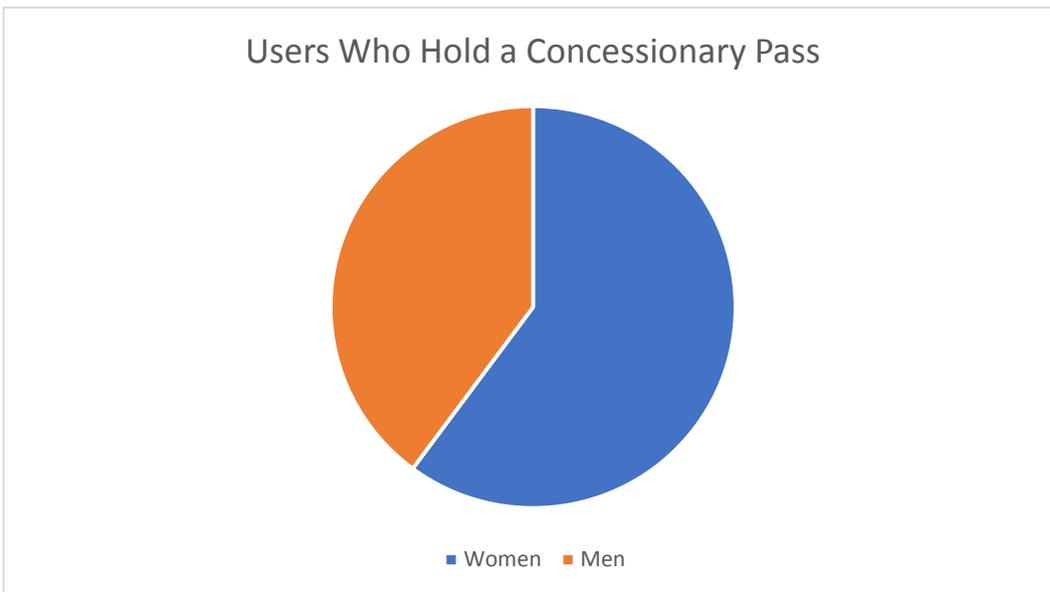
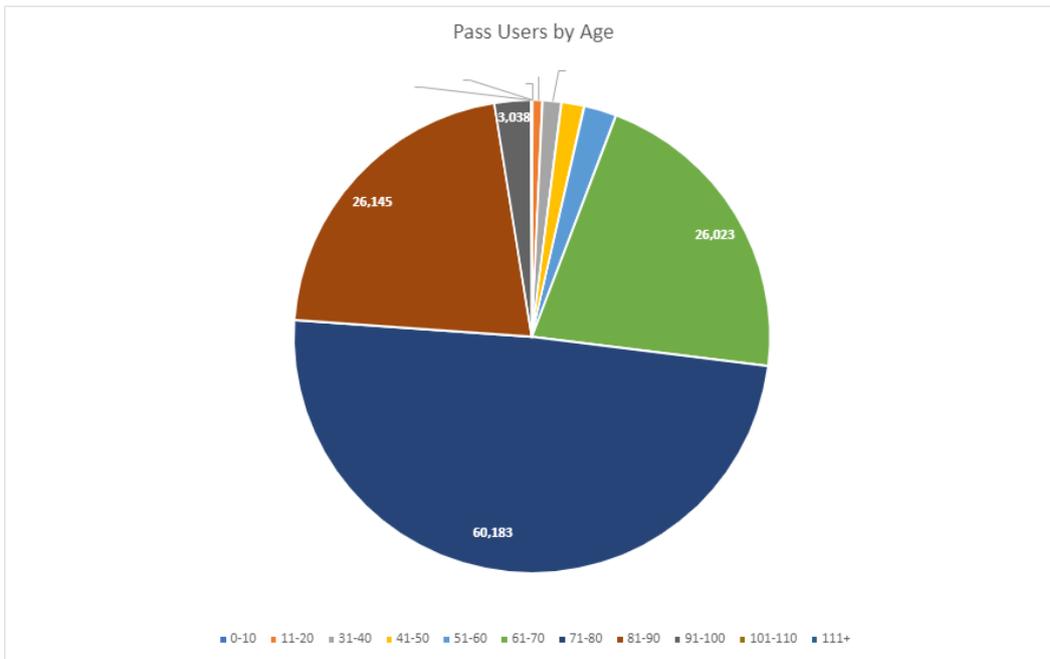
Finance

36. The work required to meet the objectives of the Government’s Bus Back Better Strategy presents a clear pressure on the Council’s available staff resource. As such, the County Council has been successful in requesting at least £100,000 Local Transport Authority Bus Capacity Funding allocation from DfT.
37. The DfT anticipates that this funding will be used for:
 - recruitment of additional LTA staff to undertake the work required;
 - procurement of consultants to support the work required;

- training of new and existing staff to boost their capabilities on relevant bus policy and delivery; and
 - other activities to support the development of LTA bus plans.
38. The DfT has stated its desire to see the development of longer term in-house capabilities on bus issues across all LTAs and has stated that where consultants are used, the LTA should endeavour to include knowledge exchange as part of the consultancy process.
39. The DfT has stated that it intends to offer further capacity support for LTAs that have committed to follow a statutory route (EPS or franchising).
40. The opportunities presented by Bus Back Better must be considered against the financial pressure on the County Council's revenue budget, which requires review of all areas of revenue spend, including local bus and community transport.

Consultation and Equalities

41. Initial engagement on the emerging LTP4 was undertaken which aimed to start a conversation with a wide a group of interested parties to help formulate a new transport strategy and plan for Hampshire.
42. Thoughts, expertise and local knowledge were sought to help clarify the preferred priorities, vision and principles prior to further development and formal consultation.
43. The engagement period ran from 7 January to 28 February 2021 and a total of 805 responses were received at the time of analysis.
44. Of those who specified, 694 were responding as individuals, 44 were providing the official response of a group, organisation or business, and 46 were democratically elected representatives.
45. Stakeholders and members of the public were clear that public transport and buses should be a focus of the emerging LTP4, supporting the principle of "reducing dependence on the private car".
46. There is a higher reliance on buses for commuting amongst particular sectors of the population: females, younger age groups (16-19 year olds), part-time workers, those in manual occupations, and those on low incomes.
47. Measures which improve bus services, whether that be making them more reliable, quicker and safer, will have a positive impact on these sectors of the population.
48. The bus network provides access for young people to education and training opportunities. An improved reliable bus network offers a long term alternative sustainable travel option for these people from their time as a student and beyond.
49. Around one in three bus journeys in Hampshire are made by concessionary pass holders. The graphs below show how these journeys are split in terms of age range and gender.



- 50. As the graphs illustrate, a high proportion of bus users are female and aged between 71-80 with a significant proportion falling in the 81-90 age range.
- 51. The Strategy aim of a network of “more frequent, more reliable, easier to understand and use, and better co-ordinated” bus services would enable these people to access essential services and lead independent lives for longer within their own communities.

Climate Change Impact Assessments

- 52. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council’s climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by

2050. This process ensures that climate change considerations are built into everything the Authority does.

53. The tools to assess specific impacts on climate change adaptation and mitigation were utilised and found not to be applicable for this report.
54. Research carried out on the evidence base for the emerging LTP4 has demonstrated that increased public transport use is a major policy tool to achieve decarbonisation. This is based on the modal shift from private car to public transport where each journey made by bus was found to generate a 50% reduction in carbon emissions over a journey made by private car.

Conclusions

55. The approach set out within this report would contribute significantly to Hampshire County Council's policy objectives of decarbonisation of transport, levelling up the economy, and assisting the economic recovery from the Covid pandemic.
56. The approach would enable the Council to begin the work needed to meet the objectives set out within the Government's Bus Back Better Strategy. This work would build upon the already positive working relationship the Council has with its bus operators and enable the best outcomes for bus users in Hampshire.

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:	yes

Section 100 D - Local Government Act 1972 - background documents

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

Document

Location

None

EQUALITIES IMPACT ASSESSMENT:

1. Equality Duty

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

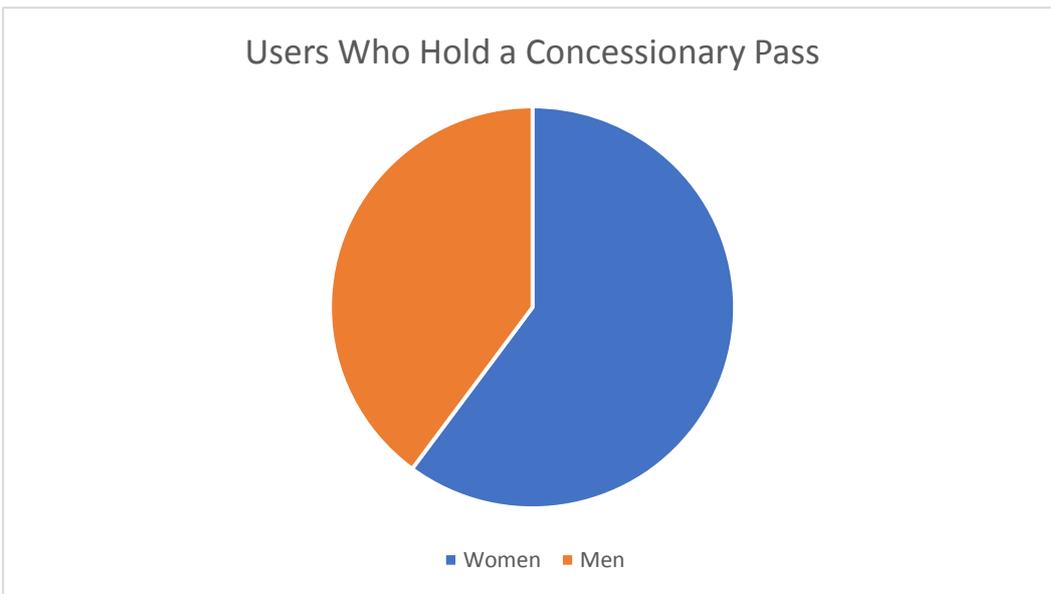
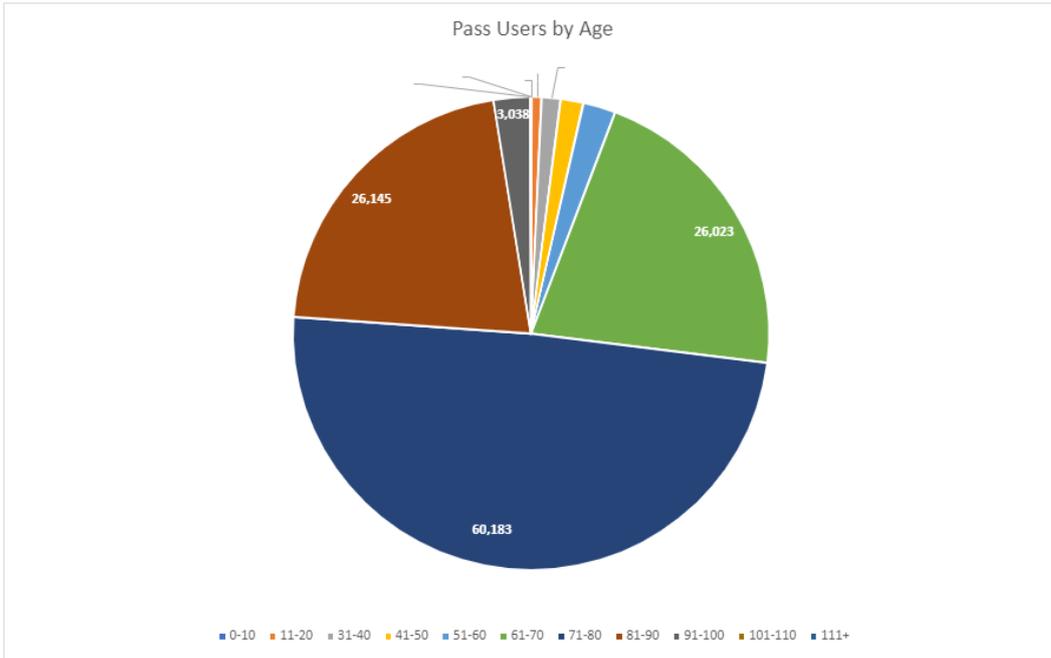
- Eliminate discrimination, harassment and victimisation and any other conduct prohibited by or under the Act with regard to the protected characteristics as set out in section 4 of the Act (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion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

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

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

2. Equalities Impact Assessment:

- 2.1 There is a higher reliance on buses for commuting amongst particular sectors of the population: females, younger age groups (16-19 year-olds), part-time workers, those in manual occupations, and those on low incomes.
- 2.2 Measures which improve bus services, whether that be making them more reliable, quicker and safer, will have a positive impact on these sectors of the population.
- 2.3 The bus network provides access for young people to education and training opportunities. An improved reliable bus network offers a long term alternative sustainable travel option for these people from their time as a student and beyond.
- 2.4 Around one in three bus journeys in Hampshire are made by concessionary pass holders. The graphs below show how these journeys are split in terms of age range and gender.



2.5 As the graphs illustrate, a high proportion of bus users are female and aged between 71-80 with a significant proportion falling in the 81-90 age range.

2.6 The Strategy aim of a network of “more frequent, more reliable, easier to understand and use, and better co-ordinated” bus services would enable these people to access essential services and lead independent lives for longer within their own communities.

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Lead Member for Economy, Transport and Environment
Date:	17 June 2021
Title:	Household Waste Recycling Centre Operations
Report From:	Director of Economy, Transport and Environment

Contact name: Paul Laughlin

Tel: 07899 060248

Email: paul.laughlin@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to provide an update on operations at Hampshire's Household Waste Recycling Centres (HWRCs) in light of the Government's Roadmap towards the gradual relaxation of measures to control the COVID-19 pandemic. This includes provision to retain in the short-term the booking system that was successfully implemented during the pandemic in order to facilitate a means by which pedestrian access to HWRCs may be reintroduced on a trial basis at certain sites in a controlled and safe way.

Recommendations

2. That the Executive Lead Member for Economy, Transport and Environment approves the establishment of a six-month trial at the Hedge End, New Alresford and Waterlooville Household Waste Recycling Centres (HWRCs) from July 2021 to evaluate the impact of facilitating pedestrian access on a controlled basis for one hour, up to three mornings a week, utilising the HWRC booking system.
3. That the Executive Lead Member for Economy, Transport and Environment approves the reintroduction of access to cyclists on a controlled basis at all 24 HWRCs operated by Hampshire County Council, from July 2021, utilising the HWRC booking system.
4. That the Executive Lead Member for Economy, Transport and Environment delegates authority to the Director of Economy, Transport and Environment, in consultation with the Executive Lead Member for Economy, Transport and Environment, to make amendments to or cease the trial at any point if circumstances change significantly or concerns about safety or financial impacts are identified through ongoing monitoring.
5. That the Executive Lead Member for Economy, Transport and Environment approves the retention of the HWRC booking system until March 2022 to manage customer demand and facilitate continuation of a controlled and safe

HWRC operation while visitor numbers are increased as social distancing restrictions are reduced.

6. That the Executive Lead Member for Economy, Transport and Environment approves the commencement of the £5 charge for non-residents using Hampshire HWRCs from 1 September 2021, and the removal of glass banks from Hampshire HWRCs from 1 July 2021 in line with the previously taken decisions, which were deferred during covid-19 restrictions.

Executive Summary

7. This paper seeks to:
 - provide an update on HWRC operations as the UK moves out of COVID-19 restrictions and propose the retention of the booking system in the interim to facilitate a safe and controlled relaxation of restrictions;
 - set out the context for the management of pedestrian and cycle access at HWRCs;
 - outline the reasons why access was restricted during the pandemic;
 - detail the safety issues associated with pedestrian and cycle access;
 - recommend the establishment of a six-month trial to evaluate the impact of readmitting pedestrian access on a controlled basis at selected sites, making use of the established booking system; and
 - recommend the reintroduction of access to cyclists on a controlled basis at all 24 HWRCs operated by Hampshire County Council, utilising the HWRC booking system.

Contextual information

8. Hampshire County Council reopened the Household Waste Recycling Centre (HWRC) network on Monday 11 May 2020, following the enforced closure during the national lockdown from 24 March 2020, in response to central Government and industry desire for sites to reopen. New social distancing measures and operational procedures were introduced at all sites to protect both the general public and contractors, who operate and service the sites, from contracting Covid-19. To manage demand and address significant congestion issues seen around most sites, a booking system was implemented from 15 June 2020.
9. Despite some initial challenges created predominantly by excessive demand, the booking system has proved to be very successful. The queuing outside HWRCs was eliminated and allowed the additional site security that was required to be removed which significantly reduced the additional cost of service provision. Through close analysis of data and on-site observations, the number of slots available per half hour at every site are maximised and adapted based on each site's individual profile, with more than 6,000 slots bookable per day (around 45,000 per week). A number of unsolicited compliments have been received from members of the public who find the booking system more convenient and a better customer experience.
10. Access to HWRCs has been restricted to vehicles only since reopening in May 2020 in order to ensure that the sites operate safely in line with the Government

guidelines and to support social distancing recommendations. In order to minimise social interaction and the number of people onsite at any one time, measures have been implemented to maintain the health and safety of all site users and operatives, which include preventing pedestrians and cyclists from entering any site.

Review of measures to control the COVID-19 virus at HWRCs

11. During the pandemic, the number of vehicles and customers able to attend a site at any time was restricted to support social distancing rules. Implementing the booking system in conjunction with the closure of a proportion of parking spaces with barriers assisted in this aim to maintain at least a 1m+ distance between site staff and customers, while eliminating disruptive queuing seen after the initial reopening of sites.
12. The success of the vaccination programme nationally has been a cornerstone behind the progress of the Government's Roadmap to relax measures that were implemented to control the virus. As the Government works towards Step 4 in the Roadmap, it is possible that some restrictions could be removed from 21 June 2021 onwards to enable all sites to increase their capacity back towards pre-COVID levels. However, despite the continued success of the vaccination programme, Government advisors have warned that there is the potential for some restrictions to return during Winter 2021/22 and for some form of social distancing to continue to be required in the short to medium term or on an ad-hoc basis in the future.
13. The booking system has demonstrated that managing customer throughput is an effective means of enabling the HWRCs to operate more efficiently. Congestion was commonplace at several HWRCs on sunny weekends and key public holidays, creating delays on the local road network and increased vehicle emissions from idling cars queuing. Booking a slot enables residents to plan with confidence that they can deposit their waste swiftly and easily. Many similar authorities also now operate a similar system, while others are actively considering implementing one based on the success of authorities like Hampshire.

Pedestrian and cyclist access to HWRCs

14. Prior to the pandemic, pedestrian access to HWRCs was strongly discouraged for a number of reasons, primarily customer safety, and it was made clear through onsite signage that this was only accepted at the customer's own risk. No HWRC in Hampshire has designated, separate pedestrian access or was built with pedestrian access in mind due to the nature of the operation, which is to provide facilities designed for the deposit of larger quantities of recyclables, waste material and bulkier items (albeit one site, Waterlooville, has a side gate which could be adapted for this purpose), therefore customers choosing to walk in enter the site using the vehicular entrance.
15. As previously noted in the report to the Executive Member of Economy, Transport and Environment on 2 December 2020, there is an inherent and arguably unacceptable risk to this practice, including a hazard of distraction in

such a situation when carrying bulky and/or heavy items. The Health and Safety WISH Forum advises that: *“The most hazardous activity on CA (Civic Amenity) sites is the movement of vehicles near pedestrians¹”*, while published guidance by WRAP strongly recommends that measures are taken to ensure that users are not tempted to park outside designated areas and walk to disposal areas, rather than waiting, and that site layout and parking should be designed to minimise pedestrian interaction with traffic.

16. In recent years, accidents involving pedestrians (i.e. site users moving about the site on foot) have occurred, such as a pedestrian being struck by a reversing vehicle or tripping over whilst attempting to walk waste into the site.
17. In addition, pedestrians ‘walking in’ waste have historically faced accusations of queue jumping in busy periods, while site staff have also observed some customers using it as a means to attempt to avoid either the permit scheme or paying trade waste charges, albeit this particular issue has largely disappeared with the introduction of the booking system.
18. The decision to limit access to vehicle users only since the pandemic has not proved to be a significant issue, with just 21 enquiries regarding pedestrian access received in the 12 months from May 2020 out of an overall total of just over 3,750 waste related enquiries in the same period. Almost all pedestrian access enquiries were from the Alresford area. A deputation was however made to a meeting of the County Council on 24 September 2020 by two residents who use New Alresford HWRC, requesting that the County Council reviews its position, and citing grounds of discrimination and climate change in support of the proposition.
19. As recognised highway users, cyclists wishing to visit HWRCs in Hampshire had not been unduly restricted prior to March 2020, but the volume of customers using bicycles has traditionally been very low. So-called ‘cargo bikes’ have increased in popularity in recent years, enabling customers to bring bulkier items than a regular bicycle would permit. For the reasons discussed above, it was considered prudent to prohibit cyclists on safety grounds when the HWRCs reopened after lockdown to minimise interaction between customers and staff and support social distancing rules.
20. Desktop research indicates that at least 17 other county councils, including all of Hampshire’s immediate neighbours, do not allow access into sites by pedestrians and cyclists. Oxfordshire County Council publicly states on its website that it considers health and safety to outweigh environmental and economic benefits of permitting pedestrian access².
21. Of the 24 HWRCs in Hampshire, only three are located directly within residential areas (Hedge End, Waterlooville and Hayling Island), with a further six within

¹ Waste Industry Safety and Health Forum FORMAL GUIDANCE DOCUMENT: WISH WASTE 26 - Managing health and safety in civic amenity sites – Issue 1 2015

² <https://www.oxfordshire.gov.uk/residents/environment-and-planning/waste-and-recycling/household-waste/household-waste-recycling-centres/visiting-recycling-centres>

reasonable walking distance (up to 10 minutes) of housing but located within adjacent industrial estates. Although many of these sites have pavements on the highway leading up to (but not through) the site entrance, in some cases the capacity of the footway to support access to sites for pedestrians carrying waste, particularly in some of the industrial estates, is not ideal and requires pedestrians to cross multiple business vehicular accesses to neighbouring premises with dropped kerbs as well as negotiating vans and cars frequently parked on the pavement.

22. The deputation in September 2020 focused on two key threads – inferring that Hampshire County Council is discriminating against the elderly, those with disabilities and low-income families; and failing on climate change by indirectly encouraging car use. A potential impact on physical and mental health was also raised. In addition, it was suggested that the restriction on pedestrian access had stifled opportunities to recycle as well as fuelling an increase in small domestic fly-tipping incidents, although data indicates that the tonnage of fly-tipping recorded across Hampshire was actually comparatively lower in 2020.
23. Following the deputation, an initial proposal to implement a three-month trial for pedestrians and cyclists at the New Alresford site was presented to the Executive Member for Economy, Transport and Environment on 2 December 2020. Following a number of representations from local interested parties which focused further on alleged discrimination against those customers who may be elderly, infirm or on low income, as well as a conflation of issues separately impacting on pedestrians and cyclists, it was considered that the trial could be made wider, splitting pedestrian and cyclist requirements. It was also suggested that operating the trial at one site only during the winter was too limited and would not provide enough evidence on which to evaluate it. As such, it was recommended that officers came back with a revised proposal in 2021 that addressed the issues highlighted, which is outlined in this report.
24. It should be noted that HWRCs are primarily provided for the deposit of bulky household and garden waste items unsuitable for kerbside waste collections such as furniture and wood, many of which are uncondusive to being carried by pedestrians or cyclists. Carrying heavy and/or bulky items on foot or by bicycle can, as previously outlined above, be a risky practice. By contrast, the domestic kerbside recycling service and smaller recycling points provided by district and borough councils offer a convenient and effective alternative for small recyclable items.

Other transformational service changes

25. The effect of the COVID-19 pandemic has necessitated an unavoidable delay to the implementation of a number of transformational service changes at HWRCs during 2020/21. This includes the removal of glass banks from all HWRCs, and the introduction of a £5 charge for non-Hampshire residents wishing to use Hampshire HWRCs, which were previously agreed by the Executive Member for Economy, Transport and Environment. The decision to delay implementation of these initiatives was taken to reduce the impact of additional disruption while stricter social distancing measures remained in place, however the national

Roadmap to exiting restrictions means that it is now sensible to consider a date when these initiatives can be reasonably commenced.

Consultation and Equalities

26. The Public Sector Equality Duty, established by the Equality Act 2010 (“the Act”), places a duty upon the County Council to have due regard to the need to eliminate discrimination, to advance equality of opportunity and to foster good relations. Age, disability, gender reassignment, marriage or civil partnership (in employment only), pregnancy and maternity, race, religion or belief, sex and sexual orientation are protected characteristics for the purposes of the Equality Act 2010 and the Public Sector Equality Duty. It is important to note that impact on poverty is not listed as a protected characteristic under the Act.
27. The deputations to date have alleged that residents with disabilities, older residents and residents on low incomes could be indirectly discriminated against through the policy to restrict pedestrian and cycle entry, as regular access to a vehicle may not be possible. The County Council does not accept any suggestion that this practice is discriminatory, either directly or indirectly, as it was introduced as a proportionate measure on health and safety grounds to protect all site users, and is consistent with neighbouring authorities’ practice. However, to continually develop and improve public services, the County Council will investigate and, where appropriate, implement reasonable, safe and proportionate measures to enhance service provision. The current booking system provides a new opportunity to test the impacts of enhanced safety measures in order to safely enable pedestrian and cycle access.
28. It should also be noted that alternative options exist for ‘low weight’ waste materials such as the kerbside recycling collection and local recycling banks. Waste collection authorities and some charitable organisations also provide an alternative collection service for bulky items such as furniture, albeit a charge may sometimes be applied for this service.

Climate Change Impact Assessments

29. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council’s climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.
30. The adaptation project screening tool considers vulnerability of proposals to the effects of climate change and whether any adaptations are required. A full assessment of climate change vulnerability was not completed in this instance as the initial vulnerability assessment indicated that the project is at minimal risk from climate vulnerabilities as the overall statutory service would continue to be required to be provided.

31. The mitigation decision-making tool considers the impact of carbon emissions and whether any mitigations are required. There is a carbon benefit to encouraging more sustainable travel options such as walking and cycling, however this could be to the detriment of recycling performance as bulkier/heavier items could possibly be less likely to be delivered. Recycling produces less carbon emissions than waste disposal, so maximising recycling has carbon benefits. The overall aim of the HWRC service is to minimise landfill where possible and therefore reuse, recycling and recovery actions will always be prioritised in line with the waste hierarchy. In addition, retention of the booking system could contribute to a reduction in carbon emissions by reducing queuing with idling engines outside HWRCs and spreading customer demand across the day/week.
32. This project addresses all four of the County Council's statutory priorities by supporting economic prosperity, enabling residents and communities to lead healthy and independent lives, and assisting the County Council's ambitions to protect Hampshire's unique environment in the future.

Proposals

33. As the country begins to exit restrictions imposed as a result of the pandemic, there is a need to review HWRC operations and consider if and how onsite capacity may be increased safely. It is recommended that a staggered programme is developed to incrementally increase capacity over a period of time, allowing monitoring at each stage to evaluate the impact on site operations. Retention of the booking system would play a crucial role in this by facilitating a control method in the short term to optimise customer demand and prevent HWRCs getting overwhelmed during what is traditionally the busiest period of the year, while respecting any Government guidance on social distancing. It would also facilitate the proposed trial of pedestrian access described below.
34. The current HWRC network in Hampshire is not designed to accommodate pedestrian access. Providing a dedicated, segregated entrance for pedestrians would be challenging at the vast majority of Hampshire HWRCs for cost and space reasons. However, in response to the deputations, and in recognition that a number of Hampshire HWRCs are situated near to residential areas, it is proposed that a six-month trial is undertaken at three such sites – namely New Alresford, Hedge End and Waterlooville - from July 2021 to examine more closely the impact of enabling pedestrian access on a controlled basis over a defined period including both summer and winter months to gather data over the range of seasons.
35. The existing booking system lends itself to such a trial whereby a designated hour would be 'blocked off' to vehicle users on up to three mornings per week in order to enable pedestrians to enter more safely. This time slot represents the best operational approach and would create the least disruption to vehicle users, thereby enabling the most favourable conditions for the trial evaluation. Such a trial would enable the County Council to quantify the patronage generated by such an approach while observing the impact on existing HWRC users (who would lose a proportion of currently available slots) who visit using vehicles in a controlled way. Health and Safety experts at both Hampshire

County Council and Veolia UK Ltd have advised that without the existence of the pre-booking system, it would not be possible to sufficiently segregate vehicles and pedestrians in a safe manner, and therefore such a trial would be impossible for the safety reasons discussed in earlier in this report.

36. Pedestrians that wished to visit the HWRC during the designated period would be asked to wait outside on the pavement until invited into the site. It could be very difficult for site staff to identify customers who have booked a 'pedestrian' slot, compared to identifying pre-booked vehicle users, so this will need to be monitored to ensure the non-vehicle period is not abused by customers choosing to park on the highway and present as pedestrians to get around limitations on busy days. Existing site regulations regarding social distancing such as site staff being unable to provide direct assistance or the optional wearing of face coverings in an outdoor environment would remain unchanged until such time as the Government advises otherwise.
37. It is also proposed that cycles, which are able to safely access the sites using vehicular routes, are reintroduced on a wider basis to all sites. A small adaptation to the existing booking system would enable cyclists to book a slot in the same way as a vehicle, noting it as a bicycle rather than providing a registration number. While it is not expected that a high number of cyclists would book slots, it should be noted that this would reduce the proportion of slots bookable by other vehicles in order to maintain a smooth throughput per half hour.
38. A review of operational and safety impacts during the trial period, including monitoring the relative popularity of the trial and any issues that arise, will be important. As such, it is recommended that authority be delegated to the Director of Economy, Transport and Environment, in consultation with the Executive Lead Member for Economy, Transport and Environment, to alter or cease the pedestrian trial at any point if circumstances in the Covid-19 response change significantly or any concerns about safety or financial impacts are identified. The trial will also benefit from running partly over the summer period in order to evaluate the impact on what is the busiest period annually for the HWRC network.
39. A formal evaluation will be reported through the appropriate channels following completion of the trial and evaluation of the relevant data and findings. It should be noted that, as set out in paragraph 21, there are a number of HWRCs that are unlikely to ever be suitable for pedestrian access due to their geographic location, proximity to housing and surrounding road network.
40. In line with the decisions previously taken by the Executive Member for Economy, Transport and Environment, it is also recommended that initiative to remove glass banks from HWRCs is commenced on 1 July 2021, and the £5 entry charge for non-residents³ and unregistered users is commenced from 1 September 2021 with necessary communication.

³ Please note, this does not apply to residents from Dorset or West Sussex as a separate cross-border agreement has been reached with the respective authorities.

Finance

41. The financial operation of the HWRC service is predicated on a throughput of waste materials that contributes towards the financing of each site and the wider network. While recyclable material generally attracts a positive income, general waste incurs a disposal cost to the County Council. Closing the site to vehicles even for a short period will naturally result in less bulky material being presented which could have a financial impact. Given the relatively limited scope of the trial, the County Council would anticipate that the initial impact would be modest and balanced between cost and income changes. However, the outcome of the trial will need to be assessed in relation to the potential impact on other and larger sites, and taken in to account in any future decisions.
42. It is expected that the cost of implementing the trial will be met using existing resources.

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

Other Significant Links

Links to previous Member decisions:	
T21 Waste Savings Proposals-2020-10-08-EMETE Decision Day (hants.gov.uk)	8 October 2020
HWRC Cross Border Charging Update https://democracy.hants.gov.uk/documents/s24838/Report.pdf	29 October 2018

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 trial seeks to evaluate the impact of utilising the existing HWRC booking system to determine if it can be used to manage the safe access of sites by residents who may not have access to a car or choose to walk. All impacts are considered neutral for groups with protected characteristics.

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Lead Member for Economy, Transport and Environment
Date:	17 June 2021
Title:	Household Waste Recycling Centre Provision in North Hampshire
Report From:	Director of Economy, Transport and Environment

Contact name: Paul Laughlin

Tel: 07899 060248

Email: paul.laughlin@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to provide an update on feasibility studies conducted into two possible locations for a new Household Waste Recycling Centre (HWRC) in the Kingsclere area, and to outline potential alternative arrangements regarding cross-border use of West Berkshire Council's HWRC in Newtown Road, Newbury, by north Hampshire residents.

Recommendations

2. That the Executive Lead Member for Economy, Transport and Environment notes the findings of the feasibility studies into two potential sites for a new HWRC in north Hampshire and accepts the conclusion that the sites are not suitable for development, for economic and environmental reasons, and therefore will not be taken forward.
3. That the Executive Lead Member for Economy, Transport and Environment notes the option under consideration by West Berkshire Council to allow access to Newtown Road HWRC to non-Berkshire residents and apply a charge for such access.
4. That the Executive Lead Member for Economy, Transport and Environment acknowledges the decision previously taken by the Executive Member for Policy and Resources on 29 July 2020, providing temporary access for specified Hampshire residents to the HWRC at Newtown Road, and confirms that on the basis of the recommendations above, the current arrangement will cease as planned on 31 July 2021.

Executive Summary

5. This paper seeks to update the Executive Lead Member for Economy, Transport and Environment on developments following the decision taken by

the Executive Member for Policy and Resources in July 2020 to jointly come to a short-term 12-month transitional arrangement with Basingstoke and Deane Borough Council to enable residents from the north of the county to cross the border to continue to access the Newtown Road HWRC where they reside more than 10 miles from a Hampshire HWRC.

6. The interim agreement between the Leaders of Hampshire County Council and Basingstoke and Deane Borough Council agreed to share the transitional cost on an interim basis for 12 months while further investigations and discussions were progressed. This included feasibility studies into two potential locations for constructing a new HWRC in the Kingsclere area as an alternative to Hampshire residents using an out-of-county facility. The conclusion of both studies was that the cost and environmental impact was too great to consider taking either site forward.
7. West Berkshire Council has since notified Hampshire County Council that it is considering imposing an entry charge to non-Berkshire residents in the future, similar to that used at Hampshire sites for non-Hampshire users. This would enable north Hampshire residents to continue using the Newtown Road HWRC as their closest facility should they choose to at their own cost without the County Council being required to underwrite this usage.

Contextual information

8. A transitional arrangement was previously in place between Hampshire County Council and West Berkshire Council from 2016 to enable Hampshire residents to use the HWRC in Newtown Road, Newbury following the closure of a jointly run facility at Paices Hill on the Hampshire-Berkshire border. Due to a known service gap in this area of the county, it is sometimes more convenient for residents in the north-west of Hampshire to use this site rather than travelling to the nearest Hampshire-run sites in Basingstoke or Andover.
9. The cost of this transitional agreement to Hampshire County Council was around £175,000 per annum. Hampshire County Council already provides a larger network of HWRCs than any other similar authority in the country, and this arrangement was an additional cost burden. In line with ongoing budget efficiency programmes and given that this payment affected less than 1% of the Hampshire population, it was recommended on 2 July 2020 to terminate that arrangement.
10. Following this, the Leaders of Hampshire County Council and Basingstoke and Deane Borough Council jointly agreed to co-fund the agreement for a further 12 months on an interim basis to facilitate time to evaluate alternative options, including feasibility studies into two pieces of land which had been proposed as possible locations for construction of a new HWRC in the Kingsclere area to serve the affected residents.

Feasibility study outcomes

11. For some Hampshire residents in the very north and north-west of the county, the nearest Hampshire-run HWRCs are over 10 miles away. As an alternative to using the Newtown Road HWRC and to consider the service gap in this

part of the county, two potential sites in the Kingsclere area were put forward as possible locations for constructing a new HWRC. Hampshire County Council's Engineering Consultancy was commissioned to undertake feasibility studies on both sites to evaluate their suitability to build a new HWRC.

12. The first site under consideration was land near the former Cottismore Nursery beside the A339. The site would be big enough to construct a large-sized facility with up to eight double bin bays and two upper storage areas. A stacking capacity of 30+ vehicles would be possible, making it comparable with some of the bigger sites in Hampshire.
13. However, while the A339 would provide good access to the area, the current access road to the site is single track with passing places and would require substantial improvements to service an HWRC, including a new junction. This would involve purchasing land from multiple landowners and moving telephone poles. Desktop research indicates that a previous planning application to use the site for storage units was rejected on visual and access grounds with local landowners objecting to the scheme. Additionally, flooding and groundwater issues were identified with no foul sewer connection to the site.
14. The second site under consideration was the former Wolverton Quarry. Again, the site has excellent access to the A339 and is well connected, although a new junction would be required to safely enter the site. The land has the potential to build a similarly sized large facility, however current site topography would preclude this without the import of around 80,000m³ of material to provide more consistent levels at very significant cost. Without this intervention, only a smaller sized HWRC would be possible.
15. The local area is designated as an Area of Outstanding Natural Beauty (AONB) and the adjacent woodland is a Site of Importance for Nature Conservation (SINC) identified as ancient woodland, which could lead to complications with regards to obtaining planning permission. The stability of the quarry walls is a risk and supporting the slopes would reduce the construction area further. In addition, the site has no utility or sewer connections.
16. It was therefore concluded that the constraints and risks associated with both sites, and the likely significant costs, outweighed the benefits of developing either site.

Alternative options

17. West Berkshire Council is considering an alternative approach whereby non-Berkshire residents would be charged a fee each time they visit the Newtown Road HWRC site. This recognises the additional cost burden that West Berkshire Council bears for customers originating from outside of West Berkshire depositing waste at its facility, while enabling north Hampshire residents to continue using the site if it is more convenient for them.
18. If taken forward this new system could begin on 1 August 2021 from the end of the existing interim agreement but would be subject to the Government's roadmap to easing COVID restrictions. Hampshire residents with existing blue

permits would be asked to retain them to confirm residence and pay the required entry fee. A digital solution using ANPR (automatic number plate recognition) may be introduced at a later date.

19. Going forward, HWRC provision in the north of Hampshire will continue to be considered by officers as part of a wider countywide service provision review. Hampshire County Council already provides more HWRCs than any other county, so building new or redeveloping existing sites needs to be carefully evaluated in line with expected housing and population projections. It is recognised that extensive development is planned in the south-west of Basingstoke which will likely put pressure on the existing Basingstoke HWRC and may require the provision of additional infrastructure in the future which could be more convenient for north Hampshire residents to access.

Finance

20. Between 2016 and 2020, the cost of this transitional agreement was met by the Economy, Transport and Environment Department's main waste budget. It funded usage of the Newtown Road HWRC for around 5,000 Hampshire households at a cost of £175,000 per annum (approx. £700,000 over four years).
21. The interim agreement for 2020-21 was for Hampshire County Council and Basingstoke and Deane Borough Council to jointly share the cost for 12 months at £87,500 each. The County Council proportion was funded by the Leader of the Council's budget.

Consultation and Equalities

22. This decision has been assessed as having a neutral impact on groups with statutory protected characteristics, with a possible low negative impact in relation to poverty for some north Hampshire residents. A potential new charge to use the Newtown Road site may be more onerous for those north Hampshire residents on low incomes who wish to access affected sites. However, free access to sites remains available at HWRCs within Hampshire's borders. Other Waste Disposal Authorities, including Hampshire County Council, have taken the decision to establish a charging system whereby residents of neighbouring counties may continue to access its sites where practical, but in so doing ensuring that the cost of dealing with waste from non-residents is not subsidised by residents of the authority operating the HWRC.

Climate Change Impact Assessments

23. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C

temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.

24. The adaptation project screening tool considers vulnerability of proposals to the effects of climate change and whether any adaptations are required. A full assessment of climate change vulnerability was not completed in this instance as the initial vulnerability assessment indicated that the project is at minimal risk from climate vulnerabilities as the overall statutory service would continue to be required.
25. The mitigation decision-making tool considers the impact of carbon emissions and whether any mitigations are required. There is a carbon benefit to reducing vehicle journeys, and new, more local, HWRC in the Kingsclere area could have resulted in shorter journeys and less emissions, however the feasibility studies for the two proposed locations proved unfavourable. It may also have encouraged unsustainable 'waste only' visits to the village. By making its site available to Hampshire residents however, West Berkshire Council has facilitated an alternative to a longer journey into Basingstoke and Andover, albeit at a charge to the resident. It is acknowledged that many north Hampshire residents work or spend leisure time in Newbury, potentially meaning that journeys could be combined, thereby reducing the overall carbon impact.
26. This project addresses two of Hampshire County Council's statutory priorities by supporting residents and communities to lead healthy and independent lives and assisting the County Council's ambitions to protect Hampshire's unique environment in the future.

Conclusions

27. The conclusion of the feasibility studies is that developing a new HWRC site in north Hampshire is not feasible at this time, therefore the transitional payments will not be extended.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

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

Other Significant Links

Links to previous Member decisions:	
HWRC Cross Border Update	2 July 2020
Agenda for Executive Member for Policy and Resources Decision Day on Wednesday, 29th July, 2020, 9.00 am About the Council Hampshire County Council (hants.gov.uk)	29 July 2020

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:

- 2.1. This decision has been assessed as having a neutral impact on groups with statutory protected characteristics, with a possible low negative impact in relation to poverty for some north Hampshire residents. A potential new charge to use the Newtown Road site may be more onerous for those north Hampshire residents on low incomes who wish to access the affected site. However, free access to sites remains available at HWRCs within Hampshire's borders.

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- consider the finance for the project and the impact on the budget; and
- briefly consider the future direction of the project (next steps).

Contextual information - The Interreg Europe Programme

6. The Interreg Europe programme 2014-20 (www.interregeurope.eu) funds local/ regional authority led projects from across the EU and participating programme countries for knowledge exchange and to share good practice with the objective of developing and delivering better policy. It has funded 258 projects across four priorities:
- research and innovation (65 projects funded);
 - SME competitiveness (66 projects funded);
 - environment and resource efficiency (67 projects funded); and
 - low carbon economy (60 projects funded).

Background to the EIS project 2017-20, purpose and benefits

7. In spring 2015, Hampshire County Council agreed to act as the Lead Partner for the project and a consortium was formed comprising nine partners from seven EU regions¹. A first bid failed on a technicality during the summer of 2015 but a re-submission to the second call entitled *Everywhere International SMEs* (EIS) was approved in October 2016 and a subsidy contract was issued.
8. The purpose of the EIS project was to support more SMEs to compete internationally by comparing, contrasting, and improving regional support mechanisms to help SMEs internationalise. Specifically, the impact of the project was reported by the Joint Secretariat during its presentation at the final conference as follows:
- a. The identification of 8 Good Practices incorporated into the programme's Policy Learning Platform;
 - b. Improvement of EIS regions' policy instruments, influencing c. €15million of regional funding, which equals a leverage of twelve times the original investment in funding the project; and
 - c. A guiding methodology tool for international business support in operation in many of the participating regions.
9. Hampshire has over 86,000 businesses of which over 98% are SMEs. The county exports goods and services to the value of £24billion with 46% of these destined to EU markets with continual scope for improvement in the face of global competition.
10. The EIS project linked strongly to the European Regional Development Fund (ERDF) Operational Programme of the participating region – all seven policy

¹ The other regional partners are from Central Denmark, Donegal (Ireland), Emilia Romagna (Italy), Pomerania (Poland), Alentejo (Portugal), Koprivnica (Croatia).

instruments targeted by EIS related to European Structural and Investment Funds (ESIF) but local/regional economic strategies can also be included.

11. By improving governance structures through interregional policy learning among the EIS partners, the project set out to have a direct impact on increasing the competitiveness of SMEs in the regions involved.
12. EIS delivered this overall objective by joining up regional support structures through the formation of stakeholder groups in each participating region. EIS highlighted the importance of regional Smart Specialisation Strategies in the drive for greater internationalisation of SMEs. The project also helped regional policies to better align support and funding for internationalising SMEs and the final approved progress report recorded that c. €15million of future funding had been influenced by the project among the EIS partner regions.

Lead Partner role

13. Hampshire County Council is the Lead Partner with ultimate accountability for the project via a subsidy contract with the Interreg Joint Secretariat. A partnership agreement was signed in early 2017 with each project partner binding them legally to their project inputs. For the Hampshire specific aspect of the project, the Lead Partner, Hampshire County Council, worked closely with WSX Enterprise as the delivery partner. Local stakeholders, including EM3 and Solent Local Enterprise Partnerships (LEPs), Hampshire Chamber of Commerce, the University of Southampton's SET Squared, and other stakeholders such as DIT, were also engaged.

Benefits of EIS to Hampshire

14. The project focused on developing best practice in business support for international trade for SMEs and concluded a number of best practice findings that were presented at the final conference in September 2020. Benefits to Hampshire (as presented at the EIS Final Conference) include:
 - strong rationale to focus on provision of support;
 - identified issues/opportunities and gaps;
 - all key support partners brought together – a first;
 - sharper focus on working together by support agencies;
 - sharper focus on quality of SME experience – not just targets;
 - consensus: 'no wrong door' for SME enquiries;
 - improved partner engagement – communication, coordination, collaboration – senior decision makers;
 - peer review established good practices contributing to the [GlobalEIS tool](#) ;
 - Global EIS Tool – independent review – secured all partner buy-in; and
 - single export working group – catalyst for better customer experience.
15. Influence and outcomes of the EIS project for Hampshire (as reported at the EIS Final Conference, September 2020):

- EIS has contributed to the export aspects of two Local Industrial Strategies;
 - lessons and recommendations of EIS have supported the business case and recruitment by EM3 LEP of a Regional Trade & Investment Director;
 - Solent LEP has proposed development of an export academy;
 - shift change in approach locally, and high value commitment and involvement from Department of International Trade;
 - Export working group Internationalisation Action Plan was formulated drawing on EIS project lessons and recommendations;
 - making best use of existing resources – sustainable; and
 - legacy – foundation to influence policy, funding and future activities.
16. EIS requires each partner region to work closely with local stakeholders to help steer and advise the project. In Hampshire, this has involved the Hampshire Business Engagement Forum and bi-lateral discussions with constituent members of the HBEF such as Hampshire Chamber of Commerce, the two LEPs and Growth Hub, SETsquared Southampton, Portsmouth and Southampton Universities etc. These working relationships can be further cultivated through participation in this extension project and provide valuable insight to the emerging post-Brexit agenda for Hampshire through the incorporation of the project's findings. The County Council exercises a coordinating and leadership role in the international aspect pertaining to economic development for Hampshire.
17. By leading this project, Hampshire County Council has arguably raised its profile in this international economic development subject area, both across Hampshire and in Europe.

The current Interreg Europe extension call for projects 2021-22

18. The Interreg Europe fifth call was launched at the beginning of April with a total budget of €20million and invitations for existing/completed Interreg Europe projects to bid for a maximum of €500,000 per project for a duration of 12 -15 months. Applications are reviewed by the Programme Monitoring Committee on a rolling basis and approvals will continue through to end of July or until all the funding has been exhausted, whichever is the earliest. The funding comes from the 2014-20 programme budget, which the UK has paid into and UK organisations are therefore eligible to draw down from. There are upward of 250 approved Interreg Europe projects that could bid to this extension funding pot.
19. The Everywhere International SMEs extension project will have a value of circa €376,000 of which almost 85% is funded by European Regional Development Fund (ERDF) grant income. ERDF is the funding mechanism for Interreg from the European Commission's regional policy Directorate-General. Match funding (15%) required to complement the ERDF funding is based on staff time across the various partner organisations. For Hampshire County Council, staff inputs are identified as the EIS Project Manager & Head of Hampshire Brussels Office, and the Transformation Finance Manager working with staff from Hampshire delivery partner WSX Enterprise.

20. Based on an indicative budget, the Council would benefit to the tune of €100,000 net over the project period (September 2021 – September 2022). The project itself is expected to deliver significant benefit to Hampshire by sharing expertise and best practice in relation to how Covid-19 has stimulated new working practices by Business Support Organisations. WSX Enterprise Ltd based in Fareham is a full project partner and the EIS project has to date also directly engaged the EM3 and Solent LEPs and Growth Hubs, Hampshire Chamber of Commerce, and SETsquared Southampton in its project workshop activities.
21. It should be noted that the application was submitted on 26 May 2021 following its development since mid-January entailing three whole partner meetings and several bi-lateral meetings. All partners obtained in-country official sign-off to participate in this extension and submitted the required documentation to form their contribution to the bid. The County Council was informed by the Joint Secretariat in mid-May that the pot was close to exhaustion and received advice to submit an application as soon as possible. A result is expected in mid to late June. There is no guarantee that it will be approved. However, if the application is successful, as the accountable body and lead partner the County Council would enter into the funding agreement by way of extending the arrangement through the Interreg Europe programme management system known as iOLF.
22. It is believed, as has been the case with the recently finished EIS project, that the risks associated with the extension are extremely low given that it involves the same regional partners and similar types of activities of the original four year project, and of course the benefits are that the project fosters pan-Hampshire cooperation with key strategic and delivery partners, informs the emerging post-Brexit regional trade and investment agenda, and the income derived contributes commercial revenue for the County Council.

Finance

23. The EIS project 2017-20 was awarded a budget of €1.4million of which Hampshire County Council's total allocation was €305,000 for staff time, travel and subsistence. Staff salaries were reimbursed through working on the project to the sum of €202,000, essentially the Brussels Office/ED, and the Finance Transformation Manager. The costs of operating the Hampshire County Council Brussels office have been supported through income from this project to date.
24. The extension project, if approved, will have a budget of €377,000 of which Hampshire County Council's allocation is €110,000, plus an additional approximately €72,000 for staff costs. The funding generated from this extension will enable a continuation of international activity to inform Hampshire's emerging post-Brexit international strategy with key partners pending the possible establishment of new structures such as a Hampshire Trade and Investment Agency. If the funding bid is unsuccessful this activity will be reviewed as part of the County Council's ongoing review of revenue budgets and activity.

Consultation and Equalities

25. The project is strategic in nature, relating to professional exchange of experience. For this reason, no consultation has been undertaken with residents, and the proposal has been assessed as having a neutral impact on people with protected characteristics.

Climate Change Impact Assessments

26. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.
27. In this instance, the carbon mitigation tool and climate change adaptation tools were not applicable as this project is strategic relating to professional exchange of experience with many of the inputs taking place online as opposed to specific interventions affecting the environment. Where international travel is required for the three planned workshops, one of which will be in Winchester, it is proposed that participating staff will offset their carbon impact by purchasing carbon offset tickets and using public transport wherever possible.

Next steps

28. If the project is awarded, it becomes 'live' from the time of notification of the decision and officially starts on 1 September 2021 for 12 months. The work can then begin on preparing for and organising the three workshops around which the extension work is focused, namely comparing and assessing (i) disruption to SME international supply chains as a result of Covid, (ii) digital processes developed by support agencies and SMEs in response to Covid, and (iii) resilience of the support eco-system to crises such as the health pandemic.

Conclusion

29. It is expected that the final report will provide valuable material and conclusions through the SME case studies and good practices identified by the project. These will be shared with the Hampshire business support eco-system and help steer the Regional Trade and Investment Strategy under development by EM3 LEP in Hampshire and other, yet to be determined, Hampshire international strategies and sub-strategies relating to SMEs and international trade.

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

Other Significant Links

Links to previous Member decisions:	
<u>Title</u> Original EIS project approval: Leader Decision Day (ID = 2033, link since removed)	<u>Date</u> 20-01-2017
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 proposal has been assessed as having a neutral impact on people with protected characteristics as it is strategic in nature, relating to professional exchange of experience.

Contextual information

6. The 2021 Budget Statement 2021 announced a range of measures to support recovery following Covid-19, including a £220million Community Renewal Fund to increase funding for projects that support people and places across the UK, growing local economic and supporting communities. The purpose of the fund is to support communities to pilot programmes and new approaches ahead of the UK Shared Prosperity Fund, which will replace European Union structure funding following the UK's departure from the EU.
7. To ensure the UK Community Renewal Fund reached the most in need, the Government identified 100 local authorities as priority places. Prioritisation was based on an index of economic resilience.
8. For the purposes of the UK Community Renewal Fund, 'place' is defined at the district, unitary or borough. None of the districts or boroughs in Hampshire are included on the priority places list.
9. Although the fund will prioritise applications from the top 100 places, applications from non-priority places that demonstrate a strong strategic fit to the Community Renewal Prospectus and are deliverable and effective may also receive funding.
10. The fund is primarily revenue and project applications need to focus on the following priorities:
 - investment in skills;
 - investment for local business;
 - investment in communities and place; and
 - supporting people into employment.

Lead Authorities

11. Hampshire County Council has been designated by Government as a Lead Authority.
12. The role of a Lead Authority is to invite project proposals from a range of local organisations and appraise the projects based on the criteria set out in the UK Community Fund Prospectus. Lead Authorities are required to submit a report to Government demonstrating an open invitation process and that objective and transparent assessment and prioritisation of proposals was conducted, along with any shortlisted projects prioritised, for Government to assess.
13. Lead Authorities are also required to enter into a funding agreement with Government to deliver any successful bids, issue agreements to successful bidders, and undertake monitoring and assurance activity.

14. Southampton City Council, Portsmouth City Council and Isle of Wight Council have also been designated as Lead Authorities. Councils do not have to accept the designation and can opt out of the fund. Southampton City Council and Isle of Wight Council opted out of the fund.

Progress

15. Although Hampshire districts and boroughs do not feature in the top 100 priority places the Community Renewal Fund provides an opportunity to help shape the future Shared Prosperity Fund prospectus. The fund creates an opportunity for organisations to come together, to work collaboratively and develop proposals and projects based on local need.
16. An officer led 'virtual' Project Team was established in April 2021, led by Economic Development, tasked with delivering the required roles and responsibilities of a Lead Authority.
17. As part of the engagement activity, district and borough councils, universities, and key community and voluntary organisations were invited to a seminar. One to one meetings were also offered to district and boroughs.
18. An invitation to bid was sent out to key stakeholders including business support organisations, community and voluntary sector organisations, colleges, private sector organisations and partners. Information was shared across the partners communication networks, in newsletters, and online. The Business Hampshire social media channels and website were also used to disseminate the invitation to submit bids.
19. Three themed webinars were held, approximately 120 people attended the webinars and had the opportunity to ask questions and receive guidance on the process.
20. To ensure transparency, the County Council website included content about the Community Renewal Fund, all the presentations, and all the questions and answers from the webinars.
21. The deadline for applications to the County Council was 21 May 2021. This was to allow time to evaluate and assess the bids in order to meet the Government deadline of 18 June 2021.

Assessment of bids

22. A virtual assessment team has been established to evaluate the bids. All bids will be assessed against the gateway criteria set out in the UK Community Renewal Fund Prospectus as published by the Government. This is based on a pass or fail assessment as to whether:
 - the project will be delivered by 31 March 2022;
 - the project responds to a need identified in the Prospectus; and

- the project does not duplicate other national or local provision.

23. Projects that pass the gateway criteria will then be fully assessed against the evaluation criteria set out in the UK Community Renewal Fund assessment documentation, which includes:

Strategic fit

- how the project contributes to the overall strategic objectives of the UK Community Renewal Fund;
- to what extent can the project inform the UK Shared Prosperity Fund through transferable learning or opportunity to scale up for local partners and UK Government?;
- what is the extent to which the project demonstrates innovation in service delivery?; and
- how the project responds to local needs.

Deliverability, effectiveness and efficiency

- does the applicant have relevant experience in delivering projects of this type?;
- does the applicant have in place the resources necessary to deliver the project, including any match funding?;
- are the milestones realistic and is the project deliverable within the stated timescale?; and
- what are the risks that the project cannot be delivered in time, within budget or outputs and results and their mitigation?

Evaluation

- how well the project meets the UK Community Renewal Fund requirement to provide a well-developed and credible plan that identifies how the project will be monitored so that lessons learnt can disseminated.

24. All bids from community, voluntary and community organisations that pass the gateway criteria will be subject to a due diligence assessment to establish the credentials, resources, and capacity of the organisation to deliver their proposals, which will be conducted by the Finance Team.

25. Lead Authorities are expected to collaborate where there are cross boundary applications. The County Council has agreed with Portsmouth City Council to assess bids that cross the border between the two authorities collaboratively and as part of this process will determine which Authority will lead the bid in the event that it is shortlisted in accordance with the prospectus criteria. Southampton City Council and Isle of Wight Council have opted out of the fund.

26. Following the assessment, Hampshire County Council is required to submit a Lead Authority Bid Submission Summary report for each place, which includes the value of the bids submitted, up to maximum of £3million per place (district, borough, or unitary authority area) and the project application forms.

27. The table below provides details of bids received:

APPLICANT	GOVERNMENT INVESTMENT THEME	VALUE £000
The Branch Fordingbridge	Skills	£0-100
we are radikl	Business	£0-100
Off the Record	Employment	£0-100
Fiftyminusone	Business	£100-500
Winchester City Council	Communities and Place	£100-500
Hampshire County Council	Communities and Place	£100-500
Neill Ghosh (The Sloth)	Business, Employment, and Communities and Place	£100-500
Age UK Portsmouth	Communities and Place	£100-500
Winchester City Council (2 nd App)	Communities and Place	£100-500
WSX Enterprise	All	£100-500
Hampshire Cultural Trust	Skills and Communities and Place	£100-500
Havant and South Downs College	All	£500-1000
Tourism South East	All	£500-1000
Incuhive	Skills, Business, and Employment	£500-1000
The Lincolnshire and Rutland Education Business (The EBP)	All	£500-1000
Farnborough College of Technology	Employment, and Skills	£500-1000
Solent University	Business	£500-1000
Itchen College	Employment	>£1000
TieTa UK Ltd	Skills, and Business	>£1000

28. The Government requires a two-stage evaluation of bids, and at the time of publishing this report the first stage of evaluation is near completion and is expected to reduce the number of bids prior to the second, more detailed stage of evaluation. Results of the first evaluation will be reported at the decision day, and delegated authority is sought to complete the second evaluation and submit the results to Government.

Next steps

29. Subject to approval, the Director of Economy, Transport, and Environment will review the submission to Government, by noon 18 June 2021, which includes any shortlisted bids and a series of functional statements on how the process was managed, for assessment by Government.
30. Although not a requirement of the Community Renewal Fund, feedback will be provided to all applicants on their application status.
31. Following the Government's announcement in July 2021, a further update on the outcome on the bids submitted will be provided.
32. Grant agreements will be issued to successful bidders once funding has been agreed by Government, and monitoring and assurance activity will follow.

Finance

33. The UK Community Renewal Fund will provide Lead Authorities with funding to be used towards the costs incurred in managing Fund awards. A flat rate of 2% of the value of the UK Community Renewal Fund spent by each project may be used by Lead Authorities for the costs incurred in managing Fund awards. Hampshire County Council proposes to assess and manage the funds using existing staff, and therefore this would be used as a contribution in covering those costs. In circumstances where there is expected to be a large volume of transactions, or complex project delivery, for example, some employment support projects, a flat rate of 3% may be permitted. Lead Authorities should provide further details in their submission if 3% may be required. It is not anticipated that Hampshire County Council will need to provide such details in its submission.

Consultation and Equalities

34. All applications need to describe how they have considered the equalities impacts of their proposal, the relevant affected groups based on protected characteristics, and the measures proposed to respond to any impacts.
35. All shortlisted applicants will be assessed against the Public Sector Equality Duty as required by the Government's Prospectus.

Climate Change Impact Assessments

36. All applications to the Community Renewal Fund need to be able to demonstrate the extent to which the project contributes to the Government's net zero objectives or wider environmental considerations. As a minimum, the Government will only invest in projects that meet the clean growth principle and do not conflict with the UK's legal commitment to cut greenhouse gas emissions to net zero by 2050.

37. The contribution to the net zero objective forms part of the overall score of each application.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

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By virtue of paragraph(s) 3 of Part 1 of Schedule 12A of the Local Government Act 1972.

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