

# Public Document Pack



## NOTICE OF MEETING

<b>Meeting</b>	Economy, Transport and Environment Select Committee
<b>Date and Time</b>	Thursday, 29th July, 2021 at 10.00 am
<b>Place</b>	Ashburton Hall - HCC
<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 may be recorded and broadcast live on the County Council's website. The meeting may also be recorded and broadcast by the press and members of the public – please see the Filming Protocol available on the County Council's website.

## AGENDA

### 1. APOLOGIES FOR ABSENCE

To receive any apologies for absence.

### 2. DECLARATIONS OF INTEREST

All Members who believe they have a Disclosable Pecuniary Interest in any matter to be considered at the meeting must declare that interest and, having regard to Part 3 Paragraph 1.5 of the County Council's Members' Code of Conduct, leave the meeting while the matter is discussed, save for exercising any right to speak in accordance with Paragraph 1.6 of the Code. Furthermore all Members with a Personal Interest in a matter being considered at the meeting should consider, having regard to Part 5, Paragraph 4 of the Code, whether such interest should be declared, and having regard to Part 5, Paragraph 5 of the Code, consider whether it is appropriate to leave the meeting while the matter is discussed, save for exercising any right to speak in accordance with the Code.

### 3. MINUTES OF PREVIOUS MEETING (Pages 5 - 8)

To confirm the minutes of the previous meeting

### 4. DEPUTATIONS

To receive any deputations notified under Standing Order 12.

**5. CHAIRMAN'S ANNOUNCEMENTS**

To receive any announcements the Chairman may wish to make.

**6. PRE-SCRUTINY OF ACTIVE TRAVEL FUND TRANCHE 2 PROGRAMME** (Pages 9 - 28)

To pre-scrutinise the Active Travel Fund Tranche 2 Programme item going to the Executive Member for Highways Operations Decision Day on 29 July 2021.

**7. PRE-SCRUTINY OF ETE CAPITAL PROGRAMME 2020/21 END OF YEAR & QUARTER 1 2021/22** (Pages 29 - 54)

To pre-scrutinise the ETE Capital Programme 2020/21 End of Year & Quarter 1 2021/22 going the Executive Lead Member for Economy, Transport and Environment's Decision Day on 29 July 2021.

**8. PRE-SCRUTINY OF THE ENVIRONMENT STRATEGY** (Pages 55 - 68)

To pre-scrutinise the Environment Strategy going to the Executive Member for Climate Change and Sustainability's Decision Day on 29 July 2021.

**9. PRE-SCRUTINY OF HAMPSHIRE HIGHWAYS - SERVICE UPDATE** (Pages 69 - 80)

To pre-scrutinise the Hampshire Highways – Service Update report going to the Executive Member for Highways Operations on 29 July 2021.

**10. VERGE MANAGEMENT**

To receive a presentation on the maintenance and management of verges on the highway network.

**11. WORK PROGRAMME** (Pages 81 - 86)

To review and approve the current work programme for the Economy, Transport and Environment Select Committee.

**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 attend the public sessions of the meeting. If you have any particular requirements, for example if you require**

**wheelchair access, please contact [members.services@hants.gov.uk](mailto:members.services@hants.gov.uk) for assistance.**

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

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# Agenda Item 3

AT A MEETING of the Economy, Transport and Environment Select Committee  
of HAMPSHIRE COUNTY COUNCIL held virtually on Microsoft Teams on  
Thursday 14th January, 2021

Chairman:

\* Councillor Russell Oppenheimer

- |                                |   |
|--------------------------------|---|
| * Councillor Graham Burgess    | * Councillor Michael Thierry            |
| * Councillor John Bennison     | * Councillor Martin Tod                 |
| * Councillor Charles Choudhary | * Councillor Michael White              |
| * Councillor Steve Forster     | * Councillor Bill Withers Lt Col (Retd) |
| * Councillor Gary Hughes       | * Councillor Gavin James                |
| Councillor Rupert Kyrle        |   |
| * Councillor Derek Mellor      |   |
| * Councillor Stephen Philpott  |   |
| * Councillor David Simpson     |   |

\*Present

Also present with the agreement of the Chairman: Councillor Rob Humby, Deputy Leader and Executive Member for Economy, Transport and Environment.

## 20. APOLOGIES FOR ABSENCE

Apologies were received from Councillor Rupert Kyrle. Councillor Gavin James attended as a deputy.

## 21. DECLARATIONS OF INTEREST

Members were mindful that where they believed they had a Disclosable Pecuniary Interest in any matter considered at the meeting they must declare that interest at the time of the relevant debate and, having regard to the circumstances described in Part 3, Paragraph 1.5 of the County Council's Members' Code of Conduct, leave the meeting while the matter was discussed, save for exercising any right to speak in accordance with Paragraph 1.6 of the Code. Furthermore Members were mindful that where they believed they had a Non-Pecuniary interest in a matter being considered at the meeting they considered whether such interest should be declared, and having regard to Part 5, Paragraph 2 of the Code, considered whether it was appropriate to leave the meeting whilst the matter was discussed, save for exercising any right to speak in accordance with the Code.

## 22. MINUTES OF PREVIOUS MEETING

It was noted that the meeting had been a virtual meeting on Teams and not in Winchester. The minutes of the last meeting were then agreed.

23. **DEPUTATIONS**

There were no deputations for the meeting.

24. **CHAIRMAN'S ANNOUNCEMENTS**

The Chairman welcomed Dave Martin and Gordon Wilson from the Environment Agency to the meeting. Councillor Charles Choudhary was also welcomed to the Committee to replace Councillor Roland Dibbs, who was thanked for his contributions to the Select Committee. Richard Kenny, the new Interim Assistant Director for Economic Development was also introduced and welcomed to Committee.

HCC staff and particularly those in ETE were thanked for their hard work during Storm Bella in December with clearing roads and highways.

The Chairman also updated the Select Committee on the Active Travel fund, as well as proposing the formation of a new informal working group around Hampshire Highways in which volunteers were sought.

25. **INFORMATION ITEMS FOR DISCUSSION**

26. **A) CLIMATE CHANGE ACTION PLAN**

The Select Committee received a presentation from the Strategic Manager for Climate Change, who explained the County Council's focus on tackling emissions and how priority areas were being balanced against work on climate change. There were four key areas being worked on, being transport, residential emissions, energy generation/distribution and business/green economy.

Members queried the work being done with Districts and it was confirmed that the County Council was disseminating information via working groups to ensure good communication and successful joint projects.

Officers were thanked for their work on climate change management.

27. **B) FLOOD DEFENCE AND MITIGATION STRATEGY**

The Select Committee received a presentation from the Strategic Manager for Environment and also the Environment Agency on flood defence and mitigation across Hampshire.

The seven priorities as part of the new strategy were detailed and the importance of collaborative working was emphasised. New solutions were being investigated for natural flood management but it was accepted that high intensity rainfall (flash floods) were very difficult to mitigate with any system. It was important to identify hotspots and monitor the drainage network to ensure it was running efficiently.

Members queried the issues of water run-off from fields and rural areas, particularly in north Hampshire, but sediment pathways were a technique for intervention to capture run-off before it got too far.

Councillor Humby confirmed to the Select Committee that ongoing work and collaboration was taking place with the Environment Agency to look at long-term solutions with flood management and a better use of technology to monitor trends.

Officers were thanked for their presentation and the Environment Agency were thanked for attending the Select Committee meeting.

**28. PRE-SCRUTINY OF THE 2021/22 REVENUE BUDGET FOR ETE**

The Select Committee received a presentation from the Senior Finance Business Partner and Director for Economy, Transport and Environment regarding the revenue and capital programme positions for the department from 2021 to 2024.

Members were given a high-level overview and it was confirmed that there were no new proposals for transformation to 2021 savings. The reserves position was summarised, along with a strategy for dealing with the impacts of Covid. The current savings programme was also summarised.

During questions it was accepted that the highway network had deteriorated and resources were being looked at to address maintenance issues, although there were no imminent concerns.

With waste, the County was still awaiting direction from Central Government before being able to commit or invest, but different options were still being looked at for the time being.

Bus subsidies had largely remained the same due to contracts being in place, but lost fair income had been subsidised to keep buses open for key workers during lockdown and significantly reduced passenger numbers.

RESOLVED

The Select Committee supported the recommendations being proposed to the Executive Member for Economy, Transport and Environment

**29. PRE-SCRUTINY OF THE ETE PROPOSED CAPITAL PROGRAMME FOR 2021/22 2022/23 AND 2023/24**

This item was discussed along with the revenue item on the agenda (item 9).

RESOLVED

The Select Committee supported the recommendations being proposed to the Executive Member for Economy, Transport and Environment

30. **SCHOOL STREETS SCHEME**

Members received a follow-up presentation and update on School Streets after it initially going to the October 2020 Select Committee meeting.

Officers detailed the trial proposed and how this would operate using barriers, cones and trained volunteers to manage the closure and reopening of roads. Engagement would happen with local schools and businesses to ensure a collaborative approach. It was acknowledged that there may be delays due to Covid and school closures.

Whilst £66,000 had been secured from the Active Travel fund for a pilot, it was accepted that funding would need to be looked at for anything longer term going forward. Teams were working with Children's Services and schools direct before promoting the initiative more widely.

Officers were thanked for their work on the project to date.

31. **WORK PROGRAMME**

The programme was agreed by the Select Committee and it was agreed that public transport and how it was recovering would be looked at once the pandemic had eased.

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Chairman,



## HAMPSHIRE COUNTY COUNCIL

### Report

<b>Committee:</b>	Economy, Transport & Environment Select Committee
<b>Date:</b>	29 July 2021
<b>Title:</b>	Active Travel Fund Tranche 2 Programme
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Andrew Kettlewell

**Email:** andrew.kettlewell@hants.gov.uk

### Purpose of Report

1. For the Economy, Transport & Environment Select Committee to pre-scrutinise the proposals for each of the Active Travel Fund Tranche 2 programme schemes (see report attached due to be considered at the decision day of the Executive Lead Member for Economy, Transport and Environment, the Executive Member for Highways Operations and the Executive Member for Climate Change and Sustainability at 2.00pm on 29 July 2021).

### Recommendation

2. That the Economy, Transport and Environment Select Committee:

Either:

Supports the recommendations being proposed to the Executive Member for Highways Operations in paragraphs 2-4 of the attached report.

Or:

Agrees any alternative recommendations to the Executive Member for Highways Operations, with regards to the proposals set out in the attached report.

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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>	Active Travel Fund Tranche 2 Programme
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Andrew Kettlewell

**Tel:**

**Email:** andrew.kettlewell@hants.gov.uk

#### Purpose of this Report

1. The purpose of this report is to:
  - provide a progress update on each of the Active Travel Fund Tranche 2 programme schemes;
  - summarise feedback from the public consultation exercises for each of the schemes;
  - recommend a way forward for each of the schemes in the programme with recognition of the consultation feedback and delivering policy objectives; and
  - note that individual project appraisals will be undertaken for each scheme and be considered and approved in line with the scheme of delegation.

#### Recommendations

2. That the Executive Member for Highways Operations notes the significant progress that has been made on developing the programme of schemes for Tranche 2 of the Active Travel Fund and the findings of the recent public consultation events for each scheme;
3. That approval is given for detailed design work for schemes at: Aldershot Station, Brockenhurst, Basingstoke (Brighton Way), North Camp (Camp Road & Old Lynchford Road), Winchester, and Petersfield (some elements of the original proposals), Gosport-Fareham BRT route improvements, Low Traffic Neighbourhoods, School Cycle Support, and A27 Continuous Footways, as detailed in the report, to ensure that the timescales of the funding allocation can be met;
4. That authority is delegated to the Director of Economy, Transport, and Environment to make the necessary arrangements to implement the Active Travel schemes including authority to procure and spend, enter into the

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

### Report

<b>Committee:</b>	Economy, Transport & Environment Select Committee
<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

**Tel:** 0370 779 0492

**Email:** maria.golley@hants.gov.uk

#### Purpose of Report

1. For the Economy, Transport & Environment Select Committee to pre-scrutinise a high-level summary of progress and delivery within the capital programme and confirmation of the year end position for 2020/21 (see report attached due to be considered at the decision day of the Executive Lead Member for Economy, Transport and Environment, the Executive Member for Highways Operations and the Executive Member for Climate Change and Sustainability at 2.00pm on 29 July 2021).

#### Recommendation

2. That the Economy, Transport and Environment Select Committee:

Either:

Supports the recommendations being proposed to the Executive Lead Member for Economy, Transport and Environment in paragraphs 3-6 of the attached report.

Or:

Agrees any alternative recommendations to the Executive Lead Member for Economy, Transport and Environment, with regards to the proposals set out in the attached report.

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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

**Tel:** 0370 779 0492      **Email:** maria.golley@hants.gov.uk

#### 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 Paultetts 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)	Paultetts 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

### Report

<b>Committee:</b>	Economy, Transport & Environment Select Committee
<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](mailto:simon.cramp@hants.gov.uk)

#### **Purpose of Report**

1. For the Economy, Transport & Environment Select Committee to pre-scrutinise the proposals for the preparation of an environment strategy setting out the County Council's environmental principles and priorities in relation to its activities (see report attached due to be considered at the decision day of the Executive Lead Member for Economy, Transport and Environment, the Executive Member for Highways Operations and the Executive Member for Climate Change and Sustainability at 2.00pm on 29 July 2021).

#### **Recommendation**

2. That the Economy, Transport and Environment Select Committee:

Either:

Supports the recommendations being proposed to the Executive Member for Climate Change and Sustainability in paragraphs 2 and 3 of the attached report.

Or:

Agrees any alternative recommendations to the Executive Member for Climate Change and Sustainability, with regards to the proposals set out in the attached report.

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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

<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:**

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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## HAMPSHIRE COUNTY COUNCIL

### Report

<b>Committee:</b>	Economy, Transport & Environment Select Committee
<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 Report

1. For the Economy, Transport & Environment Select Committee to pre-scrutinise the proposals for measures being taken to ensure minimum standards of service delivery can be sustained despite the current pressures and challenges facing the County Council's highway maintenance service (see report attached due to be considered at the decision day of the Executive Lead Member for Economy, Transport and Environment, the Executive Member for Highways Operations and the Executive Member for Climate Change and Sustainability at 2.00pm on 29 July 2021).

### Recommendation

2. That the Economy, Transport and Environment Select Committee:  
Either:  
Supports the recommendations being proposed to the Executive Member for Highways Operations in paragraphs 2 and 3 of the attached report.  
Or:  
Agrees any alternative recommendations to the Executive Member for Highways Operations, with regards to the proposals set out in the attached report.

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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>	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

### Report

<b>Committee:</b>	Economy, Transport and Environment Select Committee
<b>Date:</b>	29 July 2021
<b>Title:</b>	Work Programme
<b>Report From:</b>	Director of Transformation & Governance – Corporate Services

**Contact name:** Katy Sherwood, Senior Democratic Services Officer

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#### 1. Summary

1.1. The purpose of this item is to provide the work programme of future topics to be considered by this Select Committee.

#### 2. Recommendation

That the Economy, Transport and Environment Select Committee approve the attached work programme.

**CORPORATE OR 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>	no

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

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

DocumentLocation

None

## **IMPACT ASSESSMENTS:**

### **1. Equality Duty**

1.1. 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 under the Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, gender and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

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

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

### **1.2. Equalities Impact Assessment:**

1.3. This is a forward plan of topics under consideration by the Select Committee, therefore this section is not applicable to this report. The Committee will request appropriate impact assessments to be undertaken should this be relevant for any topic that the Committee is reviewing.

### **2. Impact on Crime and Disorder:**

2.1. This is a forward plan of topics under consideration by the Select Committee, therefore this section is not applicable to this report. The Committee will request appropriate impact assessments to be undertaken should this be relevant for any topic that the Committee is reviewing.

### **3. Climate Change:**

- a) How does what is being proposed impact on our carbon footprint / energy consumption?
- b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

This is a forward plan of topics under consideration by the Select Committee, therefore this section is not applicable to this report. The Committee will consider climate change when approaching topics that impact upon our carbon footprint / energy consumption.

**WORK PROGRAMME – ECONOMY, TRANSPORT AND ENVIRONMENT SELECT COMMITTEE**

<b>Topic</b>	<b>Issue</b>	<b>Reason for inclusion</b>	<b>Status and Outcomes</b>	<b>29 July 2021</b>	<b>23 September 2021</b>	<b>18 November 2021</b>	<b>27 January 2021</b>
Pre-scrutiny	Active Travel	Pre-scrutiny of the Active Travel decision going to EMHO		✓			
Pre-scrutiny	2020/21 Capital programme Outturn and 2021/2 Q1 update	a wider view of the scope and performance of the Capital Programme		✓			
Pre-scrutiny	Environment Strategy	An opportunity for engagement at the earliest stage of policy development and direction setting.		✓			
Pre-scrutiny	Hampshire Highways – Service Update	Updates on the daunting challenges facing the service with unprecedented levels of public demand, and setting out the scope of some of the emerging post Covid/Brexit issues		✓			
Pre-scrutiny	ETE Proposed Capital Programme for 2022/23 2023/24 and 2024/25	Pre-scrutiny of the capital programme to go on to Cabinet					✓

Topic	Issue	Reason for inclusion	Status and Outcomes	29 July 2021	23 September 2021	18 November 2021	27 January 2021
Pre-scrutiny	Pre-Scrutiny 2022/23 Revenue Budget for ETE	Pre-scrutiny of the revenue programme to go on to Cabinet					✓
Pre-scrutiny	Savings Programme 2023 – Revenue Savings Proposals				✓		
Information Item	Freeports	To look at the benefits and consequences of subsequent tax impacts.	Joint presentation with Solent LEP? To follow consultation taking place this year.			✓	
Information Item	Verge Management	To cover the maintenance and management of verges on the highway network		✓	✓		
Information Item	Managing Highways	To look at planned and emergency works on the highways and how they are managed.	Date TBC				
For future review	Bus Back Better	To follow up on how residents and Councillors are involved and progress being made.	Date TBC				
For future review	HWRC Booking System		Date TBC				

Topic	Issue	Reason for inclusion	Status and Outcomes	29 July 2021	23 September 2021	18 November 2021	27 January 2021
For future review	Waste and Collaborative Working	How waste is managed with partners.	To follow Central Govt. response in late 2021/ early 2022				✓
For future review	Covid-19 and Economic Recovery	Update to committee following the easing of restrictions				✓	