

## NOTICE OF MEETING

<b>Meeting</b>	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
<b>Date and Time</b>	Thursday 29th July, 2021 at 2.00 pm
<b>Place</b>	Virtual Teams Meeting - Microsoft Teams
<b>Enquiries to</b>	members.services@hants.gov.uk

Carolyn Williamson FCPFA  
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 Lead Member for Economy, Transport and Environment ~

#### Deputations

To receive any deputations notified under Standing Order 12.

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

1. **SUB-NATIONAL AND SUB-REGIONAL TRANSPORT PLANNING**  
(Pages 5 - 30)

To consider a report of the Director of Economy, Transport and Environment regarding an overview of current Hampshire County Council engagement with regional and sub-regional transport bodies, seeking approval for a number of Interim Policy Statements guiding work in this area and seeking endorsement for the Business Plans for 2021/22 of Solent Transport and Transport for the South East.

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

2. **ETE CAPITAL PROGRAMME 2020/21 END OF YEAR & QUARTER 1 2021/22** (Pages 31 - 54)

To consider a report from the Director of Economy, Transport and Environment, which provides a high-level summary of progress and delivery within the capital programme as well as confirming the year end position for 2020/21.

**3. HOUSEHOLD WASTE RECYCLING CENTRES PROVISION IN NORTH HAMPSHIRE** (Pages 55 - 62)

To consider a report of the Director of Economy, Transport and Environment regarding arrangements for cross-border use of West Berkshire Council's Household Waste Recycling Centre (HWRC) in Newtown Road, Newbury, by north Hampshire residents.

**4. APPOINTMENTS TO OUTSIDE BODIES** (Pages 63 - 68)

To appoint Members to Outside Bodies until May 2025.

**~ Executive Member for Highways Operations ~**

**Deputations**

To receive any deputations notified under Standing Order 12.

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

**5. ACTIVE TRAVEL FUND TRANCHE 2 PROGRAMME** (Pages 69 - 86)

To consider a report of the Director of Economy, Transport and Environment regarding a progress update on each of the Active Travel Fund Tranche 2 programme of schemes, feedback from the public consultation exercises for each of the schemes and a way forward for each of the schemes in the programme in light of the findings.

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

**6. BUS GATE EAST ANTON ANDOVER** (Pages 87 - 94)

To consider a report of the Director of Economy, Transport and Environment regarding delivery of the proposed bus gate in East Anton that is a planning condition of the approved layout for the development. The main spine road through the estate is designed to prohibit general traffic from accessing through the middle section past the school with access to this length restricted to buses and cyclists only.

**7. PROJECT APPRAISAL: EASTLEIGH AREA BUS INFRASTRUCTURE WORKS** (Pages 95 - 108)

To consider a report of the Director of Economy, Transport and Environment seeking approval to implement the outlined programme of bus infrastructure works in and around Eastleigh.

**8. CHANGES TO THE TRAFFIC MANAGEMENT PERMIT SCHEME**

(Pages 109 - 116)

To consider a report of the Director of Economy, Transport and Environment regarding updates required to the wording of the Hampshire County Permit Scheme document and seeking approval to formalise those changes.

**9. HAMPSHIRE HIGHWAYS - SERVICE UPDATE** (Pages 117 - 126)

To consider a report of the Director of Economy, Transport and Environment regarding the current pressures and challenges facing the County Council's highway maintenance service.

**10. HIGHWAYS POLICY FRAMEWORK TO SUPPORT BUSINESS RECOVERY** (Pages 127 - 134)

To consider a report of the Director of Economy, Transport and Environment regarding a new Policy Framework in which applications to make localised changes affecting the highway during the recovery phase from the COVID pandemic can be considered and supported as appropriate.

**~ Executive Member for Climate Change and Sustainability ~**

**Deputations**

To receive any deputations notified under Standing Order 12.

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

**11. ENVIRONMENT STRATEGY** (Pages 135 - 146)

To consider a report of the Director of Economy, Transport and Environment seeking approval for the preparation of an environment strategy setting out the County Council's environmental principles and priorities in relation to its activities. This is to ensure that there is an overarching, high level, framework, covering both the natural and built environments, to provide a consistent, coordinated and coherent framework.

**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.**

## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Lead Member for Economy, Transport and Environment
<b>Date:</b>	29 July 2021
<b>Title:</b>	Sub-National and Sub-Regional Transport Planning
<b>Report From:</b>	Director of Economy, Transport and Environment

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### Purpose of this Report

1. The purpose of this report is to provide an overview of Hampshire County Council's current engagement with regional and sub-regional transport bodies, to seek approval for a number of Interim Policy Statements guiding work in this area, and to seek endorsement for the Business Plan for 2021/22 of Solent Transport.

### Recommendations

2. That the Executive Lead Member for Economy, Transport and Environment notes the updates in this report on various work streams being undertaken by regional and sub-regional transport bodies.
3. That the Executive Lead Member for Economy, Transport, and Environment approves the Solent Transport Business Plan for 2021-22, as set out in appendix A.
4. That the Executive Lead Member for Economy, Transport, and Environment notes the key priorities for the Transport for the South East (TfSE) Business Plan for 2021-22, as set out in this report.
5. That the Executive Lead Member for Economy, Transport, and Environment notes the programme for consultation on the forthcoming TfSE Strategic Investment Plan (SIP) and requests that TfSE ensures that there is adequate

time for constituent authorities to approve the plan between the completion of consultation and adoption of the SIP.

6. That the Executive Lead Member for Economy, Transport, and Environment agrees the Interim Transport Policy Statements set out in this report, to shape and guide engagement on current regional transport work.

### **Executive Summary**

7. This paper seeks to:
  - set out the background to all regional transport partnerships with relevance to Hampshire County Council;
  - update on and agree the relevant business plans for regional transport bodies; and
  - agree a high-level interim policy framework to guide studies and work undertaken by the transport entities.

### **Contextual information**

8. Hampshire County Council is currently actively engaged with three regional/sub regional transport bodies. This is, and has for the last two years or so, been a particularly active area of work.
9. There is also a long-established joint working arrangement in the South Hampshire sub-region through Solent Transport. This has provided a valuable means of co-operation and co-ordination on transport issues and is widely recognised as an example of good practice.
10. Transport for the South East (TfSE) covers the geographic area to the south and west of London encompassing the counties of Kent, East and West Sussex, Surrey, Hampshire, and former Berkshire. It also includes a number of unitary authorities, including Portsmouth, Southampton and Isle of Wight. TfSE published a regional transport strategy in 2020, which can be accessed at [TfSE-transport-strategy.pdf \(transportforthesoutheast.org.uk\)](https://transportforthesoutheast.org.uk/TfSE-transport-strategy.pdf).
11. The Western Gateway covers the region bordering Hampshire to the west, stretching from Dorset in the south to Gloucestershire and Bath/Bristol/North Somerset in the west. While not directly impacting on Hampshire, the regional planning work is of relevance and the County Council is welcomed as a key stakeholder in the Western Gateway work.
12. This report provides a summary of business plans/programmes for the main strategic transport bodies and seeks approval for the Solent Transport Business Plan in accordance with the agreement governing its operation. It sets out a series of recommended Interim Policy Statements, to guide the work inputting to the range of regional transport study development and provides an overview of various studies underway or programmed.

## **Solent Transport Business Plan**

13. The Solent Transport agreement requires that each authority agree the Solent Transport Business plan for the year ahead following its approval by the Solent Transport joint Committee. This ensures that the decisions reached in the joint committee are ratified by the County Council. Furthermore, it helps ensure that the work of Solent Transport is focused on the priorities of the member authorities.
14. The business plan for 2021/22 was agreed by the Solent Transport Joint Committee on 4 March 2021. The Business Plan is appended to this report (Appendix A) and the original covering report is at [Report.pdf \(modern.gov.co.uk\)](#). The report recommendations seek to endorse that decision, which will make it compliant with the Joint Committee governance rules as set out in the Solent Transport legal agreement.
15. Key items within the business plan are –
  - continuing delivery of the Future Transport Zone (FTZ);
  - development of a Strategic Vision and High Level Strategy for Solent Transport;
  - support/co-ordination for Member authorities in securing funding through bid opportunities;
  - completion of validation work and ongoing administration of Sub-Regional Transport Model (SRTM);
  - support Isle of Wight Transport Board on cross-Solent connectivity;
  - engagement in future land-use modelling with Local Transport Authorities and Partnership for South Hampshire (PfSH);
  - marketing, promotion and lobbying; and
  - support delivery of the M27 Travel Demand Management (TDM) project with Highways England.

## **Transport for South East Business Plan**

16. Unlike Solent Transport, TfSE is not a formal joint committee – it is seeking formal status as a statutory body and, pending approval, is currently operating under shadow arrangements. The business plan for 2021-22 identifies four priority areas of work, as follows:
  - complete a programme of area and thematic studies which form the principal building blocks of a strategic investment plan;
  - develop a strategic investment plan ready for public consultation in summer 2022;
  - agree a clear and compelling vision for the future role of Transport for the South East, including the tools needed to deliver [TfSE's] investment plan; and

- secure a multi-year financial settlement from government, enabling TfSE to work more efficiently and effectively and deliver best value for [TfSE's] partners and taxpayers.
17. Alongside these key priorities, TfSE indicates that it will continue to work closely with government and partners in the road and rail sectors to support investment in the region and ensure the South East's voice is heard.

## **Individual Regional Studies/Work Areas**

### ***Transport for the South East (TfSE)***

#### **Inner Orbital Area Study**

18. This is the orbital area running south of Greater London from Basingstoke and Reading in the West, to Ashford, Dartford and Medway in the East, large parts of the Thames Valley, Surrey and Gatwick also fall within the study area. Overall, the County Council interim position on this is to promote improved Local Strategic link principles which facilitate hub and spoke networks between Basingstoke and adjacent major urban centres within the study area, namely Basingstoke to Reading, and Newbury and Farnborough to Blackwater Valley areas. The County Council's position emphasises the importance of local movements rather than long distance, end to end journeys. To support this, the specific interventions and schemes arising from the Multimodal M3 to M4 link enhancements, in line with emerging outcomes of the Thames Valley and North Hants study including Rail electrification, will be advocated by the County Council.
19. Other priority projects for Hampshire County Council are:
- Junction 7-8 M3 – enhancement to facilitate significant growth to West of Basingstoke;
  - Mass Rapid Transit for Basingstoke;
  - enhancements to the Basingstoke to Reading corridor, in line with emerging findings from the corridor study;
  - enhancements to the A339 in line with emerging outcomes of the A339 Corridor Study;
  - Black Dam M3 junction to become Strategic Road Network; and
  - Woking rail flyover.

#### **Interim Policy Statement 1**

***The focus of work on the Inner Orbital study should be on accommodating major development proposals around Basingstoke, including promotion of Mass Rapid Transit for the town, on developing multi-modal approaches for the A33 and A339 corridors, and on addressing rail capacity issues, especially at Woking.***

## Outer Orbital Area Study

20. This study area runs from New Forest in Hampshire to Thanet and Medway in Kent and covers the coastal areas of South Hampshire (including the cities of Southampton and Portsmouth) extending along the south coast through East and West Sussex (including the Town of Brighton and coastal areas of Kent). As such, this also includes the south coast ports of Southampton, Portsmouth, Shoreham, Newhaven, Folkstone and Dover. It is also important to consider the neighbouring urban area of Bournemouth, Christchurch, and Poole immediately to the west of Hampshire.
21. The County Council's initial position on this study has been that this should place less emphasis on developing long distance 'orbital' transport corridors, for example by road or rail, as there is little evidence that there is a strong unmet demand for end-to-end journeys. This is consistent with Interim Policy Statement 2 above. The County Council has instead pursued a 'hub and spoke' approach, promoting networks such as BRT/Metro networks (based upon integrated rail and bus). This has including promoting:
- Waterside Rail;
  - Solent Connectivity Study;
  - Southampton Radial enhanced bus network;
  - extended SEHRT;
  - A27 – people movement corridor enhancement;
  - Access to Gosport – Active and public transport modes enhancements (Eclipse extensions);
  - A3 – (Star corridor to be enhanced to mass transit level of service);
  - Waterside Transport Strategy inc. A326, passenger rail and other multimodal enhancements;
  - four track railway from Parkway to Southampton Central, including four platforms at Airport Parkway and associated bridge enhancements;
  - better Integrated land use planning; and
  - step change in integrated ticketing and pricing.
22. The County Council will wish to keep under review the potential benefits of promoting a Passenger Transport Executive (PTE) for Hampshire.

## Interim Policy Statement 2

***The focus of work on the Outer Orbital study should be on enhancing local connectivity, serving the major conurbations in the study area, on better integrating transport and land-use planning, and on enhancements to the 'rail offer' for all settlements along the south coast.***

## **South West Radial Study**

23. This study is scheduled to commence shortly and will cover the area to the south west of London - extending from Outer London to Portsmouth, Southampton, Ringwood, Winchester, Basingstoke, Andover and Newbury. At this early stage the County Council considers that the strategy in Hampshire should focus on strategic long-distance end to end journeys recognising its international gateway function, which again is consistent with Interim Policy Statement 2 above. In this regard the following interventions and schemes will be advocated:

- ensure adequate capacity and seek improved rail services on key rail corridors, taking into account future demand patterns once the longer-term impact of Covid-19 is fully understood;
- A3 corridor and Portsmouth – improve Portsmouth-London rail times and improvements to/replacement of Ham Barn roundabout;
- M3 Junction 9 major improvement scheme to be delivered;
- Smart Motorways and strategic network junction enhancement to South Western section of M27 and M3; and
- Highways England to study the A34 in Road Investment Strategy (RIS) period 3 to understand the case for upgrading to motorway standard.

## **Interim Policy Statement 3**

***The focus of future work on the South West Radial Study should be on ensuring enhanced rail capacity and improved rail services to serve future demand, and on the delivery of existing commitments on the road/motorway network.***

## **Freight Logistics and Gateway Study**

24. This is a topic-based study which aims to identify what investment is needed to better connect the region's ports, airports and international rail links, supporting sustainable economic growth both within the region and more widely.

25. There are five work packages, as follows, that in combination reflect the scope of the work.

- Stakeholder Engagement. To engage and transform stakeholder perceptions that freight is a problem to one where it is seen as a sector that can deliver on healthier streets, stronger communities and driving economic recovery and growth.
- Data, Research & Insight. To share a clear baseline of freight travel patterns, needs and opportunities, and forecasts, and continue to share data and insights.
- Infrastructure. To develop a clear infrastructure priority list with decarbonisation, resilience, and predictability at its core.

- Technology & Decarbonisation. To create and deliver a zero-emission strategy and route-map for the region.
  - Operational & Planning Considerations. To develop a toolkit for better incorporating freight (sites and integrated policies) into local planning. To develop a delivery plan for increased levels of training and education to facilitate safe, efficient, and reliable movement of goods.
26. Both Hampshire County Council and Solent Transport are represented on the steering group. With important international gateways at Southampton Port, Portsmouth Port, and Southampton Airport, it has been important to ensure that a focus is retained on the South Hampshire area, particularly with the emerging Freeport proposal.

#### **Interim Policy Statement 4**

***The local focus of work on the Freight and Logistics study should be on ensuring that adequate links are provided for freight movements to and from the ports of Southampton and Portsmouth and Southampton Airport and that adequate provision is made for freight movements associated with the Solent Freeport. This should include rail access as well as road access.***

***The potential for new approaches to ‘last mile’ delivery should be explored, including schemes utilising cycle/electric vehicle courier systems, to minimise the impact of HGVs in town centres and other sensitive locations.***

#### **Mobility**

27. This is a topic-based study which explores the role of changing technology and future model of mobility, and the role local highway authorities may play in the future. The County Council general position is based on the evidence submitted to the 2050 vision work. This places emphasis on new technologies and innovations coming forward that are targeted at helping to achieve specific policy outcomes and not simply supportive of new technology for technology’s sake.
28. This is an evolving and uncertain area of work. Innovations and new technology are rapidly disrupting and changing, and hint at a very different future of mobility: a future where shared vehicle ownership and vehicle autonomy present significant opportunities to reduce the need to own a vehicle whilst still facilitating the freedoms we have become used to through car ownership. The cleaning of vehicle technologies is moving at pace with, at a national level, the banning of the sale of internal combustion engine cars by 2030 already starting to have a discernible impact on vehicle sales and customer interest.
29. The technology to support back-office functions integrating different modes and allowing more seamless and affordable charging systems already exists but is not widely deployed. Embracing such developments could have

significant benefits for customers and ease of travelling using multiple forms of transport in a seamless and connected way.

### **Western Gateway**

30. The Western Gateway transport body is currently undertaking four multi-modal corridor studies, as follows –
- South East to South West;
  - Midlands to South Coast;
  - Midlands to South West; and
  - South East to Wales.
31. Hampshire County Council has been engaged with the steering group of the first two of these studies; the remaining two are too peripheral to Hampshire to be of direct interest.
32. Much of the focus of the studies has been on north-south road links to the west of Hampshire. There is also interest in improving rail journey times between Poole and London. These are legitimate interests for the Western Gateway grouping although have little or no direct impact in Hampshire. The principal approach taken to date, therefore, is to be supportive but to be assured that the improvements sought will not be at the expense of investment and services directly impacting on Hampshire (e.g. investment on the A34/M3/A31 corridors or rail stopping patterns that affect service levels in Hampshire).

### ***Future Regional Working Structures***

33. The future direction of statutory status for Sub National Transport Bodies is currently uncertain. The Government has not at this time agreed to set up any new Sub National Transport Bodies and its appetite to do so appears to have waned, presumably because of other more pressing national priorities. TfSE is, however, continuing to develop ideas for devolved powers and responsibilities which in turn may require it to present a case to Government for Statutory status. This would mean it can perform functions and responsibilities in its own right as a Local Highway Authority instead of through constituent member authority.
34. Work to define the future role of TfSE is ongoing. In principle Hampshire County Council's position on this issue has to date emphasised subsidiarity, supporting devolution of powers down from central Government, but sceptical of the benefits of drawing power from existing Local Highway Authorities into TfSE. There may be situations where sharing some functions could lead to efficiencies and future savings, e.g. shared back office functions for integrated ticketing or the assessment and issue of concessionary or blue badge passes. However, such shared services can already be established under voluntary agreement and do not necessarily require TfSE to have statutory status.

## **Finance**

35. There are no direct financial implications arising from the report, although the influence gained through membership of and engagement with sub-national bodies will impact positively on potential future funding schemes at a regional level.
36. Hampshire County Council makes financial contributions towards the cost of running TfSE and Solent Transport. Budgetary provision has been made for both and payment has been made to both for the current year.
37. Transport for South East Membership currently costs £58,000pa, which is the agreed sum paid by all County Highway Authorities. This is a partnership with an ambitious work plan. The Government has provided substantial funding to support TfSE's study programme and this is clearly good news. It means that potential pressure to increase partner contributions to maintain the work programme has, for the time being, been resolved.
38. Solent transport Membership currently costs £90,000pa. A formula governs the membership fees, which is set in proportion to the population covered by the Solent Transport member authorities. The full cost of these activities including officer time is considerably more than the membership fee.

## **Consultation and Equalities**

39. An Equalities Impacts Assessment has been completed. This has identified potentially positive outcomes for populations affected by poverty and/or rurality. This is because it is anticipated that the County Council's engagement with sub-national transport bodies would highlight the needs to support economic regeneration and to ensure that the needs of rural areas are properly reflected in their strategies.

## **Climate Change Impact Assessments**

40. There are no direct implications for climate change from the report as it is established broad policy positions to influence future investment decisions. The ability to influence climate change will be impacted by those decisions, but it is not possible to quantify those impacts until the level of investment and types of scheme supported are known. The Interim Policy Statements are intended to secure a positive impact by directing investment to types of scheme that support carbon neutrality.

## **Climate Change Adaptation**

41. Adaptation measures will be considered in future schemes, once the level of funding and types of scheme supported are known.

## **Carbon Mitigation**

42. Mitigation measures will be considered in future schemes, once the level of funding and types of scheme supported are known.

**REQUIRED CORPORATE AND LEGAL INFORMATION:**

**Links to the Strategic Plan**

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

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

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

Document

Location

None

## **EQUALITIES IMPACT ASSESSMENT:**

### **1. Equality Duty**

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

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

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

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

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

- 2.1 An Equalities Impacts Assessment has been completed. This has identified potentially positive outcomes for populations affected by poverty and/or rurality. This is because it is anticipated that the County Council's engagement with sub-national transport bodies would highlight the needs to support economic regeneration and to ensure that the needs of rural areas are properly reflected in their strategies.

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## **BACKGROUND & WIDER PICTURE**

1. Since the Business Plan for 2020/21 was presented to Joint Committee on 29<sup>th</sup> June 2020, during the early stages of the Covid-19 pandemic, the pace of change in the transport sector has been unprecedented in recent times- reflecting impacts on society and the nation in general.
2. Over the last year Solent Transport has been exceptionally agile, adapting and flexing to respond as positively and effectively as possible to issues and opportunities that have arisen. This has been done overall with a considerable degree of success.
3. At the time of writing, Covid and its impacts still dominate the agenda. Many short-term changes to society are now familiar, but with the end of the pandemic hopefully now in sight, our focus is turning to the medium and longer term and the post-pandemic response and recovery- and identifying how Solent Transport's activities can add value to our partners activities in this area.
4. Although uncertainty remains, there is a good likelihood that some of the short-term changes observed during the Covid-19 pandemic will endure into the future. Many of the changes in people's lifestyles and functioning of the economy, business and society during 2020 were accelerations of previously slow-moving but growing trends, such as increases in working from home, and growth in online deliveries and other services moving online.
5. Whilst many of these present challenges to us as a set of sub-regional highway authorities, Partner Authorities and Solent Transport have also tried to focus on exploiting some of the more positive opportunities arising from these changes. Some of the key challenges for the transport sector in the year ahead are anticipated to include:
  - Seeking to rebuild user confidence in public transport, and restoring passenger levels and viability of services- perhaps through increasing use of public transport for different types of journeys than were made before
  - Seeking to "lock-in" some of the recent growth in walking, cycling and other modes of travel, and the increased levels of "staying local" and working/ accessing some services remotely
  - Addressing the growth in light goods vehicle traffic, particularly for online deliveries
  - Seeking to avoid/reduce any "rebound to car" which results in traffic levels growing beyond the problematic levels occurring before 2020
6. This Business Plan also recognises the considerable pressure the Covid crisis has brought upon our funder authorities' resources – both through demands to quickly deliver schemes and initiatives in order to respond to the changing situation, and also as a result of negative financial impacts on the Local Authorities.
7. Despite Covid dominating the agenda this year, the various other challenges that the transport sector, and our Member authorities must respond to, have not gone away. This includes responding to the climate crisis; regenerating the economy to create more opportunity for all and to respond to post-Brexit opportunities; and taking actions which support healthier lifestyles and environments for our area's residents. In particular, all of our Member authorities have now declared climate emergencies.

8. In November 2020 the UK Government published its “Ten point plan for a green industrial revolution”. This key policy document sets out the Government’s plan to rebuild the UK’s economy post-Covid on a sustainable, zero net carbon footing. Two of the ten points in the Government’s plan relate to the transport sector:
  - Accelerating the transition to zero carbon (electric and hydrogen fuel) vehicles, with an end to sale of fossil fuel powered private cars in 2030, and most hybrid cars by 2035 - supported by several billion pounds of funding for roll-out of infrastructure (primarily EV charge points) and support for manufacturers
  - A step-change in investment in public transport, cycling and walking infrastructure, and a transition to zero-emission public transport, to increase the share of journeys taken by these modes of travel. Financial support over the coming years will include tens of billions of pounds in enhancements and renewals of the rail network, £4.2 billion for urban public transport, and £5 billion on buses, cycling and walking
9. Achieving these points will require transformative actions and changes in our sector over the next 5 to 10 years which will be much greater in scope than the short-term changes observed during 2020.
10. Whilst there are great challenges and opportunities in the future, the other major background consideration for this business plan is the very significant - arguably transformational- level of Government funding for infrastructure, service and behavioural change initiatives which was secured by our Member LTAs and by Solent Transport itself in the last financial year.
11. The Transforming Cities Fund programmes now underway in the Portsmouth and Southampton city regions are delivering a collective £171m (£112m from DfT) of improved infrastructure for public transport and walking/cycling. Continuing to support our Members’ successful delivery of TCF programmes will be an important priority for Solent Transport this year.
12. One of the key ways we will achieve this is through delivery of Solent Transport’s Future Transport Zone (FTZ) programme. The FTZ programme was awarded £28.75m by DfT in March 2020. Southampton City Council are the accountable body for the programme but Solent Transport are responsible for leading the delivery and governance arrangements. The FTZ is a Solent-area wide programme which complements both city region’s TCF programmes, and other LTA objectives.

## **REVIEW OF PROGRESS AGAINST 2020/21 SOLENT TRANSPORT BUSINESS PLAN**

13. As anticipated by the 2020/21 business plan, Covid 19 has required us to be agile and responsive. Nonetheless, the majority of the priority objectives in last year's business plan have been achieved, and those which have been delayed, due to Covid impacts and/or diversion of resource for initiation of the FTZ programme, are in progress.
14. **Commencement of delivery of the FTZ programme, continuing to 2024:** By utilising independent consultants through Southampton City Council's recruitment agency contract it was possible to employ temporary staff to all key roles, at the same cost as was budgeted for four roles through a framework consultancy. Having a larger, high-performing interim FTZ team, contributed greatly to a rapid start-up for the programme and has helped overcome difficult operational circumstances created by Covid. This has enabled the following highlight achievements:
- Full review of programme plan to respond to changed circumstances (Covid 19) agreed with funder (DfT) and now being implemented
  - Governance, joint working, partner funding arrangements largely completed
  - Summer 2019 cross-Solent drone trial achieved five UK aviation firsts, created significant promotion and profile for Solent Transport and its partner authorities and informed further development of project
  - Solent Transport FTZ stakeholder group formed with initial meeting in November focusing on E-scooters
  - E-scooter/ micro-mobility framework procurement completed, Isle of Wight trial commenced November 2020, development of other trials with planned launches in March 2021
  - Solent Go carnet (multi-trip) products – have been developed and can be deployed from March or as soon as lockdowns/ travel restrictions are lifted
  - Mobility as a Service (app) platform procurement underway and provider expected to be appointed by March
  - Bike/ e-bike share scheme market testing undertaken and proceeding towards procurement.
  - Monitoring and evaluation method reviewed in light of Covid and in process of being agreed with NatCen (DfT's appointed evaluation body).
15. A special note of thanks is due for PCC's procurement team, who have provided significant support in procurement activities for FTZ to date.

**To deliver a new Solent Transport Strategy:** Progress on this task commenced in January 2020 with workshops for partner bodies but it has proved difficult for both Solent Transport and Partner Authorities to prioritise this work during the pandemic. Solent Transport also had to reprioritise staff time to support FTZ initiation. This is now scheduled to restart in the autumn of 2021, Work to develop supporting evidence is still underway, working jointly with University of Southampton to use the National Infrastructure Systems Model (NISMOD) to test around 50-60 possible

strategic interventions at a high level, establishing their likely effectiveness to help inform prioritisation within the strategy.

16. **Support Partner Authorities and Develop cheaper way to test interventions –** NISMOD is also being used to support HCC and development of its new LTP4, and to explore its possible use as a simplified “sandbox” model for testing of high-level scenarios and options more economically and quickly than the present SRTM. The exploration of such a “sandbox” model concept was an objective of the 2020/21 business plan.
17. **To continue to operate the Sub-Regional Transport Model (SRTM) and further explore development & improvement options:** The SRTM continues to be a highly relevant resource for the Solent area. Between 2017 and 2020, SRTM has provided transport and economic evidence for bids which have secured £183m of external funding for the area. Business as usual has been maintained through 2020 and SRTM continues to be well-utilised, with a total of 33 individual modelling commissions undertaken in the 2020 calendar year including:
  - HCC A326/ Waterside transport strategy & Waterside rail proposals
  - HCC Winchester Movement Strategy development
  - HCC Redbridge Causeway Local Highways Maintenance Challenge Fund bid
  - PCC Clean Air Zone business case
  - PCC Future High Streets Fund bid
  - PCC/ HCC Portsmouth TCF bid- revised business case
  - SCC/HCC TCF programme scheme development
  - Local Plan development for Fareham
  - Four significant private developer promoted schemes
18. Covid-19 and impacts on travel patterns mean that a major model update to reflect the “new normal” cannot be commissioned until there is stability in movement patterns across the area which is unlikely to occur until 2022. This has constrained progress on a major model update over the last year, but provides an opportunity for Solent Transport to address the shortfall in the finances required for this work.
18. Interim actions have been undertaken to extend the life of the existing SRTM until we can commission a major update:
  - Following engagement/ advice from DfT regarding how to address Covid-19 uncertainties on modelling a model-wide validation exercise is being undertaken, comparing the 2019 forecast year against recorded traffic counts from that year, so as to ensure the model remains “fit for purpose”.
  - Changes to model fee structure to increase model update income from users by approx. 20%
19. **To work with the Partnership for South Hampshire (PfSH) on the creation of a ‘Statement of Common Ground’:** This project has commenced and continues broadly according to original plan. Solent Transport and PfSH wrote and agreed a joint brief for a three-stage project testing transport impacts of potential Strategic Development Opportunity Areas (SDOAs) identified by PfSH Local Planning Authorities which could accommodate development beyond 2034. Consultants have been jointly

appointed to undertake the project, have completed the first stage of the project, and are currently on the second stage of the project, using the SRTM model to test the impacts of combinations of different SDOA sites.

20. Solent Transport provided specialist advice and support to PfSH on transport matters, and facilitating engagement between PfSH and our Member LTAs. Member Authority officers have stated that that this activity has added value through reducing duplication of calls on their staff time, and has also contributed to more unified approach to review/ response to early stages of the transport study, although there is a clear need to ensure that the respective roles of Solent Transport and the LTAs is fully understood by the Local Planning Authorities.
21. **Profile-raising, marketing & branding:** Our plan to run up to two conferences has not been possible to realise due to Covid-19 restrictions. However, Solent Transport has been very active during the pandemic and has achieved significant success in this area in difficult circumstances:
- **Brand development** – We have revisited the Solent Transport Brand creating new templates and collateral and are in the process of refreshing the website.
  - **Government engagement** – We have briefed the Secretary of State for Transport and Parliamentary Under Secretary of State, Rachel Maclean MP on aspects of the FTZ and have an ongoing positive dialogue with the DfT and TFSE.
  - **Conferences** – Solent was a key speaker at a Escooters conference alongside DfT, and have also spoken at a number of other third party conferences on Mobility Hubs and other FTZ schemes.
  - **Social media** – Creation and ongoing use of a Solent Transport LinkedIn page, this has been key to promotion of the FTZ work and to recruitment.
  - **Media coverage** – Solent Transport has through the FTZ created several media opportunities particularly around Drones and E-scooter work, resulting in a significant level of media coverage including items on BBC Television.
  - **New Norm Campaign** – Solent Transport devised and ran this campaign on Wave 105 FM to support LTAs as they came out of lockdown, aiming to lock-in sustainable behaviours such as walking, cycling and working from home. This was a success and was extended to cover North Hampshire at HCCs request.
  - **Future FTZ marketing** - A permanent fulltime marketing manager has been allocated to the FTZ and a marketing, engagement and dissemination strategy has been developed.
  - **My Journey** – We have also received requests for usage of the My Journey brand under licence in neighbouring Wokingham.
22. **Solent Go:** Until the outbreak of Covid-19 we had observed a sustained upward trend in sales of the multi-operator travel products offered, with sales of all paper & smartcard ticket types in 2019/20 being approximately 35% higher than in 2017/18. Covid-19 and reductions in public transport usage have impacted Solent Go sales, sales in April 2020 were 80% lower than April 2019 but in October rebounded to around 70% of the levels of October 2019. Marketing and promotion of Solent go have been put on hold, due to Government guidance in force during 2020 limiting usage to essential journeys.

23. **Rail strategy:** On the Isle of Wight, Solent Transport's long term support and lobbying for improvements to the Island Line, alongside other partners as part of the IOW Transport Infrastructure Task Force, is now delivering results, with a transformative upgrade including new trains, track renewals and upgrades allowing improved timetables, and other improvements for customers currently underway. The Ryde interchange scheme, which has secured TCF funding, will further enhance this much-anticipated step change in provision.
24. On the mainland, the Solent Rail Connectivity CMSP study was completed, published and endorsed by PCC/SCC/HCC as our shared plan for improving local rail services across Solent. The infrastructure measures required to approximately double train frequencies across Solent have been inserted into the Rail Network Enhancement Pipeline. The steps to take these proposals forward to the next stage of development during 2021/22 are covered in next year's plan.
25. **Other areas of work:** Solent Transport's work programme for 2020/21 also included several other objectives:
26. **To provide an assurance role for Transforming Cities programmes, subject to agreed funding from TCF partners:** discussions have commenced regarding how Solent Transport can best support this work, however available budget and reduced level of core Solent staffing is making it difficult to accommodate this demand within present resources, this is yet to be fully resolved.
27. **To assist in the delivery of work package 3 of the Highways England Travel Demand Management work:** Solent Transport has taken the lead on Work Package 3 which has now been allocated to mobility hubs, following programme changes as a result of Covid-19 reducing the viability of originally planned uses for this part of the funding. A detailed design guide and model for identifying the likely successful sites has been developed.

## **WORK PLAN FOR 2021/22**

28. Solent Transport's proposed work programme for 2021/22, is outlined below. A table of the proposed average weekly time allocations to key activities is provided at paragraph 51.
29. **Continued successful delivery of FTZ programme:** As Solent Transport's flagship area of work, and the one which will provide the most immediate benefit to the Solent area and our Members and partners, continuing the good progress made to date on FTZ is our top priority. The FTZ is a high profile, national innovation scheme and will inform central government future decisions around transport innovations, and investment. Its successful delivery will boost the area's credibility with DfT and other funders when bidding for future funding opportunities as well as enhancing the Solent area reputation as a hub for innovation- supporting key local employers in the education & research sector.

30. The FTZ programme has its own funding (provided through Department for Transport Grant) and delivery team, however significant input from the core Solent Transport team is also required on an ongoing basis. The original bid to DfT committed 3 days per week of 3 core staff time to delivering the FTZ programme in the first year of FTZ, reducing to 2 days per week in years 2 to 4 of the programme. However the deletion of the former Marketing & Communications officer post from the core structure means that a 3 day per week commitment of core staff time to FTZ will need to be continued in order to honour the match funding commitments (see also paras 62 & 63).

We do also recognise that the FTZ programme places additional pressure on our Member LTAs to deliver some elements “on the ground”. Solent Transport will continue to provide support (staff resource) to assist our Members to deliver and gain maximum value from the opportunities presented. Details of the work will be highlighted in the reports for the FTZ Steering Group meeting that follows this Joint Committee meeting.

31. **Development of Solent Transport strategic vision/ high level strategy:** Making tangible progress on this area of work is high on our SMB’s priority list for 2021/22, building on early work undertaken in 2020. Publication of an area-wide vision statement and high-level strategy will link together our authorities’ emerging/draft/adopted LTP4s in a coherent way. This will make it easier for the Solent area to collectively articulate its transport priorities and ambitions. As central Government are more amenable to funding schemes and initiatives which have unified support amongst local stakeholders, this area of work is important for positioning ourselves to take advantage of transformational investment from central Government funders anticipated to come forwards in the next few years, including that linked to the Green Industrial Revolution initiative. Therefore it is intended that a revised vision statement and draft high level strategy will be developed in full engagement with our Member authorities, once circumstances allow and with a view to progress this to a final position in the 2022 calendar year.
32. **Continue to lead/ support strategic transport planning projects and initiatives which collectively benefit our Members potential to access funding:** A key mission for Solent Transport will be to support our Member authorities in gaining a share of future funding opportunities that befits the national significance of the Solent area, and which supports a transition to a sustainable, net zero emission future without detriment to the area, so that we are well placed to access opportunities from central Government when they arise.
33. Solent Transport’s main contribution in 2021/22 in this work area is to further develop proposals for improved rail connectivity for the Solent, working with Network Rail. Network Rail are supporting preparation of a Strategic Outline Business Case for the Solent Connectivity proposals and Solent Transport will allocate staff time to this project. We also intend to continue working with Network Rail participating in two earlier stage strategic study projects relevant to the Solent area, namely the Mainline strategic study (London to Portsmouth/Southampton connectivity), and also the Solent to Midlands Multi-Modal Freight strategic study. In addition we will explore whether linkages between the Waterside rail proposals, and the wider Solent Rail Connectivity proposals could add value to both initiatives.

34. We also anticipate continued input and engagement with some TFSE led studies, particularly the Outer Orbital study, Future Mobility Strategy and Freight Logistics and Gateway study helping our Members to ensure that these studies fully represent the Solent area's needs, interests and ambitions. We will add value through considering wider/cross boundary connectivity issues and by coordinating inputs to this work so that engagement with TFSE is done in a coordinated and collective manner.
35. We have supported initial transport input to a potential Solent Freeport bid being coordinated/ led by Solent LEP, and we foresee further support may be required on this and other funding opportunities by partner bodies.
36. **Sub-Regional Transport Model:** the immediate priority is completion of the 2019 Present Year Validation exercise that is currently underway. If successful, this will then be followed by a minor update to the model's "reference case" scenarios of committed development and transport schemes. In combination these activities should extend the model's "fitness for purpose" by a year or two, creating some more time for conditions (Covid "new normal") and income/finances to permit a major model update.
37. The estimated costs of a major model update ("do minimum" likely cost up to £800k; "do more" likely cost circa £1.2m - both costs based on outline quotes prior to Covid-19 pandemic) still significantly exceeds the available model reserve budget (£491k at time of writing) and it is unlikely that current growth of the pot will be sufficient to reach the level required for a "do minimum" upgrade, with an allowance for cost risks, by 2022. Therefore exploring further options to increase the value of this reserve, through external income generation and/or financial efficiency, are required. It is recognised that LTA revenue budgets are severely pressured at present so are very unlikely to be able to support the scale of funding needed.

We will therefore explore any and all opportunities for improved financial efficiency and income generation which present themselves. One option that we will explore is whether we can secure a small share of capital income from successful funding bids supported by model in future. Just a fraction of a percent of income from future bids could resolve the model upgrade budget issue entirely, yet would not affect the economic case for most schemes.

38. **Cross-Solent Connectivity:** Solent Transport will continue to engage with and support the IOW Transport Board, to support new initiatives to improve connectivity to and within the Isle of Wight. This includes actions in support of the Isle of Wight's Restoring Your Railway fund bid to DfT.
39. **Land use & Transport Planning/ PfSH :** We propose to continue the partnership work achieved to date working with PfSH on the Statement of Common Ground project.

40. The development and agreement of a single recommended option for allocation of development across the area will be a particularly critical stage, which PfSH’s programme anticipates will be reached in mid-summer 2021.
41. Following this, work (involving the PfSH LPAs and their Consultants, Solent Transport and the LTAs) to develop access/ transport mitigation strategies for this single recommended option for future spatial allocations, for inclusion in an updated PfSH Spatial Position Statement or similar, is anticipated to run through until the end of 2021/ early 2022.
42. Solent Transport has an important continuing role supporting / advising PfSH on transport aspects of this project, and jointly managing & reviewing outputs from the appointed consultants. The LTAs will need to be able to contribute to this work and to be fully engaged as it progresses. Solent Transport may also need to facilitate efforts to reach common positions/ resolutions between the LPAs and LTAs on certain matters.
43. Successful and smooth completion of this project will support efforts to ensure that future land use and transport policies in Solent support rather than undermine each - an important component of the more sustainable approach that our Members wish to see achieved in future. Well-integrated future land use and transport strategies should also support wider activities aimed at securing more inward funding for transport improvement schemes in the Solent area.
44. **Marketing, promotion, profile-raising of the Solent area, lobbying:** Marketing and promotion will be mainly limited to the FTZ programme as there is no immediate intention to replace Solent Transport’s dedicated marketing resource, due to budgetary issues.
45. **Other areas of work:** M27 TDM- We will continue to support the M27 TDM delivery providing a client side support for the implementation of Mobility Hubs in line with the agreed specification and guidance at the selected sites.
46. Finally, we will continue to administer and co-ordinate the Solent Transport Joint Committee meetings, occasional Member briefings, SMB, and will look to re-start a revised successor to the Strategy Working Group (per 2020/21 business plan proposals) which has been on hiatus this year due to diversion of staff resource to support FTZ initiation. This year significant effort and resource has been put in to driving down costs and meeting Partners budgetary expectations, this will continue as discussed below.
47. The table below indicates the estimated time allocations across Solent Transport’s core staff, to deliver the above activities.

Estimated Average Resource Implication in days per week	Solent Transport Core Staff Activity

3	Future Transport Zone- Minimum contribution from core staff including management (1.5 days/ week x2) per match funding commitment in FTZ bid. N.B: During 2020/21, core staff time allocated to FTZ exceeded this level, averaging 3.75 days/week.
1	SRTM ongoing operation & administration
0.25	SRTM update & related maintenance activities eg 2019 Present Year Validation & Reference case updates; commissioning process improvements (assumes update is not procured/commissioned until 2022/23)
1	Strategic vision & high level strategy development, including NISMOD study
0.5	Rail strategy development
0.5	PfSH Statement of Common Ground project
1.5	Solent Transport administration \ management time, including preparation for and actions associated with SMB and Joint Committee meetings; administration; recruitment; finance management etc
1.75	Time allowance to accommodate other activities, allocated in accordance with SMB priorities- includes marketing, liaison with stakeholders, Isle of Wight Transport Infrastructure Board, input to M27/M3 TDM project, HIOW LRF, TFSE engagement, and potentially support for other projects that may arise in the coming year (eg Freeports bid). Additional time demands from the Future Transport Zone programme may also need to be accommodated from this allowance.
0.5	Allowance for staff annual leave
10 days	TOTAL

CONSULTATION

48. Our Senior Management Board (SMB) previously highlighted three key ambitions for the medium term: to Develop a Solent Transport Strategy, to update and develop the Sub-Regional Transport Model (SRTM); and to raise the profile of Solent Transport through marketing and lobbying. This business plan is aligned with these ambitions.
49. Internal consultation on the detail of this business plan has been undertaken with the Senior Management (SMB) officers from each Member Authority. SMB are supportive of the content of this Business Plan.
50. External consultation is not required as the proposed business plan does not directly impact members of the public or specific areas, as it concerns only the internal operations and priorities for the partnership's work over the coming year. Implementation of specific projects (eg some FTZ projects) may be subject to local consultation as part of the decision making process of our respective authorities.

### FINANCIAL / BUDGET IMPLICATIONS

51. The present budget and contributions have remained fixed since 2013 at £190k. According to the Office for National Statistics composite price index, today's prices in 2020 are 15.4% higher than average prices in 2013, reflecting average 2% per year inflation over that period. £190,000 in 2013 is equivalent in purchasing power to about £219,181 in 2020, a difference of £29,181 over 7 years. However our Member authorities are facing significant budget challenges as a result of the Covid crisis. Therefore, we propose to support them at this time creating a business plan that proposes a flat core budget, with Member contributions unchanged from last year (including no inflationary uplift). Contributions are as follows:
  - Isle of Wight Council £20k
  - Hampshire County Council £90k
  - Portsmouth City Council £40k
  - Southampton City Council £40k
  - Total £190k
52. Last year's business plan proposed to develop some options for expansion of the core budget to help achieve funder ambitions, but with the local government financial situation now much more challenged due to Covid, this Business Plan seeks to be as ambitious as is possible with no growth in the core budget/ member contributions.
53. Significant effort and resource has been put into making in-year cuts to drive down cost and to explore new ways of making Solent Transport more fiscally efficient as well as leveraging any third-party funding opportunities this year- this is reflected in the Finance paper. This work continues and some of the ideas being explored are discussed from paragraph 56 onwards. It should be noted that meeting these expectations does leave Solent Transport low on central resource and disposable budgets. As such this will limit what can be achieved and our ability to be flexible.
54. More details including proposed breakdown of the budget is provided in the separate finance report, but key expenditures are employment of core staff, support for Solent Go operation, staff time spent on SRTM, small amounts to support activities such as marketing and studies etc.

55. **Potential Revenue Generating /Cost Saving Options**

Several potential options that have been/are being explored to supplement the LTA contributions and create a more sustainable budget for Solent Transport and maintenance of its assets and activities. These include:

- SRTM: changes to commissioning method and fee structure to increase income/ reduce overheads; recharging some staff time costs to SRTM income; and consideration of innovative methods of securing additional income for the model
- Solent Go: Seek cost reductions to Solent Go back office as part of Future Transport Zone MaaS project procurement; consider means of offsetting more of cost overheads through income (within limits of the agreements with SHBOA through which Solent Go is operated) .
- Future Transport Zone; Charge FTZ for core staff time worked above the contribution agreed in the bid to DfT
- Other additional project work: Charge a management fee on top of costs for all future projects to be taken into core budget

56. In some previous years, Solent Transport has utilised vacancy savings from unfilled posts as a form of budget management, however with full staffing since November 2019, staffing expenditure has been higher than before. The core budget is insufficient to sustain a full staffing quota and the present commitments to maintain Solent Transport's assets. There was a 0.4 FTE reduction in core staffing during 2020/21 (deletion of the Marketing & Comms officer post). The marketing & communications activities of Solent Transport are now being fully resourced through the FTZ budget.

57. The Solent Transport core staff establishment now stands at 2 FTE funded through the core budget. The FTZ programme has resulted in a rapid expansion in staffing dedicated to and funded through that programme (6 FTE out of a planned 10 FTE now in post).

58. Part of the match funding for the FTZ bid to DfT was a commitment of time from the posts funded through the core budget. 1.5 days per week of each post's time is committed to FTZ until June 2021, dropping to 1 day per week thereafter until 2024.

59. This included a commitment to FTZ of time from the now deleted marketing & comms officer post. In order to honour the match funding commitment made in the bid to DfT, the remaining 2x core staff are likely to need to continue to commit around 1.5 days/ week to FTZ going forward (rather than dropping to 1 day/week from June 2021).

60. A 20% uplift in SRTM model upgrade fees was implemented in November 2020, with intention of allocating some of this additional revenue (estimated at circa £12k per year) to part fund staff time spent managing the SRTM. These activities had previously been delivered free of charge out of revenue budgets – sometimes to the benefit of external clients such as Local Planning Authorities and the private sector.

61. Solent Go: FTZ projects (MaaS, new products and new back office procurement etc) offer opportunities to seek efficiencies through reduced back office costs, and grow

income through higher sales volumes. Any changes to the commercial side of Solent Go must however be done in partnership with SHBOA and in line with the terms of the SBHOA partnership agreement, to which Solent Transport is a signatory. We must also avoid making changes which might deter users from returning to public transport post-Covid, or which might reduce usage of these multi-operator products.

62. In general, we will work with increased commerciality in mind going forwards. This will include charging the value of any time significantly exceeding reasonable or “in-kind” commitments to externally funded projects, and seeking to generate income from activities not previously monetised- such as use of the My Journey brand by third parties, and use of certain internal capabilities and skills on work that benefits third parties outside the Solent area.

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## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Lead Member for Economy, Transport and Environment
<b>Date:</b>	29 July 2021
<b>Title:</b>	ETE Capital Programme Year End 2020/21 and Quarter 1 2021/22
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Maria Golley

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#### Purpose of this Report

1. The purpose of this report is to provide a high-level summary of progress and delivery within the capital programme and confirms the year end position for 2020/21. In addition, this paper provides a short narrative summary on early progress of the capital programme in 2021/22 and provides recommendations for changes to the programme in 2021/22 and beyond.
2. There are six additional appendices which provide further information in detail, if required, and they will be identified where relevant throughout this paper.

#### Recommendations

3. That the Executive Lead Member for Economy, Transport and Environment notes the performance made in the Economy, Transport and Environment capital programme in 2020/21, under difficult circumstances, and progress made to date in the 2021/22 capital programme.
4. That the Executive Lead Member for Economy, Transport and Environment approves the adjustment of the 2021/22 Structural Maintenance programme to £65.453 million with the split of £61.453 million allocated to the Structural Planned Maintenance sub-programme and £4 million to the Bridges sub-programme.
5. That the Executive Lead Member for Economy, Transport and Environment approves the addition of the Andover Road Signalised Pedestrian Crossing scheme in the 2021/22 capital programme at a value of £0.26 million.
6. That the Executive Lead Member for Economy, Transport and Environment approves the addition of the Eastleigh Area Public Transport Infrastructure works scheme in the 2021/22 capital programme at a value of £0.416 million.

## **Executive Summary**

7. The Economy, Transport and Environment Department's (ETE) capital programme contains a range of projects, including but not limited to: highways maintenance, transport improvements, major transport improvements, flood alleviation, waste management, bridge strengthening, town centre improvements and highways safety.

## **Contextual information**

8. The capital programme typically includes the following type of work:
  - Structural planned maintenance;
  - Bridges maintenance;
  - Integrated Transport (including Major Schemes, Transport improvements, and Safety schemes);
  - Waste (Household Waste Recycling improvements and Closed Landfill Sites);
  - Flood Risk and Coastal Defence; and
  - Economic Development.
9. ETE's capital programme is a mix of starts-based and spend-based approvals, which means that the published programme figures are not wholly related to expenditure in any given year. It is not possible, therefore, to correlate the published programme to actual expenditure in any meaningful way. Therefore, to be consistent, this paper tries to focus on gross expenditure (irrespective of programme value).

## **Expenditure and Finance 2020/21**

10. This section details the capital programme expenditure and finance for 2020/21 across the Economy, Transport and Environment programme.
11. The Department's gross capital spend during 2020/21 amounted to £104.18 million, 37% higher than the 2019/20 figure and the highest capital spend of the department to date. Of note is that over half the spend was achieved in the last few months of the year, which contributed to the outturn being higher than previously forecast (£95 million) and was a reflection of the significant work being delivered across the county during this period.
12. ETE has built further on its success in securing competitively sourced external funding, with over 40% of the 2020/21 expenditure on delivery of the department's capital programme being funded from such sources.
13. Other significant 2020/21 funding sources across the ETE capital programme include Department for Transport (DfT) - Local Transport Plan grant (£23.956 million), DfT - Pothole grants (£12.254 million), DfT – National Productivity Investment Fund Grant (£4.495 million), Environmental Agency (EA) - Flood

Grant in Aid/Local Levy (£2.219 million), and Hampshire County Council local resources (£11.928 million).

14. Developer Contributions spend totalled £4.42 million in 2020/21, a step up from the £2.129 million spent in 2019/20, yet not back at levels seen in previous years. This is due to the prioritisation of competitively sourced funding for many schemes, due to short spend timescales dictated by these sources. To improve spend levels for 2021/22 and beyond, a project is in progress to accelerate schemes funded by S106.
15. Appendix 2 provides a summary breakdown of how the expenditure in Appendix 1 was funded.
16. In line with year-end capital procedures, carry forwards from 2020/21 totalling £25.908 million were identified and were reported to Cabinet in July 2021. While no further decision is therefore required, the detail is included in Appendix 3 for information. The majority of the sums carried forward are planned and intended to build up sufficient funding to deliver larger schemes, which currently requires planned savings over a number of years in the Structural Maintenance programme. In addition to this, £3.2 million has been carried forward for the LED street lighting replacement programme.
17. Monitoring of average fee rates has been undertaken to assess the ratio of fees to works costs across the Integrated Transport Programme for schemes completed in 2020/21. The average fee ratio was 28.55% which remains stable compared to 28.21% in 2019/20. This continues to reflect how lower value schemes typically have a higher fee percentage, with almost all completed schemes in 2020/21 being of lower overall value. This current year however, with multiple major schemes in delivery, we expect this average fee rate to fall in 2021/22 as more major schemes are completed.

## **Delivery 2020/21**

This section details significant points concerning the delivery of elements within each Economy, Transport and Environment sub-programme in 2020/21.

### **Structural Maintenance Programme**

18. The 2020/21 Structural Maintenance programme was completed, with the exception of a small number of schemes that have been intentionally carried forward as detailed in Appendix 3. Within the year, Planned Maintenance completed 478 schemes, slightly less than the 550 in 2019/20, due to Covid-19 restrictions being in place, with the main impact being on the urban surface dressing programme. Notable successes throughout the year were the delivery of what was still a significant works programme across all scheme types, while following all Covid-19 safety guidance, along with an additional £1 million of focussed carriageway resurfacing works, at 25 junctions around the County.
19. In addition to the completed Highways planned maintenance schemes, progress was also made in 2020/21 on a variety of Bridges projects, including:
  - inspection of structures continued, including Diver inspections, with strict Covid-19 restrictions in place;
  - the Holmsley scheme on the A35 went out to tender as planned and was awarded in January 2021 enabling the winning contractor to start

developing and submitting their Risk Assessments and Method Statements for consideration by the New Forest National Park Authority. The site was also cleared of vegetation prior to the bird nesting season and the area fenced off in preparation for the scheme;

- at Redbridge, work continued on concrete repair and refurbishment of the Redbridge Viaduct (Work Package 2) over tidal sections; and notably, the DfT bid for refurbishment of the Eastbound carriageway bridges (Work Package 3) was successful with the County securing a £13.4m contribution from the Major Road Network (MRN) fund. It should be noted that £1.98m of this sum, is for the implementation of walking and cycling improvements in the area. (see Appendix 4);
- design of structures for the Botley bypass continued and a number of smaller bridge maintenance schemes were progressed; and
- liaison with Network Rail was ongoing throughout the year and the County Council contributed financially to Millway Road rail bridge in Andover to ensure it remained unrestricted in terms of capacity. Network Rail commenced refurbishment of the bridge in October 2020.

#### Integrated Transport Programme

20. Progress on the Integrated Transport programme was strong in 2020/21 despite the challenges the year brought. Significant activity took place in particular towards the end of the year, with a record programme spend of £50 million.
21. The Majors schemes sub-programme (schemes >£2 million) progressed well in the final quarter of 2020/21, with the notable success of the completion of the Thornycroft Roundabout scheme in March 2021 at a final cost of just under £8 million, as well as strong progress made on larger schemes in their construction stage.
22. Quarter 4 also saw the outcomes of significant work on funding agreements and variation letters, with almost £90 million agreed, split across EM3 LEP (£13 million), Solent LEP (£40.5 million), Basingstoke and Deane Borough Council (£0.6 million) and including signing of the Transforming Cities Fund (TCF) funding agreements with PCC (£19 million) and SCC (£16 million).
23. Progress across the Named schemes sub-programme (scheme value between £0.07 million - £2 million) has exceeded the previous year, with 21 schemes completed in 2020/21 and a further 65 Named schemes in delivery in the final quarter of 2020/21. In addition, 10 minor works schemes (value < £0.07 million) were completed in 2020/21 with another 14 at various stages of delivery.
24. The range of Named schemes completed across the county included improvements for pedestrians and cyclists at Scratchface Lane, Bedhampton (£0.243 million); improvements to support walking and cycling at Kings School, Winchester (£0.423 million); riverside development and Access to Town Mills car park, Andover delivered in collaboration with Test Valley Borough Council and Enterprise M3 LEP (£1.6 million) and Ringwood Town Centre improvements (Phase I) to widen footways (£0.197 million).
25. In addition, over 40 Tranche 1 Emergency Active Travel Fund (EATF) revenue funded schemes were delivered in this sub-programme, following the grant

award in June 2020 (£0.863 million). This enabled the provision of a range of temporary measures across the county designed to improve walking and cycling facilities whilst maintaining a safe social distance.

26. Across both the Majors and Named sub programmes, significant work has taken place to progress the design and delivery of multiple TCF funded schemes across the south of the County.
27. The Casualty Reduction works sub-programme also had a successful year despite the issues and delays initially experienced due to the first pandemic lockdown. As shown in Appendix 5, 66 Casualty Reduction schemes aimed at reducing the number and severity of traffic collisions on County Council maintained roads, were completed. The schemes varied in individual cost and scale with total spend at £1.397million and a further £0.788 million to be carried forward to 2020/21. Of this £0.410 million has been allocated towards the high priority scheme at Ipley crossroads which is expected to be delivered in Autumn 2021.

### Waste Programme

28. During Q4 of 2020/21, the Government released, almost a year later than planned, two of the three consultations on Extended Producer Responsibility and Deposit Return Scheme. However, the most important, related to Consistency of Household collections, was further delayed. These consultations have a significant impact on the scope and scale of the infrastructure required in order to meet the requirements that will be set out in the forthcoming Environment Bill. The Government is proposing to issue its response to the consultations late in Q3 or early Q4 of 2021/22. This will influence the final design of the recycling infrastructure and the associated waste transfer station network and this work should be completed by the end of Q4.
29. The planning application work for the Chickenhall Lane site in Eastleigh has continued but will now not be submitted until later in 2021/22 due to the need to take account of the changes to design and scale resulting from the Government direction set out in the consultations. The works on site by Southern Water to divert services have also been delayed to ensure the design change of the facility does not impact on the proposed route, these works will be completed in Q1/Q2 2021/22.
30. Feasibility work on the two potential sites for a new Household Waste Recycling Centre (HWRC) in north Hampshire has been completed. Work continues on the wider service provision review in north Hampshire taking account of areas of significant development and suitability of existing facilities.

### Flood Risk and Coastal Defence Programme

31. Despite Covid-19 restrictions having an impact in 2020/2021, good progress has been made on the delivery of the all the flood alleviation schemes. The Buckskin Flood Alleviation Scheme (FAS) and the Mainstone and Middlebridge elements of Romsey scheme were substantially complete before the end of the financial year and any extra Covid-19 capital costs were able to be accommodated within the projects' risk budgets without unduly affecting the schemes' overall budgets.

### Economic Development

32. In support of establishing the Solent Enterprise Zone – Growing Places Fund at Daedalus in Fareham, and on behalf of Fareham Borough Council, Hampshire County Council secured a £8.0 million Growing Places Fund loan via the Solent LEP.
33. Hampshire County Council has now repaid the loan in full and was due to be reimbursed for the final balance of £3.2 million by Fareham Borough Council at year end 2019/20. However, Fareham Borough Council requested instead to make the repayment in 2020/21 financial year which was agreed and repayment was made.
34. In addition, there was a related administration fee of £0.2 million as well as accrued net interest of approx. £0.13 million to be settled with the Solent LEP. All related transactions have now been settled and there is nothing outstanding relating to this project.

### Community Transport Programme

35. In 2017/18, the Community Transport programme, funded from the Vehicle Replacement Reserve, was added to the capital programme with a value of £0.495 million followed by a further £0.365 million in 2018/19. By the end of 2020/21, £0.204 million has been spent.

### **Challenges and Opportunities 2021 and beyond**

36. This section details the significant challenges and opportunities for the Department of the capital programme in 2021/22 and future years. Where required, it also provides recommendations for the Executive Lead Member for Economy, Transport and Environment.
37. Expenditure of £152.120 million for 2021/22 was estimated in January 2021 (Appendix 2 of the Executive Member for Environment and Transport report). This figure will be amended to take into account the programme changes as they develop through the year, including those outlined in this report.
38. Looking forward, there are emerging concerns over sector wide material shortages and the resulting potential for price increases with some products such as aggregate supplies, cement, bricks, timber, steel and plastic, being in very short supply. This situation is being caused by long term drivers relating to global economic events which could impact both timing and costs for schemes within ETE's capital programme.
39. To mitigate these risks, HCC will continue to work closely with contractors and stakeholders to ensure that emerging problems are communicated promptly and updates will be included in future reports as necessary.
40. At the time of writing, Covid-19 continues to cause disruption as works are prolonged due to social distancing requirements, with a corresponding adverse impact on the cost of the schemes. In addition, the continuation of temporary payment mechanisms within the Hampshire Highways Service Contract (HHSC) to offset reduced productivity is further impacting the financial situation.

## Structural Maintenance Programme

41. In February 2021, the Government announced the highway maintenance funding allocations for 2021/22. The national allocations for the Highways Maintenance Block (HMB) funding and Incentive Fund have been significantly reduced from the 2020-21 allocations. The HMB has reduced by £174 million to £500 million and the Incentive Fund element reduced by £15million to £125 million. Overall,
42. Hampshire County Council received the maximum available funding of £14.886 million from the HMB but this equates to a reduction of £6.698 million from previous years annual settlements.
43. Similarly, the County Council achieved the maximum available funding of £3.721 million from the Incentive Fund through the successful submission of a Band 3 (the highest band) self assessment but this is also a reduction of £0.774million from previous annual settlements. The combined reduction for these standard allocations is £7.472 million.
44. Government also announced a £500 million national allocation from the Pothole Fund of which Hampshire County Council received £14.886 million. Although this offsets the reductions in the standard allocations, it is not yet clear whether this is a one off payment for 2021-22 or part of a longer term funding strategy.
45. Overall, the funding allocated to Hampshire County Council is £38.8 million, which represents a reduction of 24%, when compared to £51.1 million in the previous year. The impact on the network, resulting from this reduction, is detailed in a report elsewhere on this agenda.

Budget adjustments, detailed in this report, result in the Structural Maintenance 2021/22 Programme value of £65.453 million as shown in table 1 below:

**Table 1: Structural Maintenance Programme**

	Original 2021/22 budget £000	Adjusted 2021/22 budget £000
Local resources	11,823	11,823
DfT LTP Grant Maintenance	21,584	14,886
DfT Pothole Fund	1,543	14,886
DfT Highways Maintenance Incentive Fund	4,495	3,721
Carry forward from 2020/21		20,137
<b>Total Programme</b>	<b>39,445</b>	<b>65,453</b>

\*Further details are included in Appendix 3 for information.

46. The corresponding adjustment to the two sub-programmes is shown in tables 2 and 3 below:

**Table 2: Structural Planned Maintenance Programme**

	£000
Operation resilience	35,020
Local depots	6,670
ITS	714
Other Highways structural maintenance	3,966
Future schemes	15,083
<b>Total Programme</b>	<b>61,453</b>

Note that the future schemes value includes funding allocations for future Bridge works so may be transferred into the Bridges programme.

**Table 3: Bridges Programme**

	£000
Bridges	4,000
<b>Total Programme</b>	<b>4,000</b>

47. It is therefore recommended that the Executive Lead Member for Economy, Transport and Environment approves the adjustment of the 2021/22 Structural Maintenance programme to £65.453 million with the split of £61.453 million allocated to the Structural Planned Maintenance sub-programme and £4 million to the Bridges sub-programme.
48. Within the Structural Planned Maintenance sub-programme, the teams within the HHSC have continued to work hard to deliver service under the on-going restrictions resulting from the Covid-19 pandemic. At 7 weeks into Q1, over 55% of the year's programmed schemes have been ordered, with 17% of them being delivered on the ground.
49. Following the sale by Skanska of their infrastructure division to M Group, the HHSC was formally novated to Milestone Infrastructure on 1 May. The process has generally gone smoothly, with minimal impact on the delivery of the service.
50. Turning to the Bridges sub-programme, at Holmsley bridge, utility diversion work has commenced and pre-construction condition surveys have been completed.

The surveys will be repeated upon completion of the scheme to ensure no damage has occurred.

51. At Redbridge, the Work Package 2 Viaduct work has moved to the east end (Southampton) with work commencing in Test Lane/Redbridge Road under the structure. Both the Viaduct and one of the Eastbound bridges are being worked on to make full use of the road closure.
52. Preliminary work is being undertaken at Langstone bridge leading to Hayling Island with a refurbishment scoping report nearing completion and Early Contractor Involvement beginning.
53. The main bridge on the Botley bypass is now designed and checked and the specification is currently being written. Network Rail has recently started discussions with the County Council over its refurbishment plans for Campbell Road bridge at Eastleigh.

#### Integrated Transport Programme

54. On transport, the Major Schemes programme (schemes >£2 million) will see major schemes totalling over £100 million continuing in, or progressing to, the construction stage in 2021/22, including Eclipse Busway (£11.602 million), Brighton Hill Roundabout (£19.3 million), Stubbington Bypass (£39.295 million), M27 Junction 9 (£23.128 million) and A326 Fawley Waterside (£10.45 million).
55. The excellent progress that was made in the latter part of last year, continues into 2021/22:
  - the Eclipse Busway extension is well advanced with groundworks complete and surfacing underway in readiness for opening later this year;
  - infrastructure works for the Uplands Development and Deer Park School are progressing well with utility works largely complete and construction of access roads and associated works well advanced; and
  - the Stubbington Bypass scheme is also progressing well with earthworks nearing completion and utility diversions, drainage works and localised widening are all underway
56. The sub-programme for schemes between £0.07 million - £2.0 million will also be very active in 2021/22, with over 80 schemes totalling in excess of £48 million at some stage of delivery. This high quantity of schemes being programmed reflects the successful funding awards from Transforming Cities fund and Active Travel fund as well as the EM3 LEP.
57. Schemes funded by the second tranche of Active Travel Fund have undergone detailed consultation, with the survey results and technical and professional considerations and recommendations summarised in a report elsewhere in this agenda, which may result in some changes to the planned programme.
58. In addition, the revenue funded Tranche 1 Emergency Active Travel Fund (EATF) schemes in this sub-programme, mentioned earlier in this report, will continue to remain in place until restrictions are lifted, in line with the Government's Roadmap to ease social distancing on 19 July or such other date as may be confirmed by Central Government.
59. The pipeline of almost £40 million of Transforming Cities Fund schemes are in early design/delivery ready for construction in 2021/22 and 2022/23.

60. Feasibility study work to provide a new signalised puffin crossing on the Andover Road, Winchester has now been completed. It is deemed that the scheme will provide better pedestrian infrastructure, improve connectivity between the west of Andover Road and the new Kings Barton development and improve safe active travel options for primary school users, due to the current lack of vehicle access to the school. As a result, it is appropriate for this scheme to enter the 2021/22 ETE capital programme at a value of £0.26 million, to be funded by S106 funding.
61. It is therefore recommended that the Executive Lead Member for Economy, Transport and Environment approves the addition of the Andover Road Signalised Pedestrian Crossing scheme in the 2021/22 capital programme at a value of £0.26 million.
62. As detailed in a report elsewhere on this agenda, the Eastleigh Area Bus Infrastructure Works scheme has been proposed to improve bus related infrastructure. This project will focus on delivering improvements along several bus corridors in the wider Eastleigh area to promote passenger growth and will be funded by S106 contributions.
63. It is therefore recommended that the Executive Lead Member for Economy, Transport and Environment approves the addition of the Eastleigh Area Public Transport Infrastructure works scheme in the 2021/22 capital programme at a value of £0.416 million.
64. Additional schemes that have entered the capital programme via Director Delegated Decision are shown in Appendix 4.
65. Turning now to the 2021/22 Casualty Reduction works sub-programme, which consists of a range of safety improvement schemes due to be implemented across the County. There are 84 schemes currently programmed, as detailed in Appendix 6, however due to the reactive nature of this sub-programme, it is likely that further schemes will be added over the course of the year.
66. £1.5 million has been allocated for the delivery of these casualty reduction schemes, along with £787,900 carried forward from previous years. A further £0.45 million has been allocated for the delivery of safety led Traffic measures which will be delivered under the district Traffic Management agencies agreements and by Hampshire County Council's traffic and on-street parking teams.

#### Waste Programme

67. Following the delayed release of the Government Consultations on Deposit Return Scheme, Extended Producer Responsibility and Consistency in Household Collections, Veolia has been commissioned to review the feasibility study for recycling infrastructure and associated waste transfer network which is due to be completed in Q4 2021/22. This will provide updated capital costs of the infrastructure changes required.
68. The review of Household Waste Recycling Centre (HWRC) service provision continues, linked to the housing development in Aldershot as well as the review of provision in Hartley Wintney and Farnborough. In addition, the County Council continues to seek potential alternative sites for those which are constrained in terms of size to operate effectively.

69. In order to continue to manage the County Council's closed landfills, £155,000 has been added to the capital programme to replace the gas flares and leachate management infrastructure at 3 sites, Bramshill, Hook Lane and Somerley, with the works set to be completed during Q2/Q3 of 2021/22 subject to availability of equipment and contractor resources to undertake the works.

#### Flood Risk and Coastal Defence Programme

70. Outer Winchester Flood Alleviation Scheme phase 1 works are progressing well and are due to be completed end of spring/early summer. Phase 2 works are due later in the year.

71. Buckskin Flood Alleviation Scheme is now in the maintenance phase with top soiling and minor snagging work done in May. Work on the remedial element is continuing.

72. Rectory Road and Sycamore Road Flood Alleviation Scheme phase 1 works have been completed following an initial delay after the presence of asbestos was detected in the watercourse. Further works will follow later in the year.

73. Lower Farringdon and Chawton Flood Alleviation Scheme phases 1 works have been completed. Phase 2 is programmed to start construction in the summer.

74. The Mainstone and Middlebridge elements of the Romsey Flood Alleviation Scheme have been completed. Work on the Fluvial elements being led by the Environmental Agency are ongoing.

#### Economic Development

75. The Economic Development service is preparing the groundwork for a pan-Hampshire economic strategy. This will reflect strategic priorities in the context of:

- Evolving macro-economic conditions
- Identifiable and anticipated trends, e.g. investment decisions and how to influence those post-Brexit
- Impacts of Covid-19 and on-going recovery needs and opportunities
- Hampshire-specific priorities and opportunities
- Alignment with the Hampshire Climate Change Strategy and Green Recovery strategy
- Emerging place-led approach to firmly position Hampshire as a place with a highly competitive economy and strong investment proposition that supports UK plc
- A re-emergence of the devolution agenda and the opportunity that could present

76. The strategy, alongside current activity, will reflect the multi-disciplinary and partnership approach that the County Council continues to develop to deliver critical infrastructure requirements and support regeneration and sustainable growth in new ways to enhance Hampshire's economic prospects and support an improved quality of life. A report will be taken to the Cabinet Economy Sub-Committee in September 2021 to make recommendations and seek approval for the approach and associated resources.

## Community Transport Programme

77. The projected spend for 2021/22, to be funded from the Vehicle Replacement Reserve which includes contributions from joint funders of community transport services, is £350,000. The programme is required to replace a Community Transport ageing minibus and moped fleet in line with the County Council's operational procedures and standards for replacement. These are developed by the service area to ensure vehicles are safe, modern and economical to run and maintain.
78. In light of Hampshire County Council's climate change commitments, the service area is reviewing and adapting the operating procedure and so will be seeking to embrace cleaner fuel technologies where it makes sense to do so.

## **Consultation and Equalities**

79. This is a financial report amending or proposing budgets for programmes and individual schemes, and therefore does not require a consultation.
80. Service changes or proposals for individual schemes will undertake their own specific consideration of equalities issues. This report has no direct effect on service users, so has a neutral impact on groups with protected characteristics.

## **Climate Change Impact Assessments**

81. 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.
82. The tools employed by the County Council to assess impacts on climate change adaptation and mitigation were utilised and found not to be applicable on grounds that the decision relates to a strategic programme rather than specific interventions. The tools will be applied to specific schemes and more detailed proposals in the future to assess any impacts and ensure they are reported.

**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**

<b>Links to previous Member decisions:</b>	
<a href="#">ETE Capital Programme Monitoring-2021-01-14-EMETE Decision Day (hants.gov.uk)</a>	<u>Date</u> 14/01/2021
<a href="#">Waterside Transport Strategy Update-2021-03-16-Cabinet (hants.gov.uk)</a>	16/03/2021
<b>Direct links to specific legislation or Government Directives</b>	
<u>Title</u>	<u>Date</u>

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

## **EQUALITIES IMPACT ASSESSMENT:**

### **1. Equality Duty**

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

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

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

- The need to remove or minimise disadvantages suffered by persons sharing a relevant 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 is a financial report amending or proposing budgets for programmes and individual schemes. Changes or proposals for individual schemes will undertake their own specific consideration of equalities issues. The decisions in this report are financial, and mainly relate to in-house management of accounts, and therefore have a neutral impact on groups with protected characteristics.

**Economy, Transport & Environment Spend by Programme – 2020/21**

<b>Gross Expenditure</b>	<b>To year ended 31 March 2021</b>
	<b>£</b>
Structural Maintenance	49,978,393
Integrated Transport Programme	49,627,642
Flood & Coastal Defence Management	4,052,912
Solent Enterprise Zone (Economic Development)	7,548
Community Transport	19,800
Waste	490,937
<b>TOTAL</b>	<b>104,177,232</b>

**Details of Funding used in 2020/21**

	£
<b><u>Funding</u></b>	
Contributions:	
Other Local Authorities (OLAs)	721,593
Developers	4,421,881
CIL	379,125
Other (gross)	37,057,096
Grant income	49,573,958
Miscellaneous income	95,759
Local resources	11,927,821
<b>Total funding</b>	<b>104,177,232</b>

**Further detail on successful competitive bids and other contributions funding**

<b>HCC Capital Schemes</b>		<b>Net Contribution (£)</b>
PCC/Solent LEP	Newgate Lane -Online Widening	74,156
PCC/Solent LEP	A27 Dualling E&W St Margarets Rbt	(170,000)
HCC/Enterprise M3 LEP	Thornycroft Rbt Imps -major development	2,876,111
HCC/Enterprise M3 LEP	Whitehill Bordon A325 Integration Works	802,374
HCC/Enterprise M3 LEP	Farnborough Growth Package	657,536
Highways England	M27 Jctn 9 & R1 Roundabout, Whiteley	7,275,314
PCC/Solent LEP	Stubbington Bypass - LGF	12,964,799
HCC/Enterprise M3 LEP	A325 Integration - Gateways	(13,885)
PCC/Solent LEP	Stubbington B/P land & enabling works	1,580,021
HCC/Enterprise M3 LEP	A30 Corridor-Brighton Hill/Hatch Warren	1,756,400
PCC/Solent LEP	M27 Junction 10	900,000
SCC Transforming Cities Fund Tranche 1	Test Lane and Andes Rd, Nursling	111,912
First Hants and Dorset	BRT Additional Bus Stops	75,431
HCC/Enterprise M3 LEP	Budds Lane, Whitehill Bordon -GGGL	198,142
HCC/Enterprise M3 LEP	W/Bordon GGGL - Ennerdale Rd Site Prep	(85,778)
HCC/Enterprise M3 LEP	Whitehill Bordon EHDC STP Elements	11,091
Highways England	HE Ringwood TC/Market Place Imps	142,902
PCC Transforming Cities Fund Tranche 1	TCF-Bus Stop RTPI, Havant & Waterlooville	25,353
HCC/Enterprise M3 LEP	EM3 - Invincible Rd, Farnborough	244,422
SCC Transforming Cities Fund Tranche 2	STCF2 Bishopstoke Rd, Eastleigh, Bus PR	239,564
SCC Transforming Cities Fund Tranche 2	STCF2 Bursledon Road Cycle Link	47,680
SCC Transforming Cities Fund Tranche 2	STCF2 Redbridge Viaduct	50,682
SCC Transforming Cities Fund Tranche 2	STCF2 Eling - Holbury Cycle Route	119,023
SCC Transforming Cities Fund Tranche 2	STCF2 Rushington Roundabout	156,138
SCC Transforming Cities Fund Tranche 2	STCF2 Eastleigh Town Centre Cycle Route	107,248

PCC Transforming Cities Fund Tranche 2	PTCF2 Gosport Bus Interchange	220,929
PCC Transforming Cities Fund Tranche 2	PTCF2 Waterlooville Corridor	111,195
PCC Transforming Cities Fund Tranche 2	PTCF2 Havant Town Centre	63,219
PCC Transforming Cities Fund Tranche 2	PTCF2 Rusty Cutter	52,701
PCC Transforming Cities Fund Tranche 2	PTCF2 Delme Roundabout	266,222
PCC Transforming Cities Fund Tranche 2	PTCF2 Portchester District Centre	0
SCC Transforming Cities Fund Tranche 1	STCF Tranche 1 Redbridge Causeway-Eling	26,537
Highways England	M27 Junction 7	569,266
PCC/Solent LEP	A326 Fawley Waterside SLEP Scheme	403,554
HCC/Enterprise M3 LEP	Whitehill Bordon STP - Alexandra Park	77,942
HCC/Enterprise M3 LEP	Whitehill Bordon Relief Rd J2-J3	495,570
HCC/Enterprise M3 LEP	WB GGGL Ennerdale Rd Ph4 - Oakmoor Sch	221,960
SCC Transforming Cities Fund Tranche 2	Soton TCF2 - Marchwood Bypass	120,180
SCC Transforming Cities Fund Tranche 2	Soton TCF2 - Junction Road, Totton	102,969
SCC Transforming Cities Fund Tranche 2	STCF2 Corridor 1 Imp/Super Bus Stops	332
SCC Transforming Cities Fund Tranche 2	STCF2 Corridor 4 Improved Bus Stops	59
SCC Transforming Cities Fund Tranche 2	STCF2 Airport Parkway Travel Hub	6,958
SCC Transforming Cities Fund Tranche 2	STCF2 Eastleigh Mobility Hub	2,995
SCC Transforming Cities Fund Tranche 2	STCF2 A27 Providence Hill Cycle Link	79,950
HCC/Enterprise M3 LEP	W/B GGGL - Outstanding C114 Crossings	176,051
HCC/Enterprise M3 LEP	Whitehill Bordon GGGL Village Hall	72,909
HCC/Enterprise M3 LEP	Whitehill Bordon GGGL Station Rd SUP	53,105
HCC/Enterprise M3 LEP	Whitehill Bordon GGGL Oakhangar Rd E&W	63,169
HCC/Enterprise M3 LEP	W/B GGGL SE Loop - Alexandra Pk - New Rd	103,635
HCC/Enterprise M3 LEP	Whitehill Bordon Ennerdale Road Ph 2&3	170,572
Highways England	Ringwood TC/Market Place Imps Phase 2	21,989
HCC/Enterprise M3 LEP	Whitehill Bordon GGGL - Waymarking	91,382
PCC Transforming Cities Fund Tranche 2	PTCF2 Local Access, Leigh Park	10,003
HCC/Enterprise M3 LEP	Whitehill Bordon GGGL - Conde Way Rbt	19,160
HCC/Enterprise M3 LEP	Whitehill Bordon GGGL -Route to Lindford	1,400
HCC/Enterprise M3 LEP	Whitehill Bordon GGGL- Budds Ln South FW	11,750
PCC Transforming Cities Fund Tranche 2	PTCF2 Havant TC Ped & Cycle Imps	1,667
PCC Transforming Cities Fund Tranche 2	PTCF2 Havant College - Station - LAZ	11,397
HCC/Enterprise M3 LEP	W/B STP - SE Loop North Section	12,325
<b>HCC SUB TOTAL</b>		<b>33,789,685</b>
<b>Daedalus</b>		
PCC/Solent LEP	Solent EZ - Daedalus Drive (ph 3A)	6,603
PCC/Solent LEP	Solent EZ - Foul Drainage works (ph 3B)	945
Fareham BC	Daedalus EZ -onsite Phase 1a - 1c	0
Fareham BC	Daedalus EZ -onsite Phase 1d	52,701
<b>Daedalus SUB TOTAL</b>		<b>60,249</b>
<b>Overall TOTAL</b>		<b>33,849,934</b>

**Schemes Not Started by 31 March 2021 – To be Carried Forward to 2021/22**

<b>Scheme</b>	<b>Starts or Exp</b>	<b>Value £000</b>	<b>Reasons for Delay</b>
<b>Structural Maintenance</b>			
Blackwater Rail Bridge	Exp	300	Accumulating funding for major scheme over a number of years
Havant Station Footbridge	Exp	750	Accumulating funding for major scheme over a number of years
Redbridge Causeway Package 3	Exp	2,250	Accumulating funding for major scheme over a number of years
Alver Bridge	Exp	250	Accumulating funding for major scheme over a number of years
Langstone Bridge	Exp	6,500	Accumulating funding for major scheme over a number of years
ITS (2021/22 Upgrade)	Exp	400	Funding set aside for future programme
ITS (2022/23 Upgrade)	Exp	500	Funding set aside for future programme
Highways Lab building and equipment upgrade	Exp	118	Carry forward of funding for 20/21 schemes slipped to 21/22
Misc Depots / Op Res	Exp	3,901	Funding set aside for future programme
Webbs Corner	Exp	50	Funding set aside for future scheme.
Drainage Op Res 22/23	Exp	500	Carry forward of funding for 20/21 schemes slipped to 21/22
Network Rail Millway Bridge	Exp	407	Funding set aside for future scheme.
Network Rail Campbell Road	Exp	300	Funding set aside for future scheme.
UDI VRS Contribution	Exp	60	Funding set aside for future scheme.
A326 Waterside Contribution	Exp	200	Funding set aside for future scheme.
Springvale Road Drainage	Exp	300	Funding set aside for future scheme.
Cheriton/Kilmeston Road Culvert	Exp	100	Funding set aside for future scheme.
Shore Road, Hythe	Exp	75	Funding set aside for future scheme.
Redbridge Causeway Package 2	Exp	976	Accumulating funding for major scheme over a number of years

Bridge Road, Lymington	Exp	50	Funding set aside for future scheme.
OP Res VRS works	Exp	150	Funding set aside for future programme
Alton Bypass	Exp	2,000	Accumulating funding for major scheme over a number of years
<b>Integrated Transport Programme</b>			
Winchester CIL funded schemes	Start	303	Schemes being developed for delivery in future years
Unallocated Market Towns Budget	Start	907	Schemes being developed for delivery in future years
<b>Casualty Reduction Programme</b>			
Site Specific Safety Schemes	Exp	125	Slight delay in delivery of programme commitments remain in 2021/22
Route Specific Schemes	Exp	140	Slight delay in delivery of programme commitments remain in 2021/22
Casualty Reduction Programme	Exp	522	Slight delay in delivery of programme commitments remain in 2021/22
<b>Minor Traffic Management</b>	Exp	222	Slight delay in delivery of programme commitments remain in 2021/22
<b>Traffic Management - On Street Parking Scheme</b>	Exp	240	Slight delay in delivery of programme commitments remain in 2021/22
Flood & Coastal Defence Management	Start	106	Funding set aside for future scheme.
LED Replacement Programme	Start	3206	Carry forward of funding for 20/21 schemes slipped to 21/22
<b>Total Environment</b>		<b>25,908</b>	

**The following is a list of projects where delegated decisions have been made since the last report:**

New Forest District Council – A326 South Junction Improvement Works, Fawley Waterside – increase value to £10,450,000.

Basingstoke and Deane Borough Council – ATF Brighton Way Cycle Route – increase value to £551,000.

East Hants District Council – Whitehill Bordon GGGL: Route towards Lindford – reduce value to £134,000.

EHDC – Whitehill Bordon GGGL: South East Loop (North Section) – new addition to the 2021/22 capital programme at £120,000.

Havant Borough Council – Emsworth Town Centre Accessibility – split of scheme into two individual schemes in the 2021/22 capital programme: Emsworth Town Centre Accessibility value £105,000 and Emsworth Primary School Accessibility improvements value £170,000.

Waste – New Leachate tanks at former landfill sites – new addition to the 2021/22 capital programme at £155,000.

**The following is a list of projects where Cabinet decisions have been made since the last report:**

New Forest District Council - Redbridge Causeway Phase 4: Improvements to the Approaches for Pedestrians and Cycles - new addition to the 2021/22 programme at a value of £1.98 million.

**2020/21 Casualty Reduction Programme – completed**

A27 Allington Lane roundabout West End	B2177/C40 High St Southwick
A27 Church Hill West End Eastleigh	B3006 Selbourne Road - Farnham Road to A31
A272 C76 Longwood Dean Gander Down	B3035 Botley Road, Bishops Waltham
A272 West of Langrish	B3037 Mortimers Lane, Lower Upham
A3 London Road at jct with King's Road	B3272 Hawley Ln junction with Grange Rd, Farnborough
A3 Maurepas Way/B2150 Hambledon Rd Waterlooville	B3333 Privett Rd / Brown down Rd
A30 / B3084 Leonards Grave Xrds, Broughton	B3335 Highbridge Rd jw C73 kiln Ln Colden Common
A30 @ Nately Scures	B3402 Weyhill Rd / Colebrook Way, Andover
A30 London Rd/Elvetham Ln/Hulfords Ln	B3404 Alresford Road, Winchester
A30/A272 Hill Farm Crossroads	B3420/C95 Harestock Xrds Winchester
A30/A33, Dummer	Belmore Lane, Upham
A3090 Badger Farm Road	Birchett Road, Aldershot
A3090 Romsey Rd/C163 Gardeners Ln, Ower	Bourley Road TRO
A31 approach to A272, Chilcomb	Broom Way / Brune Lane
A31 east bound to Rodfield	C129 Loperwood j/w C163 Pualetts Ln Calmore
A31 Hen And Chicken New Veolia sign	C146 Portsdown Hill Road jw Monument Lane and Nelson Lane Portsdown
A32 Merrington Crossroads	C161 Salt Ln/C76 Longwood Dean Milbury's Xrds Beauworth
A32 Warnford Road, Corhampton	C194 Townhill Way, West End, Eastleigh
A326 Staplewood Lane	C227 Andes Rd/C20 Test Ln Rbt Nursling
A326/B3054 Heath Rbt Dibden Purlieu	C366 West St (Grove Rd to Kings Rd)
A334 B3342 Charles Watts Tollbar Way rbt Hedge End	C426 Elm Grove, Hayling Island
A335 North Bound approach to M27 J5	C430 Ashley Rd jw Caird Ave New Milton
A336 Hazel Farm Road Roundabout, Totton	Down End Road, Fareham
A337 junction with Broughton Road, Lyndhurst	Heath Road, Durford Road, Pullens Lane, Petersfield
A338 Shipton Bellinger VAS Upgrade	Ipley Crossroads, New Forest
A343 Middle Wallop VAS Upgrade	Longwood Crossroads, Lane End, Owslebury
A35 Lyndhurst Rd jw B3055 Bashley Cross Rd Hinton	Nightingale Avenue, Eastleigh
A35 Totton Bypass (ped xings), Rushington	Park House Farm Way
A35 Totton Bypass WBound jw Bartram Rd (S)	Pualetts Ln Calmore Rd, Totton
B2150 Hambledon Rd Bends o/s Harwood House near Denmead	Pullens Lane / Heath Road
B2150 Hambledon Rd/Milton Rd Rbt Havant	Sandy Lane, Farnborough
B2150 Hambledon Road / Soake Road	Tichborne & Gorselands Way, Gosport
B2150 Hambledon Road, Brockbridge	West End High Street, Gateways (30mph Speed limit extension)

**Initial 2021/22 Casualty Reduction Programme**  
(Further schemes to be confirmed throughout 2021/22)

A27 Cornaway Rbt	B3013 Minley Rd Bend W of Penny Hill Caravan Site Yateley Common
A27 Providence Hill j/w C56 Portsmouth Road, Bursledon	B3014 Victoria Rd/Elm Grove Mini-roundabout Farnborough
A27 The Avenue j/w Peak Lane, Fareham	B3035 Botley Rd (Curdrige to Bishops Waltham)
A27 The Avenue/Ranvilles Ln Fareham	B3035 Lower Ln/Free St/Beeches Hill Bishops Waltham.
A272 Petersfield Rd/B2199 Pulens Ln/Inmans Ln Sheet	B3048 / Harrow Way, St Mary Bourne
A272 west of Cheesefoot Head	B3272 Reading Rd (B3016 Longwater Rd to B3016 Marsh Ln) Eversley
A272/B2070 Adhurst	B3333 Bury Rd (E of Anns Hill Rd Signals to E of Gordon Rd) Gosport
A272/B3046 Crossroads at Cheriton	B3347 Christchurch Rd/B3347 Mansfield Rd Mini-roundabout Ringwood
A3 Portsmouth Rd/B2149 Dell Piece West/C116 Catherington LN ATS Horndean	B3349 Golden Pot Crossroads, Lasham
A3023 Beach Rd/Sea Front Rbt Hayling	B3400 / Priory Ln, Freefolk
A3023 Manor Rd (Hollow Ln to Newtown Lane) Hayling	B3400 London Road, Freefolk - Bend at Priory Lane
A3025 Portsmouth Rd/C74 Grange Rd Netley	B3420 Andover Road North, Winchester
A3057 New St Andover - Vigo Lane to Spring Lane	C13 Mylen Rd (Railway Bridge to Charlton Rd) Andover
A3090 Pauncefoot Hill, Romsey	C132 Fox Ln jw Pack Lane, Oakley
A3090 Southampton Rd/A3057 Winchester Rd Plaza Rbt Romsey	C135 Botley Rd/C135 Highwood Ln Romsey
A31/A272 Spitfire Link Rbt Winchester	C25 Lockerley Rd Awbridge to Carter's Clay
A32 Brockhurst Rd and Forton Rd (Chantry Rd to Inverness Rd) Gosport	C302 Church Lane East, Aldershot
A32 Forton Rd (Alexandra St to Albert Street) Gosport	C361 Longfield Ave/Bishopsfield Rd Fareham
A32 Forton Rd j/w Spring Garden Ln, Gosport	C374 Highlands Road, Fareham
A32 Mumby Rd and B3333 South St (Falklands Gardens to Bus Station) Gosport	C423 Stakes Hill Rd/C423 Purbrook Way/Crookhorn Ln Rbt Havant
A32 Mumby Road, jw Clarence Road, Gosport	C44 and C58 Popley Way, Basingstoke
A32 School Road j/w Bridge St and B2177 Southwick Road, Wickham	C58 Faraday Road j/w Gresley Road rbt Basingstoke (gresley approach)
A325 Farnborough Rd (Clubhouse Rd Slips to Queens Rbt) Aldershot	C74 Abbey Hill (City Boundary to Grange Rd) Netley
A325 Farnborough Rd/Prospect Ave ATS Farnborough	C9 Morestead Road Bend, Winchester
A325/A323 Wellington Rbt Aldershot	C94 High St Odiham
A326 Stapple wood Lane to Twiggs Lane VAS upgrade	C97 Main Rd (All Saints Church to Claypits Ln) Dibden
A33 Basingstoke Road Winchester to Popham	Cyclists - High Risk Junctions
A33 Basingstoke Rd @ Turgis Green	Dora's Green Lane jw Heath Road, Ewshott
A335 Leigh Road junc M3 J13 NB, Eastleigh	Grange Road jw Howe Road, Gosport

A335 Station Hill / A335 Romsey Rd / A335 Twyford Road rbt, Eastleigh	Gravel Hill/Forest Road/Bishopswood Road, Swanmore
A337 Lymington Rd/Caird Ave Rbt New Milton	Hill House Bend, Liphook
A337 Stanford Hill/Belmore Rd Lymington	Ipley Crossroads, New Forest
A342 Andover Rd (County Boundary to National Speed Limit) Faberstown	Langbrook Close Bus Stop, Havant
A36 Commercial Road (Beaumont Road to End of 30mph Speed Limit) Totton	Long Ln j/w Staplewood Ln Marchwood
B2149 Petersfield Rd/B2149 Park Rd North/Elmleigh Rd Rbt Havant	Milton Road (Tennyson Crescent North to Longwood Avenue), Cowplain
B2150 Hulbert Rd/Purbrook Way Rbt Havant (asda rbt)	New Ln j/w Crossland Dr Havant
B2177 Bedhampton Hill/Old Bedhampton Hill Havant	Oakridge Road/Sherbourne Road
B2177 Staple Cross Xrds, Boarhunt	Purbrook Way/Riders Ln Havant
B2177 Winchester Rd/Claylands Ln/Victoria Rd Bishops Waltham	SLR signs, Fareham
B2177 Winchester Rd/Claylands Ln/Victoria Rd Bishops Waltham	Speedfields Park junc' B3385 Newgate Lane, Fareham
B2199 Pulens Lane/Heath Road	Spring Garden Ln j/w Stoke Rd, Gosport
B3004 Headley Road (Standford through Passfield towards Liphook)	Wellhouse Lane, Headbourne Worthy

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## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Lead Member for Economy, Transport and Environment
<b>Date:</b>	29 July 2021
<b>Title:</b>	Household Waste Recycling Centre Provision in North Hampshire
<b>Report From:</b>	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 Household Waste Recycling Centre (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 the HWRCs in Newtown Road and Padworth to non-Berkshire residents and apply a charge for such access.
4. That the Executive Lead Member of Economy, Transport and Environment delegates authority to the Director for Economy, Transport and Environment, in consultation with the Executive Member, to contribute County Council resources to West Berkshire Council to support the installation of required

systems at the named HWRCs to facilitate the charging scheme outlined above.

5. 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 Newtown Road HWRC while the above feasibility studies and negotiations were conducted, and confirms that on the basis of the recommendations above, the existing transitional arrangement will cease as planned on 31 July 2021.

### **Executive Summary**

6. 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.
7. 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.
8. 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 well as the Padworth HWRC near Aldermaston, as their closest facility should they choose to at their own cost without the County Council being required to underwrite this usage.
9. In order to expedite the introduction of this new scheme and ensure there is minimal disruption to north Hampshire residents while it is implemented, the County Council has offered to make a contribution from existing resources to West Berkshire Council to facilitate these new arrangements.

### **Contextual information**

10. 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.

11. 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.
12. 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 to find a long-term solution, 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**

13. 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.
14. 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.
15. 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.
16. 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 80,000m<sup>3</sup> of

material to provide more consistent levels at very significant cost. Without this intervention, only a smaller sized HWRC would be possible.

17. 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.
18. 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**

19. 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.
20. West Berkshire Council also operates a small HWRC at Padworth, near Aldermaston. It has previously not been available to Hampshire residents, however it is proposed that the chargeable system could be applied there too. It is close to the village of Tadley and could provide an alternative to the Basingstoke HWRC.
21. 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.
22. In order to expedite the introduction of this new scheme and ensure there is minimal disruption to north Hampshire residents while it is implemented, the County Council has offered to make a contribution to West Berkshire Council to support the installation of required systems.
23. 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**

24. 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).
25. 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.
26. The contribution to facilitate and expedite the implementation of West Berkshire's systems would be covered by the Economy, Transport and Environment Department's main waste budget.

## **Consultation and Equalities**

27. 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**

28. 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.
29. 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.

30. 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.
31. 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**

32. 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**

<b>Links to previous Member decisions:</b>	
<a href="#">HWRC Cross Border Update</a>	2 July 2020
<a href="#">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)</a>	29 July 2020

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

## **EQUALITIES IMPACT ASSESSMENT:**

### **1. Equality Duty**

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

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

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

- The need to remove or minimise disadvantages suffered by persons sharing a relevant 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.

## HAMPSHIRE COUNTY COUNCIL

### Executive Decision Record

<b>Decision Maker:</b>	Executive Lead Member for Economy, Transport and Environment
<b>Date of Decision:</b>	29 July 2021
<b>Decision Title:</b>	Appointments to Outside Bodies
<b>Report From:</b>	Director of Transformation and Governance - Corporate Services

Contact name: Katy Sherwood

Tel: 01962 847347

Email: [katy.sherwood@hants.gov.uk](mailto:katy.sherwood@hants.gov.uk)

#### 1. The Decision (PROPOSED):

a) That the Executive Member for Environment and Transport be requested to make appointments to the Statutory Joint Committees and Outside Bodies as detailed below. The term of office to expire in May 2025.

#### OUTSIDE BODIES AND OTHER ORGANISATIONS

	<u>Name of Body</u>	<u>Description</u>	<u>Previous reps</u>	<u>PROPOSED Appointment(s) until May 2021</u>
1.	Barton Farm Development Forum 2 + (2 deputies)	The purpose of the Barton Farm Development Forum is to assist in the establishment of a successful new community by providing an opportunity for the public discussion of issues and the provision of purposeful guidance.	Warwick (Stallard) Tod (Porter)	Warwick (Stallard) Tod (Porter)
2.	Blackbushe Airport Consultative Committee 1 + (1 deputy)	The Committee looks at how the airport is run and works with the community	Simpson (Collett)	Simpson (Collett)
3.	Bournemouth Airport Consultative Committee	The Committee looks at how the airport is run and works with the community	Penman	Penman
4.	Bus Lane Adjudication Service Joint Committee 1	The Bus Lane Adjudication Joint Committee has been established to provide all councils having the power to undertake civil parking enforcement of bus lane contraventions to exercise their function under Regulation 11 of	G Burgess (same as PATROL)	G Burgess (same as PATROL)

		the Bus Lane Contraventions (Penalty Charge Adjudication and Enforcement) (England) Regulations 2005. These functions are exercised through the Joint Committee in accordance with Regulation 12 of The Bus Lane Contravention (Penalty Charge, Adjudication Enforcement) (England) Regulations 2005.		
5.	Central Hampshire Road Safety Council 4 (1 per district)	To promote and encourage road safety education, training and publicity, encourage and co-ordinate local groups, initiate and promote local road safety campaigns.	Huxstep (Ch). Grajewski, Brooks, Rippon-Swaine	Adams-King Mocatta Drew Pankhurst
6.	Community Rail Partnership - Lymington to Brockenhurst 1	The Lymington-Brockenhurst Community Rail Partnership (LB CRP) was launched in July 2008 with formal designation granted from the DfT on the same day as the lines 150th Anniversary. The partnership's stakeholders are South West Trains, Hampshire County Council, New Forest District Council, New Forest National Parks Authority, Lymington and Pennington Town Council, Brockenhurst Parish Council, Wightlink and the Chamber of Commerce. However due to successful projects and partnership working, the CRP have expanded its executive membership to include the Police and Brockenhurst College.	Kendal	Dunning
7.	Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty Partnership Panel 1	There have always been historical, natural and social links between the valley and the Chase downland which the LP scheme will explore and reinforce. A broad range of activities will allow individuals, communities and new audiences to help conserve, enhance, understand and learn about this unique heritage and to become the beating heart of the Cranborne Chase itself.	Heron	Heron
8.	Farnborough Aerodrome Consultative Committee 1	The Committee interacts with local public agencies, residential communities and with Airport users on a range of environmental and other airport issues.	Choudhary	R. Cooper
9.	Langstone Harbour Board 1	The Langstone Harbour Board works to ensure the harbour remains a safe place for work and leisure, as well as an area rich in plant and animal life.	Quantrill	Quantrill
10	New Forest Business Partnership 1	The New Forest Business Partnership supports all New Forest businesses large and small in all sectors and increases the opportunities for businesses to grow.	McEvoy	McEvoy

11	North of Whiteley Development Forum 2 + (1 deputy)	The Forum is to act as an informal advisory body to discuss and engage with the public on various issues, and advise the relevant authorities accordingly	Woodward	Woodward Lumby (Briggs)
12	North Wessex Downs Area of Outstanding Natural Beauty - Council of Partners 1 (+ deputy)	This comprises representatives of the <b>nine local authorities</b> that have a responsibility for the area, with representatives of Natural England, community and parish, farming and rural business, historic environment, nature conservation, rural recreation and tourism.	McNair-Scott (Vaughan)	Henderson (Vaughan)
13	Northern Hampshire Road Safety Council 3 (1 per district)	To promote and encourage road safety education, training and publicity, encourage and co-ordinate local groups, initiate and promote local road safety campaigns.	Chadd Forster Vacancy	Chadd Forster Jackman
14	PATROL (Parking and Traffic Regulations Outside London) Adjudication Joint Committee 1	The PATROL Adjudication Joint Committee has been established to enable all Councils having Civil Enforcement Area Orders, enabling them to carry out civil enforcement of parking contraventions, to exercise their functions under Section 81 of the Traffic Management Act 2004 and Regulations 17 of the Civil Enforcement of Parking Contraventions (England) General Regulations 2007. These functions are exercised through the Joint Committee in accordance with the requirements of Regulation 16 of the Civil Enforcement of Parking Contraventions (England) General Regulations 2007.	Burgess (same as Bus Lane Adjudication JC)	Burgess
15	Project Integra – Strategic Board 1 + (1)	A partnership body consisting of all local authorities in Hampshire to deal with waste management in the county.	Humby	Warwick (Humby being appt. as deputy at P&R DDay)
16	Public Transport Consortium 2	The group promotes public transport issues on behalf of local authorities outside of metropolitan areas, supporting effective local decisions on public transport for the benefit of local citizens.	Forster Hockley	Forster Oppenheimer
17	Queen Elizabeth II Barracks Transport Contributions Steering Group 1	This is a group set up by the local community (Parish, County and District Councillors) following the QE2 Barracks development. They are an advisory body only and were set up to comment on the allocation of the S106 transport contributions. The group is administered by Hart DC	Withers	Withers
18	River Wey Trust Management Committee 1	To carry out work and research on the River Wey	Opppenheimer	Curnow-Ford

19	Solent Forum 2	The Solent Forum is an independent coastal partnership, established in 1992 to develop a greater understanding among the many local and harbour authorities, user groups, marine businesses and agencies involved in planning and management of the Solent. It assists and advises them in carrying out their functions.	Burgess Briggs	Bains Briggs
20	Southampton International Airport Consultative Committee 2	The purpose of the Committee is to act as a means of consultation in relation to Southampton International Airport Limited in accordance with the provisions of Section 35 of the Civil Aviation Act 1982 or any statutory modification or re-enactment thereof.	Mellor Vacancy	Philpott Mellor
21	Southern Hampshire Road Safety Council 4 (1 per district)	To promote and encourage road safety education, training and publicity, encourage and co-ordinate local groups, initiate and promote local road safety campaigns.	Harvey Branson Vacancy Vacancy	Harvey Branson Bowerman Bryant
22	Southern Regional Flood and Coastal Committee (SRFCC) 2 (+ deputy)	The Regional Flood and Coastal Committee (RFCC) is a committee established by the Environment Agency under the Flood and Water Management Act 2010 that brings together members appointed by Lead Local Flood Authorities (LLFAs) and independent members with relevant experience.	Quantrill Warwick (Vacancy)	Quantrill Warwick (Dunning)
23	Strategic Aviation Special Interest Group 1	Hampshire County Council benefits from the involvement regarding access arrangements to airports including those within Hampshire as well as major hubs outside like Gatwick and Heathrow.	Mellor	R. Cooper
24	Thames Basin Heaths Special Protection Area Joint Strategic Partnership Board 1	The SPA extends over 11 local planning authorities in Surrey, Berkshire and Hampshire and comprises a network of 13 Sites of Special Scientific Interest (SSSI) of predominantly lowland heathland and woodland. The TBH SPA is designated because of the presence of breeding populations of Dartford Warblers, Woodlarks and Nightjars.	Glen	Glen
25	Thames Regional Flood and Coastal Committee 1 (+ deputy)	The Regional Flood and Coastal Committee (RFCC) is a committee established by the Environment Agency under the Flood and Water Management Act 2010 that brings together members appointed by Lead Local Flood Authorities (LLFAs) and independent members.	Warwick (Vacancy)	Warwick (Parker)
26	Wellesley Residents Trust 1	A management company responsible for ensuring Wellesley stays a beautiful place to live.	Choudhary	Crawford
27	Wessex Regional Flood and Coastal Committee	The Regional Flood and Coastal Committee (RFCC) is a committee established by the Environment Agency under the Flood and Water	Warwick (Vacancy)	Drew (Broomfield)

	1 (+ deputy)	Management Act 2010 that brings together members appointed by Lead Local Flood Authorities (LLFAs) and independent members.		
28	West of Waterlooville Forum 2 + (1 deputy)	To comment and advise on the next stages of the implementation of the West of Waterlooville master plan, in particular major elements of community infrastructure, to ensure the success of the community development activities undertaken within the development area and advise on how these should progress and to secure the establishment of appropriate local democratic structures for the emerging community that will take responsibility for representing the area from April 2016.	Hughes Stallard (Briggs)	Hughes Stallard (Briggs)
29	Whitehill and Bordon Town Partnership Committee 1	Develop Whitehill and Bordon into a thriving, active community, offering facilities in keeping with the size of the population, to include recreational, leisure, cultural, educational and employment opportunities, whilst making the best use of the environmental assets of the area	Carew	Curnow-Ford
30	Winchester Action on Climate Change (WinACC) 1	Winchester Action on Climate Change (WinACC) works to cut the carbon footprint of Winchester district. We are local residents, businesses and policy-makers, working together to tread more lightly on the planet.	Vacancy	Lumby
31	Winchester BID (Business Improvement District) 1	Winchester Business Improvement District (BID) operates within a defined geographical area, by which non-domestic ratepayers have voted to invest collectively in local improvements that are in addition to those that are already delivered by local statutory bodies.	Warwick	Warwick

## 2. Reason for the decision:

2.1. To maintain County Council representation on committees and bodies within the community.

## 3. Other options considered and rejected:

3.1. Not to make appointments, which would cease County Council representation.

## 4. Conflicts of interest:

4.1. Conflicts of interest declared by the decision-maker: None

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

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

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

**7. Statement from the Decision Maker:**

**Approved by:**

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**Executive Lead Member for Economy, Transport  
and Environment**

**Date: 29 July 2021**



necessary agreements in consultation with the Head of Legal Services, and secure any consents required.

5. That proposals for Romsey Town Centre are not progressed further at this time, given the limited impact this proposal had in promoting a greater proportion of journeys by Active Travel modes and the lack of support received through the public consultation.
6. That approval is given to remove the Emergency Active Travel schemes in Winchester following the additional traffic data collection previously agreed by the Executive Member for Highways Operations.
7. That approval is given in principle for the temporary closure of Great Minster Street in Winchester to support local businesses recovering from the impacts of lockdown, consistent with the Winchester Movement Strategy, and that authority is delegated to the Director of Economy, Transport, and Environment to work with Winchester City Council to make the necessary arrangements.
8. That the County Council continues to work with Winchester City Council to develop and implement a Winchester Movement Strategy to effectively support Active Travel Modes in the city centre.
9. That the County Council works with, and supports, East Hampshire District Council and Petersfield Town Council to develop a town centre 'Place Making' scheme, in addition to and complementing the smaller Tranche 2 Active Travel scheme.
10. That the County Council works with, and supports, Eastleigh Borough Council to develop a town centre 'Place Making' scheme as an alternative to the Tranche 2 Active Travel scheme
11. That the Executive Member for Highways Operations notes that there will be further work and consultation for an alternative Active Travel proposals for Stubbington.

### **Executive Summary**

12. This paper seeks to
  - set out the background to the Active Travel Fund (ATF) programme of schemes and the work that has been undertaken since the funding award in November 2020;
  - present the findings of a comprehensive set of consultations that were undertaken in February and March 2021; and
  - make recommendations about which schemes should continue to detailed design and implementation, which require further development, and which should be removed from the ATF programme.

### **Contextual information**

13. In August 2020 Hampshire County Council submitted a bid for Tranche 2 of the Active Travel Fund (or Emergency Active Travel Fund as it was at the time) to the Department for Transport (DfT) in order to deliver a range of schemes to help redesign some of Hampshire's roads and high streets,

encouraging the use of active travel modes and supporting economic recovery from the pandemic.

14. Following a successful bid, the County Council was awarded £3.25million of which £2.6million was for capital schemes and £0.65million was for revenue schemes. As part of this award the DfT required local authorities to undertake public consultation on all schemes to confirm that there was broad support for the measures before they are implemented.
15. As such, through February and March 2021, the County Council undertook a number of consultations covering the capital improvement schemes proposed under the ATF programme – full details of the consultation feedback are available on the Hampshire County Council website.
16. Temporary Tranche 1 schemes were introduced primarily as a response to the pandemic and to create space to support social distancing and economic activity. Introduction of the Tranche 1 schemes provided an opportunity to observe and consider the effect of altering road space in the longer term to encourage walking and cycling, which has shaped the Tranche 2 schemes that were the subject of consultation. The removal of temporary Tranche 1 schemes was presented in the ‘Active Travel Update’ report at a Decision Day on 17 June 2021, with further support for economic activity presented in the ‘Highways Policy Framework to Support Business Recovery’ report at Decision Day on 29 July 2021.
17. It is important to sense check that each scheme delivers Active Travel benefits and aligns with guidance about how residents make short journeys, how road layouts support cyclists and pedestrians, and how each scheme supports the objectives of the emerging Local Transport Plan 4 (LTP4) around active travel, local economies, and public health outcomes.
18. The following section considers each scheme in terms of the effectiveness in delivering Active Travel changes, the impact of the scheme on the local and broader area, and the level of public support measured through the consultation feedback. These elements are combined to recommend a way forward.
19. Additionally, data led scheme monitoring and evaluation is required to understand the effectiveness of Active Travel schemes and to inform future choices. Volume and trend data which reflects pre and post-implementation conditions on traffic levels, levels of cycling and walking, public transport usage, and air quality allows an overall assessment of the impact. It is recommended that monitoring equipment be secured and implemented as part of each scheme with the use of technology maximised as far as possible (for example: monitoring cameras)

### **Schemes to progress**

#### A27 Continuous Footways

20. This scheme to provide continuous footways to improve conditions for cyclists and pedestrians on the minor arms of six junctions with the A27, with two

located in Park Gate and four located in Portchester, has been subject to feasibility design and a public consultation on the proposals.

21. There were 289 responses to the consultation and the results show that there is broad support for the continuous footways at each location. In Portchester there was between 47% and 48% support for each location, compared to 31-33% against. In Park Gate there was between 49% and 50% support for each location, compared to 37% against.
22. With due consideration for the consultation feedback and the broader policy position it is recommended that the scheme continues to progress to detailed design and delivery.

#### Brighton Way, Basingstoke

23. This scheme was approved by the Executive Member for Economy, Transport and Environment on 11 March 2021 to procure, spend and enter into necessary contractual arrangements, in consultation with the Head of Legal Services, to implement the proposed Brighton Way cycle route scheme as part of the Brighton Hill Roundabout Scheme. The cycle way element is estimated at £551,202 to be funded from the Active Travel Fund from the Department for Transport and developer contributions.
24. The report and decision can be found here:  
<https://democracy.hants.gov.uk/ieDecisionDetails.aspx?AllId=36918>
25. Public support for the decision is affirmed through the consultation with a total of 114 responses, with 64% of respondents in favour of the Brighton Way cycle route. 15% of respondents were not in favour of the scheme and the remaining 21% were unsure.

#### Brockenhurst

26. This scheme builds on a local Parish Council initiative and supports the aims of Hampshire County Council to encourage cycling by providing additional cycle parking within the village at a prominent and convenient location on Brookley Road.
27. In term of consultation results, a total of 366 respondents completed the questions. 59% of all respondents felt that measures to increase active travel would benefit the local area, 56% of respondents supported having the pavement buildouts, and 57% supported using this area in the short term for customer queuing. There were broadly even responses for and against retaining or removing the cycle stands.
28. With due consideration for the consultation feedback and the broader policy position, it is recommended that the scheme on Brookley Road should be revised to develop a preferred permanent option, which may need to involve a further round of consultation on the detail.

#### Gosport-Fareham BRT access improvements and cycle signage

29. The joint consultation for this scheme was aimed at receiving suggestions for locations where additional cycle signage and accessibility measures should be considered. The consultation did not ask if participants supported the proposed measures, as that approach was deemed inappropriate for

schemes of this size, where the County Council would not typically undertake public engagement.

30. 61 comments were received, and the feedback is being considered to assist identifying where improvements can be made. It is proposed to progress to detailed design with the identified proposals following business-as-usual governance on this low-cost scheme.

#### School Cycle Support

31. Given the nature of this scheme, which seeks to provide schools with infrastructure (such as cycle parking) to support active travel modes and therefore does not include any works on the public highway, no public consultation has been undertaken. However, schools within Hampshire have been made aware of the opportunity through the long-term working relationships established through the County Council's school travel planning work.
32. All schools that have expressed interest in cycle storage have been contacted to provide quotes for their requests. Priority has been given to those schools actively engaged in travel planning and to those quotes under £10,000.
33. Prior to payment, schools have been asked to complete an online survey to provide baseline data on the cycling and scooting levels so that the impact of the storage can be monitored. To-date eight schools have received funding for storage, with one additional school, which is also in the "School Streets" trial, receiving funding for a new pedestrian gate. Specifically, the schools are:
  - Cycle/scooter storage:
    - Calmore Junior School
    - Woodlea Primary School
    - Stockbridge Primary School
    - Elson Junior School
    - Greatham Primary School
    - Austen Academy
    - Ringwood Junior School
    - Wavell School
  - New gate:
    - Harrison Primary School
34. The next phase is consideration of requests that are above £10,000, which are likely to be predominantly from secondary schools where cycle security is a greater issue and capacity requirements are greater.

#### Winchester Schemes

35. The proposed Tranche 2 schemes in Winchester are split into four parts:
  - The **North Walls** scheme includes the reallocation of road space to provide two-way segregated cycle routes and footway widening on North Walls;
  - The **City Centre North-South** scheme includes a modal filter on Hyde Street, pedestrian improvements on Jewry Street, and contraflow cycling schemes on St. Peter Street and Parchment Street;

- The **High Street/Upper High Street** proposals include contraflow cycle lanes on Upper High Street and part of the High Street; and
  - The **Romsey Road/Clifton Terrace** crossing proposals include a signalised crossing on Romsey Road in the vicinity of Clifton Terrace.
36. A public consultation was undertaken between 17 February and 21 March 2021. This was supplemented by online engagement meetings with residents of Worthy Lane and Upper High Street arranged to understand the views and concerns of these local communities.

*North Walls*

37. A total of 970 people responded to the questions about the North Walls active travel proposals. When asked if the proposed changes to North Walls would encourage them to use active travel in the North Walls area more often, 53% said that they would and 42% said they would not.

*City Centre North-South*

38. A total of 968 people responded to the questions about the City Centre North-South Active Travel proposals. When asked if the proposed changes to City Centre North-South active travel routes would encourage them to use active travel in the area more often, 49% said that they would and 45% said they would not. The results showed support for all elements of the City Centre North-South Active Travel proposals, apart from the closure (modal filter) at the south end of Hyde Street. This had 46% support for and 46% against.
39. Early in the consultation, officers received email correspondence from residents of Worthy Lane expressing concerns about the proposals for Hyde Street. An online meeting to discuss the proposals with residents was held on the evening of 4 March. Residents raised concerns about the impact of the closure of Hyde Street as a through route on traffic volumes using Worthy Lane, particularly as Winchester emerged from lockdown restrictions. It was explained to residents that to reduce North Walls from two lanes of vehicular traffic down to one it was necessary to close the left turn movement out of Hyde Street, otherwise the result would be long traffic queues building up on City Road and on Jewry Street. It was suggested by residents that as some way of mitigating impacts, the northbound movement from Jewry Street onto Hyde Street could remain open.
40. In addition, a petition of 1618 signatures entitled 'Re-open Hyde Street to all vehicles' was received by the County Council in March 2021 and a response provided in April 2021. This has been considered as part of the recommendations in this report.

*High Street / Upper High Street*

41. A total of 747 people responded to the questions about the Upper High Street/ High Street proposals. When asked if the proposed changes to Upper High Street/ High Street would encourage them to use active travel in the area more often, 55% said that they would and 36% said they would not. The results showed support for all elements of the Upper High Street/ High Street proposals.

42. Early in the consultation, officers received email correspondence from residents of Upper High Street expressing concerns about the proposals. An online meeting to discuss the proposals with residents was held on the evening of 11 March. Clear feedback was given by all the residents that the proposals would not be compatible with the way that carriageway space on Upper High Street was currently used in a flexible manner for pick up/ set down and deliveries. The contraflow cycle lane and loss of on street parking were not supported by residents or businesses.

*Romsey Road – Clifton Terrace Pedestrian Crossing*

43. With regards to the Romsey Road-Clifton Terrace pedestrian crossing scheme, the consultation had 682 respondents and there was broad support for the scheme with 77% of respondents agreeing with the proposal to include a signalised pedestrian crossing on Romsey Road in this location. The response to the options for restricting vehicle movements at the junction to accommodate the crossing were more mixed (40-41% agreeing and 31-36% disagreeing).

*Winchester Schemes Summary*

44. Based on an assessment of the effectiveness in delivering Active Travel benefits, the impact of the scheme on the local and broader area, and the level of public support measured through the consultation feedback, the following is recommended for the package of schemes in Winchester:
- North Walls: scheme to be removed and considered as part of a longer-term package of improvements;
  - City Centre North – South: scheme to be implemented, with the exception of Hyde Street which will be considered as part of a longer-term package of improvements;
  - High Street / Upper High Street: High Street element to be implemented with the Upper High Street element removed as consultation feedback does not meet the Department for Transport test of public support;
  - Romsey Road / Clifton Terrace: scheme to be implemented.
45. The recommendation is to withdraw the temporary emergency active travel measures in Hyde Street and North Walls in light of a changing traffic situation. It is also to advance design work on a permanent option with a modified design that is better adapted to the changing traffic situation in central Winchester. Key considerations in reaching this decision are:
- That traffic volume in the city have recovered to pre pandemic levels and at some times of the day they are above.
  - That the nature of private vehicle travel being undertaken has changed with less commuting and an increase in what appears to be non-essential trips i.e. leisure, holiday, shopping and socialising. These trips are made outside the traditional peak periods leading to a very different traffic situation that is also likely to change.

- The likely further increase in traffic levels once Covid-19 restrictions are entirely lifted.
  - There are design options available in a more permanent solution that might address some of the concerns that have applied to the temporary solution.
46. The measures implemented on Hyde Street and North Walls have been proven to work with minimal journey time impact when there is approximately 10% less vehicles in the city centre, and as such suggest that there is considerable merit in the scheme concept, which will be considered as part of a broader package of improvements.
47. Journey time data obtained by on street traffic counters confirms that on most routes into the city, journey times are comparable in June 2021 to pre covid times. This includes North Walls. However, journey times since June have been marginally longer on Worthy Lane and Andover Road suggesting that the temporary arrangements are unable to cope with current traffic volumes as well as the situation before.
48. Winchester City Centre is a declared 'Air Quality Management Area' with the main source of air pollution being road traffic emissions. There are a number of factors which influence air quality, including the volume and conditions for traffic. Retaining the temporary measures may increase congestion and queuing traffic, which could have a further negative effect on air quality in the immediately local area. Therefore, it is important to consider the future of these schemes in a broader context as part of the Winchester Movement Strategy identified as a core action of the 2020 Air Quality Management Action Plan, which will also consider wider priorities of tackling urban congestion to reduce traffic emissions, improve air quality and noise, health and well-being.
49. The conclusion from this is that retaining the temporary measures as they are with an impending situation of even higher level of traffic than pre-covid times is likely to result in congestion being greater than is currently experienced. Removal of the temporary Active Travel measures may go some way to relieving the recent increase in traffic congestion. However, it should be noted that the fundamental cause of congestion is the increasing traffic levels as they return to pre pandemic levels. This means that whilst traffic may be eased slightly by removing the temporary measures, it may not be perceived to get significantly better.
50. Work on the modelling and developing the concept of the temporary schemes will continue, assessing options such as signalling Worthy Lane and Worthy Road with Andover Road, or whether leaving access to Hyde Street open in one or both directions could address the traffic impacts. Subject to this ongoing work, including future consultation, a future decision may be forthcoming promoting an enhanced scheme.

51. The temporary measures have led to a greater level of understanding about how the road network copes with different levels of traffic. The insights from this are useful in helping determine the future direction of the movement strategy, most notably that The Winchester Movement Strategy was correct in identifying that the strategy objectives can only be achieved if City Centre traffic is reduced.
52. It is planned to consult on the action plan for the movement strategy by the end of the year. This will present the public and stakeholders with the opportunity to inform its future direction including active travel measures such as those considered in the ATF schemes.
53. The Winchester emergency active travel temporary schemes (Tranche 1) were considered at the Executive Member for Highway Operations Decision Day on 17 June 2021, where it was agreed to defer removal of the Tranche 1 Winchester schemes to allow additional data collection before the start of the school summer holidays to inform future scheme development including the 'Movement Strategy'. This is critical in understanding changes to travel patterns and the impact of displaced traffic on congestion and air quality.
54. Two active travel temporary schemes promoted by Winchester City Council are located on The Broadway and The Square. These schemes are not included in the Tranche 2 programme and therefore were not included in the consultation. Following removal of the temporary schemes, it is proposed to work with Winchester City Council in developing the City Council's 'place-making' proposals in these locations. Further support for economic activity is also presented in the 'Highways Policy Framework to Support Business Recovery' report to Decision Day on 29 July 2021.

#### Aldershot Station

55. This scheme is part of the Aldershot Station Transport Hub and Public Realm Improvements scheme for which the Project Appraisal was approved by the Executive Member for Economy, Transport and Environment on 8 October 2020.
56. The recent consultation exercise sought public feedback on additional active travel measures (including new cycle routes on Arthur Street to the station, and improved pedestrian and cycle crossings) that could be included within the design of the existing capital scheme to add further value and benefit to the area. The number of responses to the consultation was fairly low. However, of note within the responses is a desire for additional improvements to pedestrian and cycle routes and facilities.
57. In relation to the Station Forecourt proposals, 65% of responses were in favour of the proposals, with 17% disagreeing and the remainder neutral. For other proposals located in individual streets, between 47-53% of responses were in favour with between 19-23% disagreeing, with the remainders neutral.

58. The scheme as designed is already delivering significant improvements for active travel modes. However, in light of the feedback, the design is being reviewed to consider whether there are additional improvements that can be delivered around the station forecourt. These potential additions highlighted through the consultation are currently under consideration to confirm whether they are feasible given the constraints of the site.

#### Camp Road, Farnborough

59. This scheme builds on the active travel elements of the Tranche 1 works and involves the use of enhanced materials such as timber planters and parklets creating additional space for walking.

60. The consultation was undertaken as part of the North Camp Accessibility Package which included questions on the Lynchford Road improvements, Alexandra Road Gold Grid proposals, Old Lynchford Road Active Travel Fund Scheme, and Low Traffic Neighbourhood. A total of 263 respondents completed the joint section relating to the Camp Road and Old Lynchford Road Active Travel Fund schemes.

61. 62% of respondents felt that measures to increase active travel would benefit the local area.

62. 52% of respondents felt that active travel measures would have a positive impact on journeys on Camp Road, with 23% stating they would have no impact and 13% stating they would have a negative impact. The top active travel measures which should be prioritised along Camp Road were; more space for people to walk (39%), reducing traffic speeds (33%), reducing speeds on local residential roads (30%), and reallocating road space from motor vehicles to improve walking and cycling facilities (25%).

63. With due consideration for the consultation feedback and the broader local transport policy position, it is recommended that the scheme continues to progress to detailed design and delivery.

#### Old Lynchford Road, Farnborough

64. This scheme builds on the ATF Tranche 1 works to create additional space for walking and provides a new cycle lane.

65. The consultation was undertaken as part of the North Camp Accessibility Package, which included questions on the Lynchford Road improvements, Alexandra Road Gold Grid proposals, Old Lynchford Road Active Travel Fund Scheme, and Low Traffic Neighbourhood. A total of 263 respondents completed the joint section relating to the Camp Road and Old Lynchford Road Active Travel Fund schemes.

66. 62% of respondents felt that measures to increase active travel would benefit the local area.

67. 52% of respondents felt that active travel measures would have a positive impact on journeys on Old Lynchford Road, with 20% stating they would have no impact and 15% stating they would have a negative impact. The top active travel measures which should be prioritised along Old Lynchford Road were; more space for people to walk (37%), reducing traffic speeds (35%), creating

new cycle crossing points (32%), and reducing/restricting through-traffic on local residential roads (27%).

68. With due consideration for the consultation feedback and the broader policy position encouraging walking and cycling, it is recommended that the scheme continues to progress to detailed design and delivery with measures selected appropriate to the level of funding held. The Tranche 2 scheme will use planters and bollards rather than the red and white barriers that were used previously.

#### Low Traffic Neighbourhood

69. The intention is to undertake the Low Traffic Neighbourhood trial in North Camp and a consultation was progressed on this basis.
70. The consultation was undertaken as part of the North Camp Accessibility Package which included questions on the Lynchford Road improvements, Alexandra Road Gold Grid proposals, Old Lynchford Road Active Travel Fund Scheme, and Low Traffic Neighbourhood. A bespoke webpage was set up for the engagement activity, with the purpose of identifying the location and nature of current issues, and recommendations for how to mitigate these issues. There were a total of 655 visitors to the webpage and 165 people provided responses, which consisted of 213 comments and 485 agreements. 68 respondents also signed up to receive updates on the scheme's progress.
71. The most popular issues were; the speed of traffic (80), the level of traffic (60), cars parking inconsiderately (59), no priority for pedestrians and cyclists (54), and feeling unsafe (47). The most popular solutions to the issues reported were: reduce speed limit/traffic calming (71), pedestrians and cyclists to have priority (50), Improve surfaces (43), separate cycle lanes (43), and introduce residents parking zones (34).
72. The recommendation is for the scheme be progressed, and subject to further engagement with the community, to implement a trial later in the year following business-as-usual governance processes.

#### **Schemes to remove from programme**

##### The Hundred Romsey

73. The Tranche 2 scheme proposed enhancement of the Tranche 1 scheme on The Hundred (replacing the red and white barriers with planters) along with a proposal for making Portersbridge Street one-way. Prior to the consultation and the pre-election period, the design team regularly engaged with the Romsey Futures group (which includes elected representatives from Hampshire County Council, Test Valley Borough Council, Romsey Town Council, and other key stakeholder groups) to provide updates on the proposal for Tranche 2 and to receive feedback.
74. Prior to the pre-election period, the local member, Councillor Cooper, informed the County Council of his intention to withdraw his support for the full-time closure of The Hundred. Romsey Town Council had also written to the County Council to advise of their request to remove the scheme.

75. The consultation had 925 responses. 59% of the respondents supported the current measures for social distancing, with 34% against. 49% of respondents were against the closure of The Hundred being kept in place for up to 18 months (with 48% supporting), and 50% supported replacing the red and white barriers with planters. 47% of respondents felt that the measures had not been of benefit to the local area, and 47% responded to say that the proposals would have a negative impact on Market Place/The Hundred.
76. 63% of respondents said that they were against the proposal to make Portersbridge Street one-way, only allowing westbound traffic, and 61% felt that making the street one-way would have a negative impact.
77. When asked whether they would undertake more journeys by active modes if there were routes to support them, only 29% said that they would, and only 27% reported that they had made more active travel journeys in the last 6 months.
78. The recommendation is that the Romsey scheme should not progress. The consultation results have demonstrated that the closure has not resulted in an increased take up of walking and cycling for local journeys, and therefore the scheme is not deemed consistent with the objectives of the Active Travel Fund Tranche 2.

### **Schemes for Further Consideration**

#### Eastleigh High Street

79. The Eastleigh scheme includes the closure of the High Street and Market Street with barriers currently used at the entrances to the closure. Hampshire County Council's consultation results were supportive for this scheme to become permanent. However, there is uncertainty on the Business Improvement Districts position following consultation with its members.
80. In addition, there are aspirations to enhance Eastleigh High Street. Therefore, it is recommended that Hampshire County Council economic development and other specialist areas, support and work with Eastleigh Borough Council to develop a town centre 'place-making' scheme. The scheme will be subject to Highway Authority approval and will seek to incorporate the elements supported through the consultation and consider wider issues (for example: the business impact on the loss of 'passing trade', and the wider impact on traffic patterns). This will enable an alternative to the tranche 2 active travel scheme which seeks to deliver wider 'Place Making' benefits.
81. The approach will seek to align with the objectives of the emerging Local Transport Plan 4 (LTP4), in particular those related to enhancing the local economy ("a transport system that supports a connected economy whilst reducing its emissions") and improved health outcomes ("A network that promotes active travel and active lifestyles to improve our health and wellbeing"). The enhancements to active travel modes which may lead to reduced local car journeys support the County Council's declaration of a climate emergency and commitment to become carbon neutral by 2050. However, it is important to understand the benefit in terms of air quality and reduced congestion both in the immediate vicinity of the scheme and in the wider area where queuing may increase, and increased traffic may occur.

82. With respect to the consultation details, a letter was sent to 547 residents and 336 businesses. In total, 364 responses were submitted. Of those, 63% were in favour of replacing the barriers with more attractive planters, while 58% were in favour of retaining the current closures of both Market Street and High Street and a short section of Wells Place for a period of up to 18 months.
83. The consultation also sought feedback on views about other Active Travel measures that could be considered as a priority in Eastleigh if further future funding became available – feedback included a desire for a permanent pedestrian scheme and having more places to sit and rest. The recommendation to develop an alternative ‘place-making’ proposal provides the opportunity to respond to this feedback.

#### Petersfield High Street

84. This scheme seeks to build on the Tranche 1 scheme and encourage more cycling and walking. The elements that were consulted on included keeping the Square closed to through traffic for up to 18 months (except buses, cyclists, and taxis) to possibly include an enforcement camera at a later stage. In addition, the proposal was to replace the temporary red and white barriers with attractive planters, as well as additional cycle parking.
85. The consultation had in total 955 responses of which 925 were from individuals, 12 were from representatives of organisations, groups, and businesses, and 7 were from elected representatives. 61% were in favour of replacing the temporary red and white barriers with planters and 70% were in favour of installing additional cycle parking. A majority of 57% however, were against keeping The Square closed to through traffic for up to 18 months (except buses, cyclists, and taxis).
86. With the objectives of the emerging LTP4 supporting improvements to active travel to support local economies and public health outcomes, the recommendation is only to deliver elements of the original proposals, which include reducing on-street parking and reallocating more space to disabled parking, cycle parking, seating, and timber planters. This will enhance the area for people walking and cycling. The red and white barriers will be removed.
87. It is recommended that the bus gate elements should not be included in the Tranche 2 scheme. Alternatively, the County Council will work with and support the District and Town Councils in the development of a town centre ‘Place Making’ scheme in the longer term.

#### Stubbington

88. Public consultation for this revised scheme has yet to start. The scheme has been delayed after the original proposals were not supported by local stakeholders. Feasibility design is nearing completion and the intention is to re-engage stakeholders with a view to consulting with the wider public in the summer.

## Finance

89. The capital funding award from the DfT for the Active Travel Fund was £2,624,280. It is proposed that the cost of the above schemes will be met by this funding.
90. The requirements for the funding are that the County Council will deliver the objectives as set out in the original Active Travel Fund Tranche 2 bid and that the funding should be spent by the end of the 2021/22 financial year.

## Consultation and Equalities

91. Public consultations on the following Active Travel Fund Tranche 2 schemes outlined in this report took place for four weeks between February and March on dates outlined below – full results have been published on the Hampshire County Council website:  
[www.hants.gov.uk/transport/transportchemes/hantscovidtravel](http://www.hants.gov.uk/transport/transportchemes/hantscovidtravel)
- Camp Road, Old Lynchford Road, Low Traffic Neighbourhoods scheme consultations were undertaken between Monday 1 February to 5 March 2021 as part of the North Camp Accessibility Package
  - Romsey consultation was undertaken between 15 February and 14 March 2021;
  - Winchester schemes' consultations were undertaken between 17 February and 21 March 2021;
  - Petersfield, Eastleigh, Aldershot Station, Brockenhurst, and the A27 Continuous Footways scheme consultations were undertaken between 22 February and 21 March 2021;
  - Gosport-Fareham BRT route improvements consultation was undertaken between 4 and 21 March 2021; and
  - Brighton Way Cycle Track consultation was undertaken between 25 January 2021 to 22 February 2021.
92. The approach to the consultation for the Active Travel Fund follows the Communication and Engagement Plan prepared as a requirement by the DfT and published on the webpages:  
[www.hants.gov.uk/transport/transportchemes/hantscovidtravel](http://www.hants.gov.uk/transport/transportchemes/hantscovidtravel)
93. The Plan identifies the following aims:
- to engage comprehensively with stakeholders on the project from the start (feasibility) to the end (post-implementation);
  - to deliver a clear communications and engagement plan which incorporates feedback and demonstrates adjustments made in response;
  - to raise awareness of the active travel schemes and to increase walking and cycling; and
  - to encourage feedback from the public and key stakeholders on the benefits of the projects post-Covid response/recovery.

94. For each of the above schemes, letters and emails were sent to residents, organisations, groups, and District and Parish Councils in the areas affected by the schemes, advising of details of the scheme with links to Hampshire County Council webpages and asking for feedback via online questionnaires. Accessible versions of the questionnaire and scheme details were made available and sent out upon request.
95. Feedback from local businesses was gained through the consultation, direct correspondence, and ongoing relationships formed during the Active Travel Tranche 1 temporary work. The feedback was mixed and was largely dependent on the type of business, with the main interest being in associated 'place-making' proposals or impact on practical activity such as deliveries.
96. In the case of the Gosport Fareham BRT Improvements, notices were placed around the area with a QR code to access the consultation on Commonplace, advertising on real time information on the bus stops, and online advertising through social media. Key stakeholders were emailed directly, including local cycling groups and schools.
97. The engagement for the School Cycle Support scheme has developed through a long-standing working relationship on active travel with schools over many years. A formal public consultation, similar to the Active Travel Schemes above, has not therefore been appropriate for this scheme.
98. By contacting engaged schools in the first instance, the County Council has been able to identify a significant number of requests for storage. Where other non-engaged schools have made contact, they have been asked to demonstrate their commitment to active travel before being considered for the funding.
99. A few other different requests have been funded in relation to the School Streets' pilot, which was presented in the 'Active Travel Update' report to the Decision Day on the 17 June, whereby additional measures will assist in encouraging people to travel sustainably to the site, for example, through measures such as new pedestrian gates to enhance accessibility into the school.

### **Equalities**

100. The improved accessibility, highway alignment and widened footways will deliver a positive impact for Hampshire residents, and other than the positive impact outlined below, the scheme has been assessed as having a neutral impact on people with protected characteristics.
101. The Active Travel Fund programme provides the County Council with an opportunity to capitalise on funding available to provide improved outcomes for people with disabilities, specifically those who have difficulty in crossing the road due to the absence of at-grade crossings. Enhanced facilities will be provided to assist users with visual disabilities including tactile paving to help guide users at the crossing points.

## **Climate Change Impact Assessments**

102. 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.
103. The carbon mitigation tool and climate change adaptation tool were not applicable because this decision relates to a strategic programme of interventions. Projects named in the report will be assessed individually.
104. Overall, the proposed schemes seek to encourage a modal shift toward active travel for journeys, bringing benefits in terms of reduced local congestion and associated air quality, and environmental benefits, including reductions in carbon emissions from vehicles.

## **Conclusions**

105. The above report sets out the background to the Active Travel Fund programme of capital schemes and the work that has been undertaken since the funding award in November 2020, including presentation of the findings of a comprehensive set of consultations that were undertaken in February and March 2021.

**REQUIRED CORPORATE AND LEGAL INFORMATION:**

**Links to the Strategic Plan**

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

**Other Significant Links**

<b>Links to previous Member decisions:</b>	
<u>ETE Capital Programme Monitoring EMETE Decision Day</u>	<u>14 January 2021</u>
<b>Direct links to specific legislation or Government Directives</b>	
<u>DfT Active Travel Fund Final Allocations</u> <u><a href="https://www.gov.uk/government/publications/emergency-active-travel-fund-local-transport-authority-allocations/emergency-active-travel-fund-total-indicative-allocations">https://www.gov.uk/government/publications/emergency-active-travel-fund-local-transport-authority-allocations/emergency-active-travel-fund-total-indicative-allocations</a></u>	<u>13 November 2020</u>

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

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

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 improved accessibility, highway alignment and widened footways will deliver a positive impact for Hampshire residents, and other than the positive impact outlined below, the scheme has been assessed as having a neutral impact on people with protected characteristics.

The Active Travel Fund programme provides the County Council with an opportunity to capitalise on funding available to provide improved outcomes for people with disabilities, specifically those who have difficulty in crossing the road due to the absence of at-grade crossings. Enhanced facilities will be provided to assist users with visual disabilities including tactile paving to help guide users at the crossing points.

## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Highways Operations
<b>Date:</b>	29 July 2021
<b>Title:</b>	Bus Gate East Anton Andover
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** John Harvey

**Tel:** 03707795028

**Email:** john.harvey@hants.gov.uk

### Purpose of this Report

1. The purpose of this report is to seek approval for the proposed bus gate in East Anton, in fulfilment of the planning consent for the East Anton development. The main spine road through the estate is designed to prohibit general traffic from passing through the middle section by the school, with access to this length restricted to buses and cyclists only.

### Recommendations

2. That the Executive Member for Highways Operations approves the installation of a Bus Gate at East Anton in accordance with the approved development, to be managed and enforced via an ANPR camera system.
3. That authority is delegated to the Director of Economy, Transport and Environment to make the necessary arrangements, including confirmation of Traffic Regulation Orders and entering contractual and Legal agreements in consultation with the Head of Legal Services, to implement the scheme.

### Executive Summary

4. This report seeks authority to implement an Automatic Number Plate recognition (ANPR) enforced Bus Gate in fulfilment of a planning consent condition on development in East Anton. The scheme will enable the completion of the infrastructure for this estate and forms a vital part of the Traffic Impact assessment agreed at the time. The S106 Agreement supporting this consent includes an obligation to contribute towards a bus only restriction at this location.
5. The bus priority measures will ensure the continued delivery of key services by the local operator. Without this facility, the bus company will be unable to deliver a viable service which could lead to significant financial support being required by the council.
6. It is proposed to fund the scheme via relevant S106 contributions collected from developments in the vicinity.

## Background

7. The East Anton development comprises approximately 2500 new dwellings delivered by a consortium of developers over recent years. The masterplan for the site includes a spine road with the middle section restricted to buses and cyclists only. This section includes a primary school on one side and community shops on the other.
8. The provision of a bus gate is a condition of the East Anton Development Planning Consent, and this report outlines a scheme for its delivery.
9. Options to establish the bus only restriction have been considered, including automatic rising bollards and signing only. These have been discounted as too expensive to maintain or too open to abuse.
10. The spine road has been constructed and used by traffic for several years, with adoption taking place in sections as adjacent developments are finished.
11. The middle section is currently closed to through traffic by temporary water filled barriers. It is proposed that these remain in place until the scheme is implemented, as it would be a safety hazard for all traffic to have unimpeded access through this section past the school and shops.
12. The local bus service cannot run as originally planned until the link is open for buses. This has created a problem for the bus operators. Unless the situation can be resolved in a timely manner, local services could be withdrawn.
13. The length of road will be subject to a Deed of Dedication for adoption by the council, and it is planned to have an operational enforcement scheme in place when the road is adopted. If this is not possible, then a Temporary Traffic Regulation Order may be necessary to keep the length closed until the ANPR enforcement is operational.
14. Vehicle restrictions are required at this location to provide a safe environment and an improved public realm for residents and school children. The restrictions will also provide real benefits for local bus operations, including journey time savings, reduced fuel consumption, and increased visibility within the development, ideally securing the financial viability of the service. There are also environmental and health benefits to be gained from its introduction in line with the recent Climate Emergency declaration.

## Finance

15. The capital cost of the scheme is estimated as follows:

<b><u>Estimates</u></b>	<b><u>£,000</u></b>	<b><u>% of total</u></b>	<b><u>Funds available</u></b>	<b><u>£,000</u></b>
			Developer contributions	85
Design fee	6.4	7		
Project management Costs	6.4	7		
Supervision	3.2	4		
On site works	10	12		
Equipment costs	50	59		
Project contingency	9	11		
<b>TOTAL</b>	<b>85</b>	<b>100</b>		<b>85</b>

Maintenance Implications	£'000	& Variation to Committee's budget
Net increase in maintenance expenditure	11.0	0.010%
Capital Charges (Depreciation and notional interest charges)	8.0	0.005%

16. There is no precedent in Hampshire on which to base income projections on a scheme of this type to confirm whether operating costs will be covered from penalty charges generated. The expenditure projections are £11,000 per year. Any shortfall will be met from, and any surplus will be allocated to, appropriate Passenger Transport budgets.

### Policy

17. The proposals meet the following objectives of the Strategic Plan:

- Hampshire maintains strong and sustainable economic growth and prosperity;
- People in Hampshire live safe, healthy, and independent lives; and
- People in Hampshire enjoy being part of strong, inclusive communities.

18. The proposals meet with many of the long-term strategies of the Local Transport Plan for Hampshire, mainly:

Main Priority 1: To support economic growth by ensuring the safety, soundness and efficiency of the transport network in Hampshire.

Main Priority 3: Manage traffic to maximise the efficiency of existing network capacity, improving journey time reliability and reducing emissions, thereby supporting the efficient and sustainable movement of people and goods;

Policy Objective 3: Promote, where they are stable and serve our other transport priorities, the installation of new transport technologies, including navigational aids, e-ticketing and smartcards, delivery of public transport information over the internet and on the move, and electric vehicle charging points.

Policy Objective 4: Work with bus and coach operators to grow bus travel, seek to remove barriers that prevent some people using buses where affordable and practical, and reduce dependence on the private car for journeys on inter- and intra-urban corridors

Policy Objective 12: Invest in sustainable transport measures, including walking and cycling infrastructure, principally in urban areas, to provide a healthy alternative to the car for local short journeys to work, local

services or schools; and work with health authorities to ensure that transport policy supports local ambitions for health and well-being.

19. The proposals are compatible with the Councils Climate Change Strategy 2020-25, in that they support the uptake of walking, cycling and public transport, and also influence and enable behaviour change and lifestyle choice, by providing visible priority to more sustainable transport modes in this modern residential area.
20. The proposals also meet the ETE Department Traffic Management Policy and Guidance TM5 "Hampshire County Council shall manage and restrict the movement of traffic as necessary in order to enhance safety, to improve traffic flow, or to protect the character/environment of an area".
21. The development and implementation of a system for bus lane enforcement, is an integral part of revisions to the enforcement service as approved in November 2017.
22. The DfT guidance and codes of practice will be followed. This will ensure that the camera system and enforcement are managed properly. There will be appropriate training and qualifications for camera operators and back-office staff, including GDPR. The Surveillance Camera Code of Conduct will be followed and the scheme will comply with data protection legislation and ICO guidance. A Data Protection Impact Assessment has been prepared for the project.
23. 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.
24. The Government's Bus Back Strategy calls on all LTAs to provide more support to enable bus services to be quicker and more reliable.

### **Consultation and Equalities**

25. The introduction of a bus gate at this location was an essential part of the Planning Permission for the site and as such was part of the consultation for the development.
26. There has been no specific consultation on this enforcement proposal beyond discussions with the local bus operator which is fully supportive of these essential measures to running a viable service. The operator will be able to run through journeys for the first time and will be able to offer an enhanced service, which will be marketed.
27. The principle of restricting this length to buses and cycles originates from the development masterplan and is integral to the planning approvals. The length has been closed since construction and there is no expectation of it being opened to all traffic.
28. The Traffic Regulation Order (TRO) required to implement the bus gate has been advertised and no objections received.

29. The Local member, District Council and other interested parties will be advised before the enforcement scheme commences. There will be a period during which warning letters will be issued before formal penalty charge notices are issued to motorists.
30. The proposals have been equality assessed and no impacts on protected groups have been identified. The scheme will, however, improve the environment near the school and community shops, thus benefitting all residents.
31. The scheme does have a positive impact on poverty and accessibility by ensuring that public transport has a positive advantage over other vehicle travel modes and ensures that everyone on the estate has access to a reliable and frequent bus service.

### **Climate Change Impact Assessments**

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

### **Climate Change Adaptation**

33. The ANPR bus gate includes electronic equipment on the highway for enforcement purposes. This equipment is constructed to DfT approved standards and is robust. The systems will be regularly maintained. Communication of the pictures to the back office will be via mobile data communications. The equipment is expected to operate in all weather conditions although there may be some loss of performance in extreme conditions

### **Carbon Mitigation**

34. The carbon mitigation tool was not considered applicable as the bus gate will only allow permitted vehicles to use the restricted length. General traffic will access the estate from either end as it does at present with the link currently closed.

### **Statutory Procedures**

35. This enforcement proposal is subject to the introduction of a Traffic Regulation Order (TRO) which has been initiated and will be confirmed if this report is approved.
36. The powers to enforce bus lanes and bus gates is in the power to enforce bus lane contraventions under section 144(3)(b) of the Transport Act 2000 and Schedule 8 of the Traffic Management Act 2004. The County Council is an enforcing authority by virtue of The Bus Lane Contraventions (Approved Local

Authorities) (England) (Amendment) and Civil Enforcement of Parking Contraventions Designation Order 2012.

37. The Bus Lanes (Approved Devices) (England) Order 2005 provides information as to the equipment which can be used for enforcement, as specified within Schedule 1, which supersedes the Transport Act 2000 provisions.
38. The DfT guidance and codes of practice will be followed. This will ensure that the camera system and enforcement are managed properly. There will be appropriate training and qualifications for camera operators and back-office staff, including GDPR. The Surveillance Camera Code of Conduct will be followed and the scheme will comply with data protection legislation and ICO guidance. A Data Protection Impact Assessment has been prepared for the project.

### **Maintenance Implications**

39. The ANPR camera equipment and back-office system will be subject to a maintenance contract to ensure reliable enforcement activity.
40. The traffic signs and road markings on site are essential to maintaining successful enforcement activities. Any defects may result in appeals and fines being cancelled.
41. If attention to these is required outside of existing highway maintenance standards, the ANPR annual revenue allocation includes an allowance to cover this.

### **Land requirements**

42. All aspects of the scheme are within the existing highway or land that will shortly become highway through a Deed of Dedication (DoD) with the developers. The draft DoD is with the developer's solicitors and it is intended that it will be completed and the road adopted when the ANPR scheme is ready to commence.
43. The existing adopted spine road abuts this length on one side establishing the necessary highway link. The spine road on the other side will be adopted in future phases of the development.

### **Conclusions**

44. This ANPR Bus gate will be the first of its kind implemented by the council. This will meet the obligations of the planning consent for the development and help provide a viable local bus service

**REQUIRED CORPORATE AND LEGAL INFORMATION:**

**Links to the Strategic Plan**

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

**Other Significant Links**

<b>Links to previous Member decisions:</b>	
<u>Title</u> Countywide Civil Parking Enforcement Services	<u>Date</u> 14 Nov 2017
<b>Direct links to specific legislation or Government Directives</b>	
<u>Title</u> <a href="#">Transport Act 2000 (legislation.gov.uk)</a> <a href="#">Traffic Management Act 2004 (legislation.gov.uk)</a> <a href="#">The Bus Lanes (Approved Devices) (England) Order 2005 (legislation.gov.uk)</a>	<u>Date</u> 30/11/2000 22/7/2004 28/9/2005

<b>Section 100 D - Local Government Act 1972 - background documents</b>	
<u>Document</u>	<u>Location</u>
East Anton Bus Gate ANPR Data Protection Impact Assessment	Hampshire County Council

## **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 proposals have been equality assessed and no impacts on protected groups have been identified. The scheme will, however, improve the environment near the school and community shops, thus benefitting all residents.

2.2 The scheme does have a positive impact on poverty and accessibility by ensuring that public transport has a positive advantage over other vehicle travel modes and ensures that everyone on the estate has access to a reliable and frequent bus service.

## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Highways Operations
<b>Date:</b>	29 July 2021
<b>Title:</b>	Project Appraisal: Eastleigh Area Bus Infrastructure Works
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Lisa Cook

**Tel:** 0370 779 7925

**Email:** Lisa.cook@hants.gov.uk

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

1. The purpose of this report is to provide detail and seek approval to implement the outlined programme of bus infrastructure works in and around Eastleigh.

#### **Recommendations**

2. That the Executive Member for Highways Operations approves the Project Appraisal for the Eastleigh Area Public Transport Infrastructure Works as outlined in this report subject to approval being granted to add the scheme to the Capital Programme.
3. That approval be given to spend and enter into contractual arrangements to implement the proposed improvements to the Eastleigh area public transport infrastructure as set out in this report, at an estimated cost of £415,742 to be funded from Section 106 funding, held by the County Council for this purpose, as set out in the finance section of the report.
4. That authority to make the arrangements to implement the scheme, including minor variations to the design, be delegated to the Director of Economy, Transport and Environment.

#### **Executive Summary**

5. This project appraisal proposes the allocation of £415,742 of Section 106 funding to be used to improve the infrastructure along several bus corridors in the wider Eastleigh area.
6. This is a pilot project utilising Section 106 funding on local bus infrastructure. Once completed, this project will be evaluated with a view to similar infrastructure schemes being rolled out around the County where Section 106 funding is available.

7. The proposed works will focus on delivering accessibility improvements, better access to information, and improved passenger waiting facilities. These are all key elements in achieving the vision set out in the Government's National Bus Strategy, Bus Back Better. The Government has asked Local Transport Authorities to "consider the impact of roadside infrastructure (e.g., bus stops and shelters) on passenger safety, security and accessibility" within their Bus Service Improvement Plans.
8. This package of works has been designed to deliver infrastructure improvements that have low lifetime maintenance costs whilst being targeted to promote passenger growth.
9. There are proven links between investment in infrastructure and bus patronage and revenue growth. A contemporary national survey conducted by the TAS Partnership revealed that 23.1% of respondents viewed improvements in information provision as being necessary to encourage bus usage.
10. In addition to the above, there are clear links between a perceived safe waiting environment and a willingness to travel using public transport.

### **Contextual Information**

11. Over recent years, Hampshire County Council has played a key role in providing high quality infrastructure across Hampshire to promote bus service provision and growth.
12. Where funding has been available or through initiatives such as Quality Bus Partnerships, Hampshire has benefited from improvements to much of its bus infrastructure resulting in a better offer for passengers.
13. The County Council holds Section 106 funding from developments around the county specifically to mitigate the impact of development on the local area for example through funding for transport related improvement schemes.
14. As a result, the Council has developed a project; Eastleigh Area Bus Infrastructure works which brings together Section 106 funding from a number of sites and proposes their use on improving bus related infrastructure in accordance with the terms and conditions under which the Section 106 funding was collected.
15. This work would be carried out by Externiture through Hampshire County Council's bus stop and shelter infrastructure framework.
16. The proposed project is made up of five key elements; X6/X7 infrastructure improvements, Real Time Passenger Information (RTPI) provision, accessibility of bus stops, bus shelter improvements and provision and improvements to general bus stop infrastructure.
17. Improvements to X6/X7 service bus stop infrastructure:

- the X6 and X7 bus services, operated by Xelabus provide a vital hourly link between Hiltingbury and Eastleigh centre, via Chandler's Ford. This service is part supported by Hampshire County Council and Eastleigh Borough Council and part operated on a commercial basis;
- the route through Chandler's Ford on Winchester Road has been upgraded over the past twenty years but little provision has been made through the central section of the service; and
- this project proposes to upgrade bus stop infrastructure, together with making accessibility improvements at up to 25 bus stops.

18. Real Time Passenger Information:

- 69 bus stops in the area have RTPI displays, concentrated mainly in Chandler's Ford, Bishopstoke, central Eastleigh and Hedge End;
- to date, bus stops in the south and east of Eastleigh Borough do not have RTPI displays;
- through consultation with bus operators, two geographical areas have been identified which would benefit from the provision of RTPI at key bus stops. These are the stops around Bursledon and Hamble and Horton Health to Botley; and
- bus stops on the Bluestar 1 and 2 routes were not considered as part of this programme because of the existing level of provision, and because these services may be improved as part of the Transforming Cities Fund programme.

19. Accessibility of Stops:

- no complete figures are available for accessibility at bus stops. However, a survey from 2015 by Eastleigh Borough Council produced recommendations for improvements on specific routes. Further work commissioned by the County Council and carried out by Externiture, has also identified sections of routes where accessibility improvements are required.

20. Bus Shelters Provision and Improvements:

- bus shelters are a vital part of the public transport offering. Shelter provision in Eastleigh is good, with around 30% (218) of bus stops having a shelter. This is higher than the county average. The locations of the shelters are not evenly distributed, and this project proposes to enhance passenger waiting facilities through the provision of new and improved shelters;
- the 218 shelters within the borough are owned by a mix of parish, borough, and private companies. Standards of shelters are mixed.

Surveys of shelters indicate that whilst a significant proportion are categorised as being in an acceptable to excellent condition, the remainder are below average. There are a small number of shelters that may require replacement; and

- in addition, there are up to 10 shelters identified by the County Council that are now off-route and require reinstallation at alternative locations.

21. Improvements to general bus stop infrastructure:

- bus stop infrastructure, including posts, flags and cases are owned and maintained by Hampshire County Council;
- there are 693 bus stops in the Eastleigh borough. 275 of these stops have been upgraded to premium integrated bus stop posts which have higher standards of information and space availability, many of which were installed as part of a previous Quality Bus Partnership;
- the programme for bus stop infrastructure proposes to focus on the installation of high quality integrated bus stop posts with aluminium cases and flags for longevity and low maintenance costs. The provision of timetable cases would expand the opportunity for bus operators to provide printed timetable information for passengers. Information provision has been identified by the Government as a key area for improvement through the National Bus Strategy;
- the programme of works proposes to include the provision of QR code signs that would allow passengers to access Real Time Information for the bus stop on a mobile device; and
- to date, the QR code programme in Hampshire has over 3,000 bus stops with QR codes. Since 2014, over 187,000 hits have been recorded, of which 38,229 were from the 168 bus stops in the Eastleigh area with QR codes. It is anticipated that QR usage will grow as passengers return to public transport because QR code benefits have now become understood.

**Finance**

22. In total, this project proposes a spend of £415,742.

23. Information on how this funding will be utilised can be found in the scheme details below.

Estimates	£'000	% of Total	Funds Available	£'000
Final design & delivery	416	100%	Developer Contribution	416

Total 416 100% 416

24.	<u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in current expenditure	1	0.001%
	Capital Charge	40	0.025%

### Programme

25. The table below sets out the proposed programme of works.

Date	Action
Approval – end of August	Mobilisation
September – end of October	Remaining detailed design and utilities checks
November – end of December*	Works carried out

\* dependent on external factors such as the weather and demand on the highway.

### Scheme Details

26. X6/X7 Route Infrastructure upgrades:

- the allocated spend for these upgrades is £38,000;
- it is proposed that a full survey of the accessibility of the infrastructure will be undertaken prior to works commencing; and
- it is anticipated that following this survey, there will be approximately 50 sites identified where works are required. These works would consist of targeted accessibility improvements in addition to wider stop and information improvements.

27. Real Time Passenger Information

- the allocated spend for the upgrade of RTPI is £83,000. This sum would allow for the provision, installation, and maintenance of fifteen battery powered RTPI displays. These would be mounted on a mix of posts and shelters. Existing infrastructure will be used for the displays where possible to minimise capital expenditure; and
- battery-operated RTPI displays would be fitted. The displays are cost-efficient as they do not require electrical connections and are designed

to retrofit existing posts and shelters in Hampshire to reduce installation costs.

## 28. Accessibility

- the allocated spend for the upgrade is £142,017. This will allow for a wide range of accessibility improvements including up to 40 bus stops to be provisioned with accessible kerbs and improved waiting areas;
- if the project is approved, existing survey data will be updated to examine access from the footway to the bus, access to the footway, and access to suitable crossing points;
- this survey data would then be cross referenced against accessibility improvements which have been identified by bus operators. Whilst specific locations cannot be agreed until the survey data is updated, the key locations for improvement are anticipated to be along the X9/Bluestar 3 routes through Boorley Green and Horton Heath, as well as high visibility accessibility improvements at The Square, Hamble, which is a heavily used stop and has very low kerb access; and
- individual schemes such as The Square, Hamble, would require detailed design and costing separately. It is anticipated that there will be sufficient funding available within the £142,017 to deliver these schemes. If, upon design and costing this proves not to be the case alternative funding sources will be explored.

## 29. Bus Shelter Improvements

- the allocated spend for the upgrade is £88,025. The cost per individual shelter depends on the specification per location. This sum would allow for the provision of 15-20 shelters as detailed below;
- the shelter installation package would require a final detailed survey of existing shelters and potential locations to finalise the list of sites where work will be undertaken. Shelters that are repairable would be costed to maximise the usage of existing infrastructure;
- it is estimated that this project would replace around 5% of the 20% of shelters that have been graded as being in below average or poor condition. These would be prioritised based on passenger usage;
- if approved, an additional 15 to 20 shelters may also be provided to improve access to covered waiting facilities;
- shelters would only be installed in locations where agreement on ownership with Eastleigh Borough or the local Parish Council could be reached;

- prior to new shelters being installed, or improvements being made to existing shelters, an agreement would be put in place between the County Council and the shelter owner e.g. Borough or Parish Council to confirm that the responsibility for ongoing maintenance of the shelter rests with the owner; and
- new shelters would have an integrated maintenance package included. The shelters would be fabricated from aluminium and have a twenty-year guarantee to protect owners from liabilities.

### 30. Bus Stop Infrastructure

- the allocated spend for the upgrade is £64,700;
- The package would allow for the removal of older steel posts and replacement of approximately 80 modern, low-maintenance integrated post units. Case sizes would be standardised, and the size of cases expanded. Standardisation would reduce operator costs for generating timetables; and
- as part of the proposed upgrade, it is anticipated that 280 more QR signs would be fitted and added to the QR system.

### **Departures from Standards**

31. None.

### **Consultation and Equalities**

32. Direct consultation has been carried out with local bus operators in the area.
33. The views of disability groups, understood through research carried out by Eastleigh Borough Council, have been considered in the preparation of the package of works which sit within the project.
34. This project will provide better access to public transport for all. Survey data tells us that public bus services are predominately used by people with the following protected characteristics; older people, young people, women, people with a disability, people living in poverty, people from a BAME background and those isolated through rurality. Information at bus stops, waiting facilities and access to bus stops have been identified as barriers to increasing public transport use. The proposed works will remove these barriers in the areas that works are implements, with the goal of generating more passenger journeys. This in turn could lead to bus operators investing in their fleet to provide better vehicles and an altogether more accessible public transport proposition. The works would therefore have a positive impact on people with these characteristics.

35. The impact has been assessed as being neutral for the protected characteristics of sexual orientation, gender reassignment and marriage/civil partnership because there is no evidence that suggests that people with these characteristics use public transport any more or less than the general population.

### **Climate Change Impact Assessments**

36. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.
37. The climate change adaptation project screening tool has been used for this project and has identified;
- a) Key vulnerabilities are exposure of infrastructure to extreme weather events. Continuity of service through emergency maintenance is provided for within the bus stop and bus shelter framework agreement resulting in a low impact to users of public transport services. In addition, careful consideration is given to the positioning of new infrastructure which minimises the potential impact of extreme weather events.
  - b) This decision links to the following Hampshire County Council strategic priorities:
    - i. Green Economic Growth and Prosperity;
    - ii. Improved Wellbeing and Health; and
    - iii. Community Inclusivity.
38. The climate change mitigation tool was not completed because emissions for this type of project are not included within the tool.

### **Statutory Procedures**

39. Externiture will acquire the necessary permits to work on the highway prior to works being carried out.

### **Land Requirements**

40. None.

### **Maintenance Implications**

41. The maintenance costs on bus stop and RTPI infrastructure arising from these works will be low and met by the existing Bus Stop Infrastructure and RTPI revenue budgets.

## LTP3 Priorities and Policy Objectives

### 3 Priorities

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

### 14 Policy Objectives

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

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

**Other**

- This scheme would contribute to the objectives as set out in Bus Back Better, the National Bus Strategy.

**REQUIRED CORPORATE AND LEGAL INFORMATION:**

**Links to the Strategic Plan**

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

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

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

Document

Location

None

## **EQUALITIES IMPACT ASSESSMENT:**

### **1. Equality Duty**

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

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

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

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

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

2.1 This project will provide better access to public transport for all. Survey data tells us that public bus services are predominately used by people with the following protected characteristics; older people, young people, women, people with a disability, people living in poverty, people from a BAME background and those isolated through rurality. Information at bus stops, waiting facilities and access to bus stops have been identified as barriers to increasing public transport use. The proposed works will remove these barriers with the goal of generating more passenger journeys. This in turn could lead to bus operators investing in their fleet to provide better vehicles and an altogether more accessible public transport proposition. The works would therefore have a positive impact on people with these characteristics.

2.2 The impact has been assessed as being neutral for the protected characteristics of sexual orientation, gender reassignment and marriage/civil partnership because there is no evidence that suggests that people with these characteristics use public transport any more or less than the general population.

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## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Highways Operations
<b>Date:</b>	29 July 2021
<b>Title:</b>	Changes to the Traffic Management Permit Scheme
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Ian Ackerman

**Tel:**

**Email:** [Ian.Ackerman@hants.gov.uk](mailto:Ian.Ackerman@hants.gov.uk)

### Purpose of this Report

1. The purpose of this report is to highlight minor edits and updates required to the wording of the Hampshire County Permit Scheme (HCPS) document and gain approval to formalise those changes and change the scheme documents.

### Recommendations

2. That the Executive Member for Highways Operations gives approval to update the Hampshire County Permit Scheme (HCPS) to make minor amendments to the text and take account of changes in technology and processes since the document was originally written.
3. That authority is delegated to the Director of Economy, Transport and Environment to make the legal orders, in consultation with the Head of Legal Services, for future amendments to the Hampshire County Permit Scheme in the absence of objections from statutory consultees.

### Executive Summary

4. This paper identifies the text edits and updates required to bring the HCPS document up to date and seeks approval to make the changes.
5. Following on from the 2019 / 2020 HCPS report, and acting on the decisions made at the Executive Member for Economy, Transport and Environment decision day on 19 November 2020, a review of the scheme documentation has been made and updates and changes have been identified. Most changes are minor typographical edits or updates needed to refer to the latest practices and technology. However, there is one change needed to correct inconsistencies relating to the financing of the scheme. This needs correcting to ensure that the County Council recovers its costs in running the scheme.
6. As the HCPS documentation is a legal instrument, a formal process is required to make these changes. This process is set out in the Traffic Management Permit Scheme (England) (Amendment) Regulations 2015/958. The process requires consultation with the organisations that will be affected by the changes.

In this case this will mainly be the utility companies and internal County Council works promoters. Once the consultation has concluded, and assuming no valid objections have been received, then a legal order is required to formally make the changes.

7. Failure to make the necessary corrections to the wording of part of the financial element of the document may result in the County Council not being able to charge for some types of permits. This will lead to a potential 15% to 20% shortfall in the scheme income, resulting in the scheme not recovering its costs.

### Contextual information

8. The list of proposed changes is identified in the following table:

Para	Existing Text	Proposed Text	Reason for Change
4.1	...The HCPS will use seven KPIs contained within the DfT's Statutory Guidance for Highway Authority Permit Scheme (Oct 2015), to measure performance and ensure parity. The County Council will continue to submit the performance data to the NSG hub.	...The HCPS will use seven KPI's contained within the DfT's Statutory Guidance for Highway Authority Permit Scheme (Oct 2015), to measure performance and ensure parity.	Correct grammar and remove requirement to send to the NSG hub as this is no longer required.
5.1	The only Highway / Traffic Authorities that the County Council shares borders with and that do not currently operate a permit scheme are Highways England and Portsmouth City Council (as at June 2018).	The only Highway / Traffic Authority that the County Council shares borders with and that does not currently operate a permit scheme is Highways England (as at June 2021)	Portsmouth City Council now operate a permit scheme.
Various locations including 1.3 1.5.7 1.5.8 7.1 8.5 10.1 10.16.1 11.1 11.3 11.6.1 11.7.2 11.8.3 11.9.1 11.9.2 12.3.3 12.4.1 16.2.1 15.7.1 (g) 24.4.5	Reference to "HAUC (England) Guidance, Operation of Permit Schemes (Feb 2017)"	HAUC (England) Guidance, Operation of Permit Schemes	Remove date reference to ensure compliance with the latest version.
S.9.3	Temporary Traffic Signal Applications must be made	Temporary traffic signal applications can be made by	Notice types 2700 and 2800 are no

	<p>using notice type 2700 – Temporary Traffic Signal Application in accordance with the latest version of the Prescribed Electronic Format Technical Specification. Providing that a complete application has been received a response granting the approval will be given by the County Council using notice type 2800 – Temporary Traffic Signal Application Response in accordance with the latest version of the Prescribed Electronic Format Technical Specification, within the response period for the permit application. For those promoters unable to use the Prescribed Electronic Format Technical Specification for temporary traffic signal applications the County Council will provide a proforma that can be emailed or attached to notices or permits.</p>	<p>selecting the applicable traffic management type on the permit application. Further details, such as traffic management plans should be uploaded as electronic attachments on the permit.</p>	<p>longer used and the applications to use Temporary Traffic Signals are handled by the DfT's Street Manager IT system.</p>
15.7.1 (j)	Any work on a fire hydrant	any works on a fire hydrant commissioned by the fire service	Clarification of exemption to follow good practice
20.2.1	The Council will publish its main contact details on its 'OD' file. Additional 'day to day' contact information will be published at relevant local HAUC meetings, coordination meetings and on an ad hoc basis as needed. Some contact information may also be published on the gazetteer.	The County Council will publish its main contact details on Street Manager. Additional 'day to day' contact information will be published as required.	The 'OD' files are outdated technology. The DfT's Street Manager IT system now handles this data.
Various locations, including; 20.4.1	Reference to: Code of Practice for the Coordination of Street Works and Works for Road Purposes and Related Matters (Oct 2012)	Code of Practice for the Coordination of Street Works and Works for Road Purposes and Related Matters	Remove date reference to ensure compliance with the latest version.
App A. Charges for permit variations	<p>For permit variations, the County Council will charge:-</p> <ul style="list-style-type: none"> <li>£45 for all activities on category 0, 1 and 2 streets and category 3 and 4 streets that are traffic sensitive.</li> <li>£35 for major activities on category 3 and 4 &amp; non-traffic sensitive streets.</li> </ul>	<p>For permit variations, the County Council will charge:-</p> <ul style="list-style-type: none"> <li>£45 for all activities on category 0, 1 and 2 streets and category 3 and 4 streets that are traffic sensitive.</li> <li>£35 for all activities on category 3, 4 and non-traffic sensitive street.</li> </ul>	Change required to reflect the financial model (charging for all permit variations). As discussed in detail below.

App A. Charges for Major works	<ul style="list-style-type: none"> <li>• Major activity (Including requiring a TRO for 11 days or more)</li> <li>• Major activity – 4 to 10 days (requiring a TRO)</li> <li>• Major activity – up to 3 days (requiring a TRO)</li> </ul>	<ul style="list-style-type: none"> <li>• Major activity (Including requiring a TTRO for 11 days or more)</li> <li>• Major activity – 4 to 10 days</li> <li>• Major activity -- Up to 3 days</li> </ul>	Remove reference to TRO and replace with the correct reference (TTRO). Also remove reference to TRO from major activities 1-3 days and 4-10 days as it is not relevant to these work types. The charge rate is not affected.
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9. Most of the changes needed are a result of textual anomalies or a need to refer to updated technology or processes. The reasoning and evidence for these changes needs no further explanation and are not considered to be contentious with the consultation base.
10. The change to the wording regarding charging for all variations to permits is necessary to avoid a potential loss of scheme income. When the scheme finances were initially modelled, charging for all permit variations was included in the calculations and was necessary to recover all costs of the scheme.
11. When the scheme document was written, the paragraph explaining charging for permit variations only included charging for a small proportion of permit variations. This does not align with the financial modelling of the scheme, which requires all permit variations to be charged in order to recover the scheme costs.
12. Since the start of the permit scheme, the County Council has been charging for all permit variations in accordance with the scheme modelling. However, it could be argued that this is not clearly reflected in the current scheme documentation. Finance results from the first year of the scheme operation prove that charging for all permit variations (in accordance with the model) are required to cover the costs of the scheme.
13. As this financial misalignment has now been identified, the County Council is now charging only in accordance with the scheme documentation. Once the changes are agreed the County Council will recommence charging for all permit variations.
14. The County Council has informally discussed the financial changes to the document with key utility companies and they understand the need for the changes. They have informally indicated that they will not oppose these changes.
15. If there are significant objections to the change in the financial wording aspects relating to permit variations that are upheld, then the County Council will need to review the HCPS with a view to recovering charges through other means, perhaps through introducing charges for minor works permits. This is not a desirable outcome as absorbing the costs of processing minor permits provides significant cooperation benefits from utility companies and minimises the administrative burden to internal and external works promoters.

## **Finance**

16. The scheme is modelled on the basis of full cost recovery and this principle is reflected in this proposed adjustment to the scheme. Not being able to charge for all permit variations means that the costs of the scheme cannot be fully recovered.

## **Legal Considerations**

17. As the HCPS documentation is a legal instrument, a formal process is required to make these changes. This process is set out in the Traffic Management Permit Scheme (England) (Amendment) Regulations 2015/958. The process requires consultation with the organisations that will be affected by the changes. In this case this will mainly be the utility companies and internal County Council works promoters. Once the consultation has concluded, and assuming no valid objections have been received, then a legal order is required to formally make the changes.

## **Performance**

18. There is no impact on the performance of the HCPS.

## **Consultation and Equalities**

19. A consultation on the proposed changes to the text of the HCPS is a mandatory element of making any changes to the HCPS documentation. Consultation requirements are set out in the Traffic Management Permit Scheme (England) (Amendment) Regulations 2015/958. The key consultees will be the utility companies and internal works promoters that make use of the HCPS.
20. The decision relates solely to the administration and documentation of the HCPS, and has no direct impact on residents, so it is deemed to have a neutral impact on groups with protected characteristics.

## **Climate Change Impact Assessments**

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. This decision relates solely to the administration and documentation of the HCPS. It has no physical location, has no impact on physical infrastructure and has no impact on the physical operation of works on the highway. After consultation with the Climate Change project team, it has been deemed to have a neutral impact on climate change adaptation and mitigation.

## **Other Key Issues**

23. None

## **Conclusions**

24. A number of corrections are required to the HCPS document. Most relate to changes to reflect changes in technology or processes. However, there is one significant change that relates to scheme cost recovery. Failing to make the changes could render some wording of the HCPS document confusing or out of date, and also prevent the scheme from recovering its costs, forcing the County Council to review the scheme to seek other avenues of cost recovery.

**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**

<b>Links to previous Member decisions:</b>	
<u>Title</u> <a href="https://democracy.hants.gov.uk/ieDecisionDetails.aspx?ID=1624">https://democracy.hants.gov.uk/ieDecisionDetails.aspx?ID=1624</a>	<u>Date</u> 19 <sup>th</sup> Nov 2020
<b>Direct links to specific legislation or Government Directives</b>	
<u>Title</u> Traffic Management Permit Scheme (England) (Amendment) Regulations 2015/958	<u>Date</u> 2015

**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	
DfT Advice Note "For local authorities developing new or varying existing permit schemes" (June 2016)	DfT Publication

## **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 decision relates solely to the administration and documentation of the HCPS, and has no direct impact on residents, so it is deemed to have a neutral impact on groups with protected characteristics.

## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Highways Operations
<b>Date:</b>	29 July 2021
<b>Title:</b>	Hampshire Highways – Service Update
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Tim Lawton

**Tel:** 01962 846753

**Email:** tim.lawton@hants.gov.uk

#### Purpose of this Report

1. The purpose of this report is to advise the Executive Member for Highway Operations on the current pressures and challenges facing the County Council's highway maintenance service and the measures being taken to ensure minimum standards of service delivery can be sustained.

#### Recommendation

2. That the Executive Member for Highway Operations notes the current pressures being experienced in the delivery of highways maintenance services and approves the approach to managing and mitigating these impacts, including the urgent review and re-prioritisation of planned and reactive maintenance programmes to focus on safety related works and to reflect reduced Government funding in 2021/22.
3. That approval is given for the development of a Highway Network Recovery Strategy for Hampshire to be reported back to the Executive Members later this year.

#### Executive Summary

4. This paper seeks to provide an overview of the main challenges currently affecting the delivery of highway maintenance activity. Some of these challenges have emerged over the past year as a direct consequence of the Covid-19 pandemic and Brexit, while others have developed from a long term and significant under-investment in existing highway infrastructure, on a national scale, following a decade of austerity. The culmination of these issues has taken the highways maintenance service in Hampshire to unprecedented levels of pressure with a resulting deterioration in the condition of the highway network and also service standards.
5. There is strong, data based, evidence that Hampshire's highway network is deteriorating at a rapid rate and with reduced funding from Central Government this year, with continued uncertainty over future DfT funding provision, it is likely

that the rate of decline in the condition of highway assets will only accelerate. The injection of additional local funding year-on-year for planned and reactive maintenance has helped, but without additional Government investment over a sustained long-term period, the decline in the condition of the local road network can, at best, only be slowed and not arrested.

6. The County Council has, for many years, embraced nationally recognised highway asset management 'lifecycle planning' principles to ensure the road network can be effectively maintained with a 'prevention is better than cure' approach. However, the extended period of under-investment in roads maintenance and revenue budget reductions has resulted in a noticeable shift away from an optimal 'proactive' routine highway management regime to a more reactive service, and it is widely acknowledged that a reactive approach is far less cost effective in the longer term. Structural maintenance (Operation Resilience) continues to be programmed and delivered on a planned basis. However, this programme only addresses a very small percentage of the overall network each year, which when combined with reduced routine maintenance means the ability to manage the decline of the network is increasingly compromised.
7. Customer demand has increased significantly, and particularly so through the latter stages of the pandemic, and consequently it has been necessary to urgently re-prioritise highway works accordingly to manage this unprecedented increase to ensure the County Council's basic statutory function, as the Highway Authority, can continue to be met.
8. The wider influences of poorly maintained roads are also recognised, specifically the potential impacts on society through less reliable journeys, increased user costs, more road noise, poorer air quality etc and an associated risk of slower economic growth and regeneration.
9. A key factor that is starting to impact service delivery is the emerging global shortage in basic materials. This is affecting the whole UK construction sector at present and there are a number of factors that are driving these shortages which are outlined in the report. Whilst this problem can be managed at present there is a clear risk that the availability of everyday materials such as cement, aggregates, wood, plastics and potentially also bituminous products will be constrained by worsening supply-and-demand issues leading to inevitable cost increases and programme overruns which will impact on already over-stretched highway maintenance budgets over the short to medium term, especially where contract pricing clauses are affected by increases in inflation.
10. To try and mitigate these issues the County Council is working collaboratively with its service delivery partner, Milestone Infrastructure, to ensure the highways service and network can continue to be maintained as effectively as possible. Milestone are endeavouring to source additional UK suppliers for key materials and, should the situation worsen, further investment may be required from the County Council to purchase an increased local holding stock of critical everyday materials and products. Milestone are currently securing additional sub-contractor resources to meet the increased frontline demand, and the County Council will be reviewing its contract payment mechanisms to ensure there is continued commercial stability across the highways contract.
11. It is recognised that managing customer expectations is crucial while demand remains high and this is a key target area for further development. A number of

public-facing service improvements are already in the pipeline to ensure Hampshire residents are better informed and can more easily engage with the highways service to report issues and/or access reliable and up-to-date information.

### **Contextual information**

12. The restrictions imposed due to the Covid-19 pandemic have resulted in a noticeable change in traffic movements and patterns, albeit that vehicle numbers are now recovering to the same or even in excess of pre-covid levels. During the periods of lockdown there were significant increases in the number of people walking and cycling on the highway network, and following a cold and wet winter and spring, which has further damaged an already fragile road network with a series of snow events and overnight frosts, this has led to higher levels of highway defects and issues being identified and reported to the County Council.
13. The Highways Operations Centre (HOC) has developed on-line self-help and reporting facilities for most of the common highway issues, such as potholes and other highway defects, and this continues to be the preferred method for receiving information from the public. Notably, however, the number of telephone calls received during the lockdown periods were significantly higher than normal, with members of the public preferring to call to report issues rather than use the on-line facility via the County Council's webpages. Dealing with increased numbers of telephone calls has led to resources being severely stretched within HOC to meet the incoming public demand, and this has subsequently impacted frontline capacity as well where higher numbers of reported defects have required a follow-up inspection. To manage this situation, it has been necessary to critically review frontline resources, systems, and process to adapt to the changes in demand patterns. In the short term this has led to staff often working longer hours and also increased pressures on the service over response times and meeting public expectations in respect of repairs being carried out.
14. The high numbers of highway issues and defects being reported has led to urgent recovery measures being introduced on a temporary basis to manage and prioritise the programme of highway maintenance orders. For some areas of the service, it has been necessary to re-prioritise reported defects to ensure highway safety is always maintained. Planned maintenance operations such as drainage improvements, carriageway and footway treatments are continuing as normal, though with confirmation of a significant reduction in Government funding for structural or capital maintenance, the intended programme for 2021/22 will no longer be affordable, and work is underway to ensure that planned maintenance programmes including Operation Resilience are managed down to the available funding. On the revenue side, routine/cyclical maintenance operations such as drainage cleansing, rural grass cutting, and weed killing continue as normal, but exceptional growth of vegetation following the warm, wet start to the summer is starting to increase pressure for additional verge cutting and weed treatments.
15. The national pandemic requirement for people to work from home wherever possible has resulted in reduced work and commuting trips, with higher levels of

on-street parking evident in residential areas during the working day. This has a direct impact on the ability to undertake highway maintenance operations and maintain productivity, particularly in urban areas. An example of this is drainage gully cleansing, where the activity has encountered higher numbers of aborted visits over the last 12 months due to the increase in on-street parking, and drainage assets such as gullies being inaccessible. The anticipated change in future working behaviours and culture, with increasing numbers of people expected to continue working from home, is likely to affect normal productivity and outputs for certain operations for the longer term, and possibly permanently. The impact of this is likely to see productivity fall, and it may become necessary to increase resource levels or consider a change to payment terms, both of which will result in additional service delivery costs.

16. The construction industry is currently experiencing very high demand for materials across the globe, and this has already led to an increase in prices and shortages of things like aggregates, cement, timber and some plastic products. There are a number of contributory factors for this: -
- Covid-19 has inadvertently created a boom in online shopping, which has disrupted shipping in terms of price and availability.
  - Covid-19 has disrupted global supply chains and transportation.
  - infrastructure spending is creating huge demand as governments look to stimulate economies and regenerate growth worldwide.
  - the domestic demand for aggregates, particularly single size aggregates, is driving the price upward and creating challenges around availability.
  - national suppliers are being instructed to prioritise supplies of materials and products to major critical projects such as HS2.
  - poor weather in the southern states of the USA has caused a shortage of resins used in plastic and resin-based products.
  - Brexit is impacting the importation of certain products; and
  - some materials and products now have much longer lead-in times for ordering, whilst others have limits imposed on the maximum quantities that can be purchased.
17. Alternative and recycled materials are being used wherever possible, e.g. reprocessed bituminous material from the new Micheldever recycling and reprocessing facility, but there will inevitably be a financial effect overall as construction material prices rise. Financially the County Council is well protected in the immediate term from the cost increases due to the contractual payment mechanisms used in the Highways Service Contract. However, the highways contract does not directly protect the County Council against material shortages and the consequential disruption to repairs and maintenance programmes. Milestone are unlikely to be contractually responsible for all the financial risk associated with supply shortages or delays, and this may increase costs in 2021/22 just as the 'covid' safe working measures did in 2020/21. With little prospect of further Government funding for this in the current year it will inevitably mean a reduced programme of works. It is also highly likely that the annual price adjustment factors that are applied to the contract each year will increase for the 2022/23 financial year.

18. In addition to the operational challenges, there are also staff pressures in respect of the County Council's highways resources. Since the start of austerity in 2010, the highways service has lost 25% of its frontline staff cohort through successive rounds of transformational savings and an estimated drop, in cash terms, in its operational revenue budget of circa £5m annually.
19. Hampshire has, for many years, participated in the annual National Highways and Transport (NHT) survey, and results in recent years have shown a steady national decline in public satisfaction for highways services, but Hampshire County Council's results have declined relatively more quickly as the network has deteriorated. The County Council once topped the public satisfaction chart, and it has consistently been well up the top quartile, but it currently sits in the second quartile of its peer group for performance overall though it is still the highest performing County Council in the South East region.
20. The wider highways business sector is experiencing a major skills shortage at present, and the combined effect of this is creating recruitment and retention issues across the industry. This is a particular problem in the north of Hampshire where recruitment is competing with London-weighted salaries and relatively better paid construction jobs in the housing sector, for example. Current resource numbers are sufficient to deal with normal levels of business demand, but when severe weather events or exceptional demand situations are encountered, the resources available are severely stretched and cannot readily be augmented. To put this into perspective, the impact of a one-day severe weather event can be felt for several weeks as work programmes and planned activity are disrupted by emergency and high priority restorative works.
21. The lack of available qualified HGV drivers is an emerging national issue that is starting to impact the UK construction industry, as well as other business sectors. The haulage industry estimates a loss of up to 70,000 lorry drivers because of the Covid-19 pandemic and Brexit, with at least 30,000 HGV driving tests postponed last year due to Covid-19. Truck driving in the UK has been dominated by eastern European drivers in recent years, but many of these have returned home during the pandemic, and also post-Brexit, and they have found it difficult to return to the UK, possibly because of uncertainty over border restrictions. The lack of drivers is starting to become a concern to the supply chain for construction materials, and also for the delivery of key highway services such as gully cleansing and gritter driving, with much of the sector already unable to fill vacancies. Consequently, there are likely to be noticeable delays in some programmes of work. The risks are particularly concerning for the availability of gritter drivers for the winter period that starts in October each year, especially with the hourly pay rates for qualified drivers currently increasing at such a significant rate that recruitment, and particularly retention, is likely to become an issue.
22. Since the start of the current term highways contract in 2017 the Hampshire Highways partnership between the County Council and Milestone Infrastructure has developed into a strong strategic relationship with full commercial transparency, and this has become an exemplar relationship within the highways sector. This has enabled open, focussed, and objective discussions to take place relating to contractual issues. A detailed recovery plan has been jointly developed with Milestone to manage the available resources in the most effective way to meet the current spike in demand, and this has included

reviewing existing delivery procedures and processes and exploring innovative and cost effective solutions that speed up the repair processes, e.g. enhanced 'Find-and-Fix', DragonPatcher etc. Milestone are currently actively recruiting and training new HGV drivers to ensure there is sufficient service resilience in place. This is vital to ensure the County Council is able to satisfactorily discharge its statutory winter function as the Highway Authority under the Highways Act 1980, but there are already significant lead times and delays for DVSA driver testing.

23. In a typical year, frontline service demand would normally be expected to subside through the warmer and drier summer months and this usually allows for a degree of natural service recovery, but that is not the case currently, and there is a risk that the challenges will continue through to the next winter period when demand is expected to naturally rise again. If Hampshire experiences a harsh winter in terms of severe weather events, the condition of the road network, particularly the rural 'C' and unclassified network, is likely to deteriorate very rapidly, with the inherent additional pressures on revenue budgets for defect repairs and reactive maintenance.
  
24. Addressing the impacts from climate change and the need to reduce the carbon footprint across the highways service will continue to be a high priority going forward. The County Council is working closely with Milestone to review all aspects of the highways service ranging from premises and back-office operations through to equipment, materials, and products that are used on the ground. The new materials recycling facility at Micheldever is a good example of this, which is a tripartite arrangement between the County Council, Milestone and OCL, and enables excavated road material to be reprocessed and reused as a cold-lay product. Further investment will be required in new technologies, innovations, and behaviours, however, in order to maximise the opportunities and whilst there is high confidence this will bring carbon and some immediate financial benefits, it should be recognised that there may be a net cost increase in the short term across the highways service that will stretch limited resources still further.

### **Consultation and Equalities**

25. Due to the nature of the approval sought for this report no consultation has been undertaken.
  
26. The decision sought in this report is for information purposes only and will not change the service provided or have any impact on the individuals working on the service or service users, so has been assessed as having neutral impact on groups with protected characteristics. Approval is sought for service adjustments to accommodate current pressures and to continue to prioritise safety, and it is not anticipated that these proposals will have a direct impact on people with protected characteristics. Rather, they are intended to minimise disruption to all residents arising from the current challenges, and to help prioritise highway safety.

## **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 climate change tools are not considered directly applicable to this report as it is an update on the delivery of the highways maintenance service and the report is essentially for information purposes only. Approval is sought for service adjustments to accommodate current pressures and to continue to prioritise safety, and it is not anticipated that these proposals will have a direct impact on climate change, though should these pressures prove long term then they could be exacerbated by changes in climate and more frequent weather emergencies etc.

## **Conclusions**

29. The challenges currently faced by the highways service are unprecedented, and the combination of sustained high demand, reducing budgets, and diminishing resources, combined with the impacts from the global pandemic and materials and HGV driver issues, have meant that previous service levels simply cannot be maintained.
30. More than ten years of national austerity has resulted in an evidence-based managed decline in the condition of the highway network nationally, and without additional investment the rate of decline will inevitably accelerate. Sustained long-term investment is needed to bring local road networks back to a serviceable standard. This issue is acknowledged by the Department for Transport and central Government, but annual block funding allocations have fallen this year, and without increased settlements year-on-year for the highways sector the condition of Hampshire's roads will continue to decline.
31. It has been widely established that a well maintained local road network can contribute to long term sustainable economic growth in an area and enable better social equality by ensuring the safe, reliable and efficient movement of people, goods and services. The impact of under-investment in highway maintenance can increase user operating costs, lead to less reliable journeys, poorer air quality, increased noise, and a risk of not attracting new business to accelerate economic regeneration. There is evidence nationally that for every additional £1 spent on highway maintenance and accelerated maintenance programmes, the potential economic returns can be in the region of £7-£10.
32. The materials shortage issues will hopefully subside as the impact of the pandemic eases, global logistics and supply chains improve, and the worldwide economy recovers, but this is not expected to happen in the short term so appropriate mitigation measures will continue to be necessary for the foreseeable future, and potentially through to the end of 2022/23.

33. With funding decisions due as part of the Government's comprehensive spending review later this year, it is important that the County Council has a clear strategy for the recovery of the highway network. Clearly, the level of government funding will be critical in determining the pace of recovery, but it will be important to prepare a framework in advance within which maintenance priorities and programmes can be formulated. Once funding levels are clearer, maintenance programmes can then be calibrated accordingly. Therefore, this report recommends the development of a highway network recovery strategy to be reported back to the Executive Member later this year.

**REQUIRED CORPORATE AND LEGAL INFORMATION:**

**Links to the Strategic Plan**

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

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

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

Document

Location

None

## **EQUALITIES IMPACT ASSESSMENT:**

### **1. Equality Duty**

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

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

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

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

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

The decision sought in this report is for information purposes only and will not change the service provided or have any impact on the individuals working on the service or service users, so has been assessed as having neutral impact on groups with protected characteristics. Approval is sought for service adjustments to accommodate current pressures and to continue to prioritise safety, and it is not anticipated that these proposals will have a direct impact on people with protected characteristics. Rather, they are intended to minimise disruption to all residents arising from current challenges, and to help prioritise highway safety.

## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Highway Operations
<b>Date:</b>	29 July 2021
<b>Title:</b>	Highway Policy Position to Support Business Recovery
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** John Harvey

**Tel:**

**Email:** [john.harvey@hants.gov.uk](mailto:john.harvey@hants.gov.uk)

### Purpose of this Report

1. The purpose of this report is to confirm a new Highways Policy Position to support Business Recovery under which applications to make localised changes affecting the public highway during the recovery phase from the Covid-19 pandemic can be considered and supported or rejected as appropriate.

### Recommendations

2. That the Executive Member for Highway Operations approves the Highway Policy Position set out in the report to assist the district and borough councils in facilitating accelerated economic recovery in Hampshire's town centres and high streets.
3. That authority is delegated to the Director of Economy, Transport and Environment, in consultation with the Executive Member for Highway Operations, to prepare a process and procedure, and to make arrangements to enable the implementation of the policy from 1 August 2021.
4. That the policy and arrangements be reviewed and reported back to the Executive Member at an appropriate time.

### Executive Summary

5. During the COVID-19 pandemic, the County Council's response included implementing temporary schemes on the public highway to keep people safe, and also supporting a wide range of measures implemented by other agencies to assist with maintaining social distancing within the public realm.
6. As social distancing is ending, it is necessary to ensure that the County Council, as the Highway Authority, fully complies with existing legislation during the recovery phase and the gradual return to normal life.
7. An Executive Member for Highways Operations decision in June this year agreed that the majority of emergency active travel schemes would be removed in alignment with the Government's Roadmap on the 19<sup>th</sup> July. The remainder will be under consideration as part of a paper to the July 2021 decision day.

8. There are a range of new initiatives proposed to support local businesses during the recovery phase and it is acknowledged that the public realm environment is likely to be very different during this period with more pedestrians, cyclists and traffic using the public highway. This will require a different approach, and a new policy position is required so that due consideration can be given to proposals that are safe, legal, and support the local business community.
9. Applications are expected to primarily come from District, Town and Parish Councils through initiatives like the European Regional Development Welcome Back Fund which is administered by the Ministry of Housing, Communities and Local Government and builds on the Reopening High Street Safely Fund (RHSSF) allocated to councils in 2020. Initiatives are expected to seek approval from the Highway Authority to make temporary changes to the public highway to attract higher footfall, either through the provision of seating and tables, signing, planters or other public realm improvements.
10. In determining these applications, the County Council must apply due diligence and be satisfied that the proposals are safe, legal and supported by the local community, before considering whether to grant permission for their implementation, or support the applicant and not object in its consultation response.

### **Contextual information**

11. Hampshire County Council is the Highway Authority. It cannot, in law, delegate its accountability for decisions that affect the public highway. A clear Policy Position is essential to set out the parameters against which applications are considered.
12. During the Covid-19 pandemic a number of temporary legislative changes were introduced by the government to facilitate the implementation of schemes to encourage social distancing along with other measures to help support local businesses.
13. Over 40 temporary social distancing highway schemes were implemented directly by the County Council, or through licences to the District, Town, and Parish Councils during the pandemic. In the same period, it is estimated that in excess of 100 tables-and-chairs licenses were issued by the District Councils and approximately 20 licences issued by the County Council under s171 of the Highways Act to allow items to be temporarily placed within the public highway.
14. As traffic levels gradually increase back to normal levels and confidence returns to the high street, it is important that the County Council responds accordingly.
15. The Government removed the rules around social distancing from 19<sup>th</sup> July 2021. The streamlined process for pavement licences under the Business and Planning Act 2020 continues until 30 September 2021 but, currently, no new licences can be issued under this legislation. An extension is anticipated to allow such licences to be issued again with an expiry date of no later than 30th September 2022.
16. The Welcome Back Fund has recently made funding available to District and Borough Councils to assist high streets and retail areas with their recovery. This funding, together with provisions of the Business Planning Act and the expected

extension of the streamlining process for pavement licences are all expected to encourage initiatives from district, borough, and parish/town councils to help accelerate economic recovery in town centres and high streets.

17. The new Policy Position recommended in this report responds to the above developments and is complementary to the previous decision made by the Executive Member for Highway Operations on 17<sup>th</sup> June 2021 to remove emergency active travel schemes in alignment with the Government's roadmap and to support a limited number of temporary measures to support the hospitality sector.
18. It is expected that businesses that have enjoyed tables-and-chairs outside their premises during social distancing may wish to maintain these arrangements during the extended recovery phase. However, this will not be possible if the area used for tables-and-chairs was previously an integral part of a social distancing scheme that is to be removed, or is no longer supportable due to increased traffic and pedestrian movements.
19. Where a proposal includes a pavement licence for an area that is currently not footway, then early discussion with the County Council is required to determine if a decision under s75 of the Highways Act 1980 to temporarily redesignate the area as footway is appropriate. It is proposed that decisions under s75 will be made by the Director of Economy, Transport, and Environment under delegated powers on a site-by-site basis and with primary consideration given to ensuring the safety of highway users.
20. Where an area of carriageway or on street parking space is converted to footway under s75 of Highways Act 1980, the revised status will remain in place until such time as the redesignation is reversed.
21. The use of s75 of the Highway Act will only be considered to support schemes proposed by Parish, Town, Borough and District Councils. In these instances, a detailed proposal will be required to be submitted to the County Council to demonstrate that full consideration has been given to highway safety and the potential impacts on the wider community.
22. Some applications for initiatives from Parish, Town, Borough or District Councils may also require a licence from the County Council as Highway Authority under s171 of the Highways Act 1980, the suspension of parking bays, and the temporary closure of low trafficked streets (or part thereof) by Experimental Traffic Regulation Orders, where alternative access is available. In these cases, it will be necessary for the promoter to demonstrate to the Highway Authority that there is evidence of support from a significant proportion of directly affected businesses.
23. Where s75 of the Highways Act 1980 is used to convert existing on-street parking spaces to footway, all costs associated with the suspension of parking restrictions, including lost income, will be met by the applicant.
24. When considering these more complex applications, the Director of Economy, Transport, and Environment will consider the wider impact of the proposals and how they will benefit the recovery phase. Applications that are likely to impact

higher trafficked routes in town centres will not be supported for these measures, although secondary low traffic streets may be considered suitable.

## **Finance**

25. There is no opportunity to charge for costs associated with a tables and chairs licence under s115(e), or through the Business and Planning Act (BPA), as the County Council is only a consultee for these.
26. In cases where a licence under Section 171 of the Highways Act 1980 is issued to cover items placed on the public highway, on-street parking is suspended or revoked, a designation is made under Section 75 of the Highways Act 1980, or a Traffic Regulation Order is required, these activities will be carried out on a full cost recovery basis.
27. Where a proposal includes the suspension of on-street pay-and-display parking, the promoting authority, or organisation, will be responsible for making a payment equal to the projected loss of revenue income for the duration of the scheme.

## **Performance**

28. As set out in recommendations, the performance of this new Policy Position will be monitored and reviewed. It will be reported back to the Executive Member at an appropriate time.

## **Consultation and Equalities**

29. Whilst no formal consultation has been carried out regarding the Policy Position there have been significant discussions with Parish, Town, Borough and District Councils regarding their aspirations to maintain or implement initiatives to support local economic recovery.
30. This Policy Position clearly establishes the Highway Authority's requirements and the associated process and procedure will be made available from 1 August 2021.
31. In setting a clear Policy Position, the County Council is ensuring that all applications are dealt with fairly and equally against an inclusion criteria. The implementation of more tables-and-chairs areas should have a positive effect on people with reduced mobility by creating more opportunity to rest. However, care will be taken to ensure that the reallocation of space in this way does not lead to accessibility issues for pedestrians walking past the re-designated areas. A minimum safe width of footway will be maintained at all locations, and the layouts will be sympathetic to the visually impaired and other more vulnerable highway users.
32. Where parking spaces are proposed to be removed to create seating space, the use of existing disabled parking bays will be avoided. Where this is unavoidable, alternative appropriate provision will be provided within the immediate area, subject to the Highway Authority's approval, to avoid adversely affecting visitors who rely on these facilities.

33. Where a decision under s75 Highways Act is required, it will be for the promoting District or Borough Council to demonstrate that appropriate community engagement has taken place to inform a decision by the County Council, as the Highway Authority.

### **Climate Change Impact Assessments**

34. 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.

35. The carbon mitigation tool and climate change adaptation tool were not considered applicable as the Policy Position itself does not have any direct Climate Change or carbon mitigation impact.

36. Whilst individual initiatives and permissions may have a limited impact on the way that vehicles move and park in an area, it is unlikely that the scale of any scheme would adversely affect climate change or increase carbon emissions.

### **Conclusions**

37. This new Policy Position and associated process is essential to enable the County Council to effectively discharge its statutory function to manage and maintain the public highway, prioritising safety, but at the same time recognising the importance of supporting the local business community to re-establish itself.

**REQUIRED CORPORATE AND LEGAL INFORMATION:**

**Links to the Strategic Plan**

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

**Other Significant Links**

<b>Links to previous Member decisions:</b>	
<u>Title</u> Active Travel-Update	<u>Date</u> 17 <sup>th</sup> June 2021
<b>Direct links to specific legislation or Government Directives</b>	
<u>Title</u> Business Planning Act	<u>Date</u>

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

## **EQUALITIES IMPACT ASSESSMENT:**

### **1. Equality Duty**

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

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

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

- The need to remove or minimise disadvantages suffered by persons sharing a relevant 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 implementation of more tables and chairs areas both on the pavement and within existing parking bays and carriageway is expected to have a positive effect on people with reduced mobility by creating more opportunity to rest. However, care will be taken to ensure that the reallocation of space in this way does not lead to clutter and obstruction for pedestrians walking past the areas. A minimum width of pavement will be maintained at all locations, and the layouts will be carefully assessed to ensure they are sympathetic to the visually impaired and other more vulnerable highway users.
- 2.2 Where on-street parking spaces are removed to create seating space, disabled spaces will be unaffected, or alternatively reallocated within the immediate area, to avoid adversely affecting visitors who rely on these facilities.

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## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Climate Change and Sustainability
<b>Date:</b>	29 July 2021
<b>Title:</b>	Environment Strategy
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Simon Cramp

**Tel:** 03707 794125

**Email:** simon.cramp@hants.gov.uk

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

1. The purpose of this report is to seek approval for the preparation of an environment strategy setting out the County Council's environmental principles and priorities in relation to its activities. This is to ensure that there is an overarching, high level, framework, covering both the natural and built environments, to provide a consistent, coordinated and coherent framework. The strategy will contribute to the County Council's climate change objectives.

#### **Recommendations**

2. That the Executive Member for Climate Change and Sustainability approves the preparation of an environment strategy for the County Council, in consultation with key partners and organisations, which will contribute to the County Council's climate change objectives.
3. That the proposed environment strategy should be prepared on the basis set out in the report and presented to the Executive Member for Climate Change and Sustainability at a future decision meeting for approval to adopt the strategy.

#### **Executive Summary**

4. This paper seeks to identify in general terms the scope of the environmental agenda faced by the County Council, the need for an overarching environment strategy to guide its activities, and the requirement for this to address both the natural and built environments. The paper seeks approval for the preparation of the strategy, in consultation with key partners and organisations, which will contribute to the County Council's climate change objectives.
5. The County Council has long recognised that a healthy environment is vital in contributing to the long-term sustainability of the county, in tackling the twin challenges of biodiversity loss and climate change and meeting the

Government's commitment to a green recovery. The Strategic Plan<sup>1</sup> places the importance of protecting and improving Hampshire's environment and quality of life at the heart of the County Council's priorities, and the recommendations of the Hampshire 2050 Commission of Inquiry and the County Council's Climate Change Strategy have further highlighted this.

6. In addition to the work of the Hampshire 2050 Commission of Inquiry and the Climate Change Strategy, the County Council has developed and is continuing to develop a wide range of policies, plans and strategies recognising the importance of the environment and setting out how it will be protected, enhanced and improved.
7. As the County Council deepens its commitment to meeting the challenges of climate change, and other human pressures on our environment, so the number of policies, plans and strategies that both impact on and are impacted by environmental issues, has increased. It is therefore considered that there is now a need to provide an overarching environment strategy, covering both the natural and built environments, to provide a consistent, coordinated and coherent framework for the County Council's activities.
8. This need is made more urgent not only by the continuing work to deliver the actions in the Climate Change Action Plan but by the evidence set out in the twin reports into the state of Hampshire's natural and built environments<sup>2</sup>, the proposals set out in the emerging Hampshire Spatial Framework and the growing number of strategic environmental initiatives at the local, regional and national level. These include the proposed reforms to the planning system, the 25-Year Environment Plan and forthcoming Environment Bill, the Agriculture Act 2020 and the UK's National Infrastructure Strategy.

### **Contextual information**

9. The County Council has long recognised that a healthy environment is vital in contributing to the long-term sustainability of the county, in tackling the twin challenges of biodiversity loss and climate change and meeting the Government's commitment to a green recovery. The Strategic Plan places the importance of protecting and improving Hampshire's environment and quality of life at the heart of the County Council's priorities, and the recommendations of the Hampshire 2050 Commission of Inquiry and the County Council's Climate Change Strategy have further highlighted this.

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<sup>1</sup> <https://documents.hants.gov.uk/corporate/ServingHampshireStrategicPlan2017-2021.pdf>

<sup>2</sup> <https://documents.hants.gov.uk/hampshire2050/StateofNaturalEnvironmentReport.pdf>

10. The Hampshire 2050 Commissioners Summary Report<sup>3</sup> set out the following vision:
- “Recognise Hampshire’s natural and historic environment and the services it provides as its most valued asset and an essential component of Hampshire’s attractiveness and prosperity.”
11. In considering the built and natural environment, commissioners expressed the need to strive for “net positive environmental gain across both” and put forward a policy to “develop and promote a focus on sustaining and enhancing Hampshire’s environment to strengthen Hampshire’s economy and society.” Among the commissioners’ recommendations was to “work with partners to understand and develop key strategies and policies that recognise the benefits of net environmental gain across all sectors.”
12. The third strategic outcome of the proposed new Strategic Plan for 2021-2025 provides a strong alignment to the County Council’s key corporate programmes relating to climate change and place shaping. Importantly, it includes a reference to striving for Environmental Net Gain – defined by the Ministry for Housing, Communities and Local Government as the aim to reduce pressure on and achieve overall improvements in natural capital, ecosystem services and the benefits they deliver for people and nature<sup>4</sup>.
13. Ensuring that the environment continues to thrive and prosper is also central to the vision of the County Council’s Climate Change Strategy. The environment strategy will be key to embedding climate resilience and mitigation across key policies and sectors, working with communities across Hampshire.
14. The experience of the environment, or place, is integral to the newly launched The Hampshire Story<sup>5</sup>. Supported by the County Council, this is a new approach to marketing Hampshire and promoting inward investment. Its aim is to provide a forward-looking view of what Hampshire will be as a place, its distinctiveness and ambition. Reflecting the inclusion of protecting the natural environment in the Government’s Ten Point Plan for a Green Industrial Revolution<sup>6</sup>, “cultivating the natural capital” is a key part of what The Hampshire Story has called its ‘Big Idea.’ The experience of Hampshire’s

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<sup>3</sup> <https://documents.hants.gov.uk/hampshire2050/2050-summaryreport2019.pdf>

<sup>4</sup> <https://www.gov.uk/guidance/natural-environment>

<sup>5</sup> [www.hampshirstory.co.uk](http://www.hampshirstory.co.uk)

<sup>6</sup>

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/936567/10\\_POINT\\_PLAN\\_BOOKLET.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/936567/10_POINT_PLAN_BOOKLET.pdf)

unique environment, in all its aspects, is reflected prominently in the themes which the initiative has chosen as its focal points as it grows and develops.

15. Natural England's People and Nature Survey in 2020<sup>7</sup> revealed that almost nine in 10 adults in England reported that protection of the environment is important to them personally. Nearly three quarters of adults were concerned about biodiversity loss in England. Research has shown that access to high quality public spaces, gardens, parks, woodlands and rivers is associated with better mental health and wellbeing outcomes<sup>8</sup>, and has played a significant part in helping many through the coronavirus pandemic. The importance of environmental quality and the built environment is a key strand in the Strategy for the Health and Wellbeing of Hampshire 2019-2024<sup>9</sup>, and Towards a Healthier Hampshire: A Strategy for Improving the Public's Health 2016-2021<sup>10</sup>. Creating liveable streets, promoting active travel, improving access to green and blue spaces, and improving air quality all come through strongly in the strategies.
16. In addition to the work of the Hampshire 2050 Commission of Inquiry and the Climate Change Strategy, the County Council has developed and is continuing to develop a wide range of policies, plans and strategies recognising the importance of the environment and setting out how it will be protected, enhanced and improved. Many of these are listed in the Climate Change Strategy and include the following:
- Local Flood and Water Management Strategy;
  - Strategic Asset Management Plan;
  - Hampshire Tree Strategy;
  - Hampshire Minerals and Waste Plan; and
  - Local Transport Plan

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<sup>7</sup> <https://www.gov.uk/government/news/public-love-for-nature-during-covid-19-highlighted-by-new-survey>

<sup>8</sup>

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/904439/Improving\\_access\\_to Greenspace\\_2020\\_review.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/904439/Improving_access_to Greenspace_2020_review.pdf)

<sup>9</sup> <https://documents.hants.gov.uk/adultservices/AStrategyfortheHealthandWellbeingofHampshire-final.pdf>

<sup>10</sup> <https://documents.hants.gov.uk/public-health/TowardsahealthierHampshireastrategyforimprovingthepublicshealth2016-2021.pdf>

17. As the County Council deepens its commitment to meeting the challenges of climate change, and other human pressures on our environment, so the number of policies, plans and strategies that both impact on and are impacted by environmental issues, has increased. There is however a corresponding risk of an increasing disconnect between them. It is therefore considered that there is now a need to provide an overarching, high level, environment strategy, covering both the natural and built environments, to provide a consistent, coordinated and coherent framework for the County Council's activities.
18. This need is made more urgent not only by the continuing work to deliver the actions in the Climate Change Action Plan but by the evidence set out in the twin reports into the state of Hampshire's natural and built environments, and the proposals emerging in the evolving Hampshire Spatial Framework<sup>11</sup>.
19. Commissioned on behalf of all 11 district and borough councils and the two national parks, the Framework will be shaped around strategic environmental and infrastructure requirements for the period up to 2050. Prepared on a 'boundary blind' basis, the Framework will seek to encourage policy and behaviours across the county to accommodate future sustainable growth in a way which secures improvements to key infrastructure and protects and enhances the role and function of the natural environment. It will do that by identifying opportunities to enhance, connect and create new environmental and infrastructure provision across Hampshire which, amongst other objectives, protects, enhances and creates natural habitats (including green infrastructure) in order to arrest the decline in our native flora and fauna.
20. In the last three years the County Council has faced a growing number of strategic environmental initiatives at the local, regional and national level. The implementation of last year's Agriculture Act, and the proposed reforms to the planning system and the forthcoming Environment Bill will maintain the pace of change.
21. Published by Government in January 2018, the 25-Year Environment Plan<sup>12</sup> is seen as one of the most significant catalysts for change and is the basis of the Environment Bill which is expected to pass into legislation later this year. The Bill will provide the legal foundation for Government action to improve the environment, set targets for some of the biggest current environmental challenges, and introduce new duties on local authorities, and others, in the delivery of the following goals set out in 25 Year Environment Plan:
  - clean air;
  - clean and plentiful water;

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<sup>11</sup> <https://hampshire-spatial-framework-luc.hub.arcgis.com/>

<sup>12</sup>

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/693158/25-year-environment-plan.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/693158/25-year-environment-plan.pdf)

- thriving plants and wildlife;
- a reduced risk of harm from environmental hazards such as flooding and drought;
- using resources from nature more sustainably and efficiently; and
- enhanced beauty, heritage and engagement with the natural environment.

The 25-Year Environment Plan also sets out how pressures on the environment will be managed by:

- mitigating and adapting to climate change;
- minimising waste;
- managing exposure to chemicals; and
- enhancing biosecurity.

22. The 25-year Environment Plan promotes a “natural capital” approach to protecting and enhancing the environment, and introduces the principle of nature recovery networks, and biodiversity and environmental net gain into planning decisions. Local Nature Recovery Strategies, natural capital and biodiversity net gain feature prominently in the Environment Bill and it is proposed that these, and the goals set out in the 25-Year Environment Plan, inform the scope and approach to the development of the proposed County Council’s Environment Strategy.
23. While the pressures, goals and policies relating to the natural environment have arguably gained most attention, and the County Council’s State of Hampshire’s natural environment report rightly highlighted the “significant decline in the overall health of Hampshire’s natural environment, including its diversity and abundance,” the condition of our built environment is also of concern.
24. Although just 15% of land in Hampshire is defined as urban, city or town, 78% of the population live in urban areas meaning that the day-to-day experience of ‘environment’ for most people in the county is defined by the buildings and infrastructure surrounding them. It is worth noting however that this infrastructure can be “green” and “blue” as well as “grey.”
25. The UK’s National Infrastructure Strategy<sup>13</sup> recognises our urban areas as hubs of economic activity and that “greener and more beautiful places, with cleaner air, more green spaces, green buses, more cycling, low carbon and energy efficient homes, and better high streets” is fundamental to their long-

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[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/938539/NIS\\_Report\\_Web\\_Accessible.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/938539/NIS_Report_Web_Accessible.pdf)

term success and to achieving the government's ambition "for every town to be an excellent place to live and work – offering opportunity to those who live there."

26. Our urban areas are also prominent in the physical, social, economic and cultural landscapes of Hampshire and their value is increasingly being recognised by the emergence of a "culture and heritage capital approach"<sup>14</sup>. As a natural capital approach to policy and decision making considers the value of the natural environment for people and the economy, so culture and heritage capital will inform policy and decision making for our built environments and 'everyday heritage'<sup>15</sup> sites.
27. According to the UK Green Building Council<sup>16</sup>, the built environment is responsible for around 40% of the UK's total carbon footprint and represents huge stores of embodied carbon. Retaining, reusing and retrofitting our existing built heritage including buildings and infrastructure will therefore be central to how urban areas develop in future. Reducing buildings' carbon emissions, and increasing their energy generation, will mean the emergence of new forms, materials and construction methods that will begin to change the appearance of cities and towns. Green roofs and walls, and the requirement for tree lined streets as part of the proposed changes to the National Planning Policy Framework and a new national design code, will further impact on the experience of the built environment.
28. The natural and built environments face a plethora of opportunities, challenges and changes that are interconnected, dynamic and complex. Meeting this environmental agenda is fundamental to the objective of "building back better." The proposed environment strategy will therefore consider both the natural and built environments and in doing so provide an overarching framework for existing and new individual policies, plans and strategies at a more detailed level across the corporate structure. In setting out the County Council's environmental principles and priorities in relation to its activities, the strategy will closely align with the Climate Change Strategy.
29. While the broad scope of the environment strategy will be informed by the 25-Year Environment Plan, the County Council will work closely with its strategic partners, including the Hampshire 2050 Partnership, the Hampshire and Isle of Wight Local Nature Partnership and other key organisations to develop the strategy in detail. This will not only enable the strategy to provide the consistent, coordinated and coherent framework required for the County

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<sup>14</sup> <https://historicengland.org.uk/research/current/social-and-economic-research/culture-and-heritage-capital/>

<sup>15</sup> <https://historicengland.org.uk/content/docs/research/heritage-value-of-place/>

<sup>16</sup> <https://www.ukgbc.org/climate-change/>

Council's activities but demonstrate leadership, encourage agreement around the environmental principles and priorities, and facilitate a joining-up of complementary initiatives among all those engaged in the development of the strategy.

### **Finance**

30. It is intended to utilise strategic frameworks and existing internal resources by reviewing and re-prioritising current work programmes to undertake the preparation of the Environment Strategy.

### **Consultation and Equalities**

31. The decision in this report is seeking approval for the preparation of an environment strategy. The development of the strategy will be informed through engagement and consultation with key partners and organisations and will undertake specific consideration of equalities issues. The impact of the Environment Strategy during the preparation stages covered by this decision is considered to be neutral for groups with protected characteristics.

### **Climate Change Impact Assessments**

32. 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.
33. 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 commitment to prepare an environment strategy. Meeting the challenges of climate change is one of the key drivers for the development of the proposed strategy. It is therefore recognised that work on the strategy will be guided by climate change considerations and closely aligned with the County Council's Climate Change Strategy.
34. The preparation of an environment strategy contributes to the Strategic Plan priorities, the Climate Change Strategy actions, and supports the recommendations of the Hampshire 2050 Commission of Inquiry.

### **Conclusions**

35. The proposed Environment Strategy will provide an overarching, high level, framework setting out the County Council's environmental principles and priorities in relation to its activities. The preparation of the Strategy reflects the

significant challenges and opportunities facing the County Council, the need to demonstrate leadership while working collaboratively with a wide range of partners, and the identification of those areas where it will need to focus its efforts to ensure resources are targeted to enable a consistent, coordinated and coherent approach. The strategy will align closely with the Climate Change Strategy and contribute to the County Council's climate change objectives.

**REQUIRED CORPORATE AND LEGAL INFORMATION:**

**Links to the Strategic Plan**

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

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

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

Document

Location

None

## **EQUALITIES IMPACT ASSESSMENT:**

### **1. Equality Duty**

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

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

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

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

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

The impact of the Environment Strategy during the preparation stages covered by this decision is considered to be neutral for groups with protected characteristics.

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