

## NOTICE OF MEETING

<b>Meeting</b>	Executive Member for Economy, Transport and Environment Decision Day
<b>Date and Time</b>	Tuesday, 14th January, 2020 at 2.00 pm
<b>Place</b>	Chute Room - HCC
<b>Enquiries to</b>	members.services@hants.gov.uk

John Coughlan CBE  
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

### Key Decisions

**1. PROJECT APPRAISAL: M27 J7 CORRIDOR - TECHNOLOGY IMPROVEMENTS** (Pages 5 - 16)

To consider a report of the Director of Economy, Transport and Environment seeking approval to replace life expired Variable Messaging Signs (VMS), install new CCTV to allow visibility of the Hampshire County Council Network and procure technology to provide journey time monitoring in the M27 J7 Area.

**2. M27 JUNCTION 10 UPDATE** (Pages 17 - 28)

To consider a report of the Director of Economy, Transport and Environment regarding an update on the M27 Junction 10 scheme, for which Hampshire County Council is currently the scheme promotor.

**3. PROJECT APPRAISAL: WHITEHILL BORDON HIGHWAYS AND CYCLE IMPROVEMENTS** (Pages 29 - 46)

To consider a report of the Director of Economy, Transport and Environment regarding details of the Whitehill and Bordon C114 Highway Improvement and Integration Works scheme and seeking approval to progress with the necessary procurement, spending and contractual arrangements to deliver the works.

**4. HOUSEHOLD WASTE RECYCLING CENTRES CROSS BORDER CHARGING UPDATE** (Pages 47 - 52)

To consider a report of the Director of Economy, Transport and Environment updating the programme for introduction of the Household Waste Recycling Centres cross border charging system.

**5. TRANSPORT FOR SOUTH EAST STRATEGY CONSULTATION RESPONSE** (Pages 53 - 72)

To consider a report of the Director of Economy, Transport and Environment regarding the consultation on the Transport Strategy for the South East as promoted by the shadow sub-national transport body, Transport for the South East (TfSE), and recommending a response from Hampshire County Council.

**Non Key Decisions**

**6. ETE CAPITAL PROGRAMME MONITORING** (Pages 73 - 82)

To consider a report of the Director of Economy, Transport and Environment regarding a high-level summary of progress and delivery within the capital programme in 2019/20, with recommendations for changes to the programme in 2019/20 and beyond.

**7. ETE PROPOSED CAPITAL PROGRAMME 2020/21 2021/22 AND 2022/23** (Pages 83 - 100)

To consider a report of the Director of Economy, Transport and Environment regarding the proposals for the Transport and Environment (ETE) Capital programme for 2020/21, 2021/22 and 2022/23 and approval for their onward submission to the Cabinet in February 2020.

**8. 2020/21 REVENUE BUDGET FOR ETE** (Pages 101 - 112)

To consider a report of the Director of Economy, Transport and Environment regarding proposals for the 2020/21 revenue budget for Economy, Transport and Environment in accordance with the Council's Medium Term Financial Strategy (MTFS) approved by the County Council in November 2019.

**9. 28 BORDON LOCAL BUS SERVICE CONTRACT** (Pages 113 - 118)

To consider a report of the Director of Economy, Transport and Environment regarding a proposal to convert the 28 Bordon Local Bus Service into a Taxishare as a more appropriate mode of public transport for the existing levels of use.

**10. APPOINTMENTS TO OUTSIDE BODIES (Pages 119 - 120)**

To appoint a deputy member to the Bus Lane Adjudication Service Joint 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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## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Economy, Transport and Environment
<b>Date:</b>	14 January 2020
<b>Title:</b>	Project Appraisal: M27 J7 Corridor - Technology Improvements
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Patrick Bingham/Mike Webster

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mike.webster@hants.gov.uk

#### Purpose of this Report

1. The purpose of this report is to seek the necessary approvals to implement Highways England (HE) funded network technology improvements, to enable improved visibility, management and traffic control through the local Hampshire County Council network adjoining M27 Junction 7.

#### Recommendations

2. That the Executive Member for Economy, Transport and Environment approve the Project Appraisal for the M27 Junction 7 Corridor Technology Improvements, as outlined in the supporting report.
3. That approval be given to enter into agreement with Highways England, in consultation with the Head of Legal Services, to secure external funding to support technology and traffic signal improvements to assist the control and throughput of traffic on the local highway networks adjoining M27 Junction 7 at an estimated cost of £1.2million, to be funded by Highways England.
4. That approval be given to procure, spend and enter into necessary contractual arrangements, in consultation with the Head of Legal Services, to implement the proposed network technology improvements including the design and installation of Variable Message Signs, CCTV, Bluetooth detection, associated to M27 Junction 7, and traffic signal junction improvements to Thornhill Park Road/Hinkler Road, as set out in this report at an estimated cost of £1.2million to be funded by Highways England.
5. That authority to make the arrangements, including the highway agreements, to implement the scheme, including minor variations to the

design and contract, be delegated to the Director of Economy, Transport and Environment.

### **Executive Summary**

6. HE is promoting and funding technology improvements to assist and improve the management and throughput of traffic at and around the M27 at Junction 7. This report seeks approval to secure and utilise that funding to install seven Variable Message Signs (VMS), four network management CCTV cameras and 64 roadside Bluetooth journey time monitoring detectors, and to implement improvements to the Thornhill Park Road/Hinkler Road traffic signal junction in Southampton.

### **Contextual Information**

7. The roundabout at M27 Junction 7 connects Charles Watts Way with Hedge End to the west and Southampton to the east. The area is subject to extensive peak time congestion leading to extended delays affecting both the local and strategic road networks.
8. HE has secured funding to implement a package of technology improvements at and around M27 Junction 7 designed to improve journey times, route planning and traffic throughput.
9. The proposed improvements include three elements. An upgrade of the M27 Junction 7 traffic signals; the installation of new VMS and Bluetooth traffic monitoring equipment; and, an upgrade to the Thornhill Park Road/Hinkler Road traffic signal junction.
10. The upgrade of the M27 Junction 7 traffic signals is being led and delivered by HE. These works sit across the HE and Hampshire County Council networks and as such a Section 4 agreement will be required to assign HE the local Highway Authority responsibilities.
11. The installation of VMS, CCTV and Bluetooth traffic monitoring equipment will be designed and implemented by Hampshire County Council. All of this equipment will be installed on the local Hampshire County Council network other than a single VMS sign being installed on the Southampton City Council network.
12. The Thornhill Park Road/Hinkler Road traffic signal junction sits within the Southampton City Council boundary. This work will be designed and implemented by Hampshire County Council under a Section 6 Agreement with Southampton City Council.

### **Finance**

13. Of the £1.2million to be secured via a funding agreement between HE and Hampshire County Council, £0.8million will fund delivery of VMS, CCTV and Bluetooth traffic monitoring equipment to the Hampshire County Council network, maintenance responsibility for which will fall to the County Council.

The remaining £0.4million will fund delivery of the Thornhill Park Road/Hinkler Road traffic signal junction improvements and a single VMS sign within the Southampton City Council boundary, and these assets will remain with Southampton City Council for maintenance purposes.

14.	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	50	4.0%	Highways England Congestion Relief Programme (CRP)	1,200
	Client Fee	30	2.5%		
	Supervision	35	3.0%		
	Construction	1,085	90.5%		
	Total	<u>1,200</u>	<u>100%</u>	Total	<u>1,200</u>

15.	<u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in current expenditure	12	0.010%
	Capital Charge	115	0.072%

### Programme

16. Works are currently planned to commence in February 2020 for approximately 4 months.

### Scheme Details

17. The works to the Hampshire County Council network include the installation of seven VMS, four network management CCTV cameras and the installation of 64 Bluetooth journey time monitoring detectors, with associated ancillary ducting, communications and power supply connections. This technology will help manage congestion, identify network incidents and assist journey planning and route choice within the local and strategic road network. Additionally, it will complement the adjacent M27 SMART Motorway measures. The proposals are outlined on the plan attached at Appendix A.
18. Proposed improvements to the layout and operation of the traffic signal junction at Thornhill Park Road/Hinkler Road in Southampton include the installation of an enhanced adaptive MOVA signal control system (Microprocessor Optimised Vehicle Actuation, commonly known as 'smart

traffic lights'), with new signal poles, heads, cabling and associated vehicle detection. These proposals are designed to improve traffic capacity and to reduce instances where westbound queues on Charles Watts Way block back to affect the motorway operation. A single VMS sign is also being installed on the Southampton City Council network.

19. The works to the Thornhill Park Road/Hinkler Road junction are being designed and delivered by the County Council to help secure the delivery of the proposals which will reduce delays to the Hampshire County Council network, to assist Southampton City Council's delivery capacity and to streamline the funding arrangements with HE.

### **Departures from Standards**

20. None identified at this stage.

### **Consultation and Equalities**

21. This package of technology improvements was developed in consultation with Highways England and Southampton City Council. All works on Hampshire County Council's network are "off-highway" and are not expected to cause any significant disruption to the traveling public during construction/installation. Traffic signal upgrade at Hinkler Road will require a series of communications in association with Southampton City Council, which will commence on approval of this Project Appraisal.
22. The proposed scheme will help manage congestion, identify network incidents and assist journey planning and route choice within the local and strategic road network around M27 Junction 7. As such, the scheme will benefit all road users, and will have a neutral impact on groups with protected characteristics.

### **Statutory Procedures**

23. A Section 6 Agreement will be required with Southampton City Council. Temporary Traffic Regulation Orders will be progressed if required.

### **Land Requirements**

24. No third-party requirements have been identified with all works expected to be within the highway boundaries.

### **Maintenance Implications**

25. The M27 J7 traffic signals are an existing HE asset and will remain its responsibility on completion of the works with no additional impact to Hampshire County Council revenue budgets. A 12-month warranty period will be required under the Section 4 agreement to ensure any defects are addressed and funded by the scheme.

26. Four of seven new VMS signs on the Hampshire County Council network will replace time expired equipment currently maintained by the County Council. The other new VMS, CCTV and Bluetooth equipment will add to the inventory of ITS assets and allowance for this additional maintenance obligation should be made when setting future maintenance budgets.
27. The Thornhill Park Road/Hinkler Road traffic signals are an existing Southampton City Council asset and the maintenance obligations for the new asset, including a single VMS sign, will revert to Southampton City Council following the final certification of this element of the scheme.

## LTP3 Priorities and Policy Objectives

### 3 Priorities

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

### 14 Policy Objectives

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

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

**Other**

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

**REQUIRED CORPORATE AND LEGAL INFORMATION:**

**Links to the Strategic Plan**

<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.)

Document

Location

None

## **EQUALITIES IMPACT ASSESSMENT:**

### **1. Equality Duty**

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

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

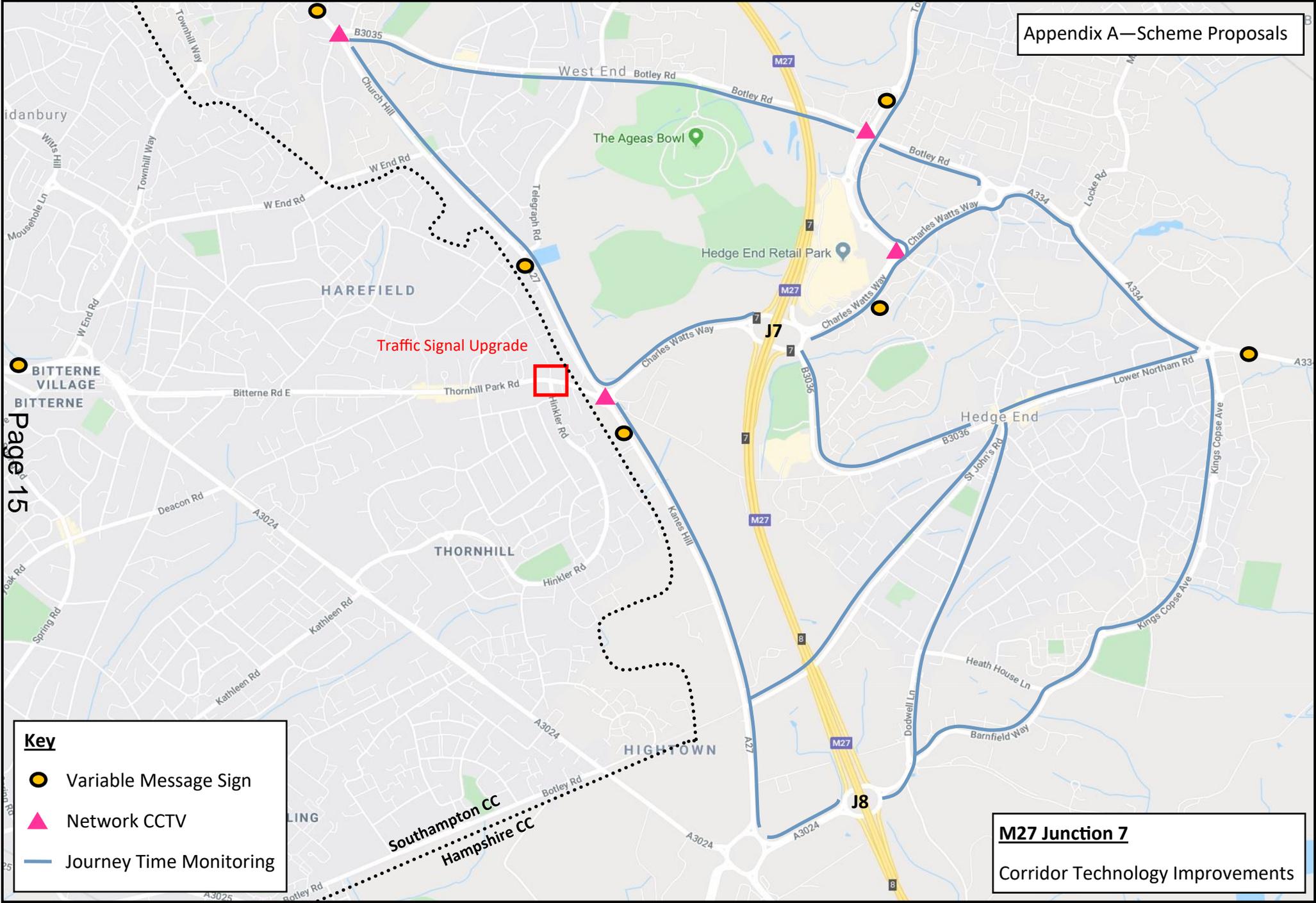
Due regard in this context involves having due regard in particular to:

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

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

The proposed scheme will help manage congestion, identify network incidents and assist journey planning and route choice within the local and strategic road network around M27 Junction 7. As such, the scheme will benefit all road users, and will have a neutral impact on groups with protected characteristics.

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**Key**

- Variable Message Sign
- ▲ Network CCTV
- Journey Time Monitoring

**M27 Junction 7**  
Corridor Technology Improvements

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## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Economy, Transport and Environment
<b>Date:</b>	14 January 2020
<b>Title:</b>	M27 Junction 10 Update
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Heather Walmsley

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#### Purpose of this Report

1. This report provides an update on the M27 Junction 10 major improvement scheme, for which the County Council is currently the Scheme Promoter. This update follows a previous progress and update report on 15 January 2019.
2. The M27 Junction 10 scheme will facilitate the development of 6,000 new homes and in the region of 5,000 new jobs at Welborne Garden Village. Whilst there has been significant progress over the last year on the scheme development, the report outlines a fundamental impasse in the progression of the business case and scheme development work, pending resolution of critical issues relating to significant gap funding, and the approach to scheme delivery. These difficulties mean it is not possible to progress the Full Business Case development at this time. The report considers the position of the County Council as Scheme Promoter in the context of the above and particularly the current funding position.

#### Recommendations

3. That since Scheme development work and the progression of work on the Full Business Case is at an impasse, pending the confirmation of full funding for delivery and of a delivery body, the Director of Economy, Transport, and Environment be asked to review the role of the County Council as Scheme Promoter for the M27 Junction 10 Improvement works (“the Scheme”) and to bring forward a report to a future Decision Day.
4. That the Director of Economy, Transport, and Environment be authorised to make preparations for a potential suspension and termination of the County

Council's role as scheme promoter to avoid abortive work or expenditure, pending resolution of the funding and delivery arrangements for the Scheme.

5. That the County Council seeks firm agreement with Highways England to ensure that there is clarity around their role in the delivery of the motorway elements of the Scheme.
6. That the County Council supports and works with Fareham Borough Council to secure Government funding for Welborne to ensure that the Junction 10 Scheme can be fully funded and delivered.

### **Executive Summary**

7. Significant progress has been made to develop the design and business case for the M27 Junction 10 improvement scheme since the previous report to the Executive Member on 15 January 2019. However, Scheme development has now reached an impasse beyond which further progress will be stalled until:
  - full and underwritten delivery funding for the Scheme can be identified; and
  - Highways England advises on its role in the design and delivery process going forward, and
  - arrangements for Scheme delivery have been clarified, including the role of Highways England.
7. Significant gap funding needs to be identified to deliver the Scheme. Both Highways England and the County Council have previously advised that, as the Scheme is only required for development purposes, they cannot fund the Scheme and would not provide capital funding nor underwrite any financial risks associated with the Scheme.
8. The County Council and its Strategic Partner (Atkins) have progressed the Scheme design to a point where critical input is required from a delivery body. The former Secretary of State for Transport, Chris Grayling, previously advised that Highways England would be best placed to deliver the Scheme and that Hampshire County Council would be best placed to promote the Scheme. Until the issue of the funding gap has been resolved and there is a mechanism in place for financial risks to be underwritten, it is unlikely that Highways England or any other delivery body can be confirmed. Without a delivery body in place, the design and development work cannot progress further without potential abortive expenditure.
9. In view of fundamental issues relating to the delivery funding gap and the lack of clarity relating to the future delivery body, the County Council now needs to consider the best way forward. To help minimise potential abortive work, it is sensible not to commission further development activities and to consider whether it may be more appropriate for another party to become the Scheme Promoter going forward to help resolve these fundamental matters.

### **Background**

10. The County Council and its Strategic Partner (Atkins) have produced a significant number of around 155 design drawings and supporting documents for the M27 Junction 10 improvement, which formed a detailed part of the

outline Planning Application for Welborne Garden Village submitted to Fareham Borough Council by Buckland Development Limited. In October 2019, Fareham Borough Council resolved to grant Planning Permission for the Scheme, subject to the signing of a Section 106 Agreement. This is a critical milestone for the Scheme.

11. The ability to commence the Welborne development is critically aligned to the junction works. Importantly, the Borough Council has imposed a planning condition requiring the submission and approval of details of all the sources of funding necessary to carry out the Junction 10 works, prior to the commencement of any other work on site other than those related to the delivery of the Junction. The condition will provide confidence that the delivery of the Junction 10 works is fully achievable. Fundamentally, until this condition is met and there is certainty that funding is fully allocated, the development cannot commence; hence the need to identify gap funding is absolutely critical. Furthermore, in line with Highways England and Hampshire County Council advice, the Borough Council by condition requires the Junction 10 improvement works to be completed and open for use prior to the occupation of 1,160 dwellings at Welborne (or before a specified amount of employment/retail floorspace is provided).
12. The County Council has made excellent progress on the Scheme development and design to a point which now needs input from a delivery body. Previous assumptions were that the Highways England Smart Motorways Project (SMP) would deliver the parts of the Scheme which interfaced directly with the M27 following instructions from the former Secretary of State Chris Grayling, who previously advised that Highways England would be best placed to deliver the Scheme. It is now apparent that, due to extended timescales throughout the planning process, the delivery of the Junction 10 Scheme will need to follow the completion of the Smart Motorways Project, hence engagement now needs to take place with different branches within Highways England's Third Parties or Major Projects teams, and involving different processes.
13. It is now critical to understand the role of Highways England going forward, and particularly which party will become the delivery body, as this will inform the design process going forward. There are several different approaches to the construction and delivery of the underpass, all of which have a significant bearing on time and cost. For instance, the underpass could be constructed via a conventional approach over 12 months using traffic management and diversionary running. This approach was the preferred way forward when the works were to be completed in parallel with Smart Motorways. Alternative underpass construction approaches are now likely to be more appropriate and could involve jack box or slide box solutions, which involve building a box off-line and pushing into place over a long weekend closure. This method would save significant amounts of time and network disruption and would also provide significant cost savings. For this reason, it has become the preferred possible approach, as the Scheme will follow the Smart Motorways Project. The approach to delivery will impact upon the detailed design going forward, hence it would be imprudent to proceed further with the design until a delivery body has been confirmed. Highways England is best placed to progress the delivery of the motorway elements of the Scheme as well as having a fundamental

statutory role as the approving Highway Authority over the design and delivery processes for the motorway elements.

14. Highways England Technical Approval and Departure Review processes are ongoing. However, further engagement is now required to seek to understand the optimum way through the Highways England governance processes, which are not directly geared up for schemes being progressed by other parties. Highways England has only recently suggested that its Product Control Framework (PCF) process may be most appropriate. To follow this rigidly from the outset will now involve time-consuming, retrospective document control and approval, which will involve programme delays. Depending upon whether Highways England takes on the Scheme delivery and directly related completion of the Scheme design, the process may need to be applied more rigidly. If another party is to be the delivery body, then potentially a trimmed down version of the process could be applied. Appropriate elements of the required documentation will need to be completed up to a logical point, and to reflect the stage of design that the Scheme is at, given this could be helpful as part of a hand over to another party taking forward the Scheme delivery. While it is anticipated that this will be substantially complete by the end of February, it is possible that a few elements may not be completed within this timeframe, but no additional elements will be commissioned.
15. The approach to delivery now needs to be understood to inform the way forward. Possible options for delivery could be:
  - Highways England funds and delivers all of the Scheme as part of its RIS or Major Projects portfolio;
  - Highways England and Hampshire County Council deliver all of the Scheme in some form of partnership arrangement or Joint Venture, with Highways England delivering the parts of the Scheme which will ultimately form part of its network – (this approach would mean the County Council potentially continuing as Scheme Promoter, but appropriate financial management arrangements would be essential to ensure the County Council does not take on any liabilities for work on the motorway);
  - Hampshire County Council delivers all of the Scheme, with Highways England in an advisory/approval role on the basis that no financial liability would be accepted by the County Council; and
  - other third party/ies (most likely Buckland Development Ltd) deliver some or all of the Scheme and underwrite the financial risks.

### **Full Business Case**

16. There has been significant progress on the Full Business Case with comments from DfT on the Draft Strategic Case having been received and comments on the recently submitted Draft Economic Case awaited. The transport benefits and wider economic benefits modelling (including land value uplift benefits), which fed into the draft Economic Case, have indicated a potential relatively high cost benefit ratio (in the region of 3.5). However, this will clearly be directly related to the Scheme costs which can be ratified once the approach to delivery has been confirmed.

17. Whilst the first two sections of the Business Case are almost complete, subject to addressing comments, it will not be possible to complete the remaining three sections, namely: the Financial, Commercial and Management Cases, without a full understanding of who the Delivery Body will be, or where the funding will come from.

### **Advanced Works**

18. Further to the endorsement on 15 January 2019 by the Executive Member for Environment and Transport, initial advanced works for the Scheme were undertaken in the Spring and Summer 2019. The works were required to meet constraints associated with licensing for protected species on land owned by Highways England and Buckland Estate. The cost of the combined works was in the region of £524,000 and these have been largely completed with elements being delayed due to seasonal constraints associated with protected species.

19. In order to continue to meet the requirements of licences for protected species, the progression of the above along with further enabling works are now required. While fundamental issues around funding and the delivery body are resolved, some works will be required whether the Scheme is progressing towards delivery or if the Scheme is ultimately suspended. However, the scale of works will be less should the main works be delayed beyond January 2021.

20. When it was assumed that the main works would commence in January 2021, a complete mitigation package was required, commencing in December 2019 until summer/autumn 2020. On the assumption that main works will no longer commence in January 2021, for various reasons outlined above it is sensible to delay non-essential advance works, particularly clearance works to avoid the need to re-do them. Due to the seasonal constraints around when mitigation works can be undertaken, the Scheme will consequently slip back by at least 12 months. In view of the above, a reduced package of mitigation work was scoped out due to the inevitable programme delays, which commenced in December 2019 and will be ongoing to Summer 2020, which includes:

- ecological fencing;
- mitigation planting; and
- managing vegetation growth of cleared areas.

21. The remaining advanced works will be undertaken prior to the main works starting and include:

- ecological surveys and closure of roosts and setts – Bats & badgers; and
- vegetation clearance.

22. Some of the works will need ongoing maintenance going forward if the commencement of main works is pushed back to January 2022. The County Council has liabilities associated with the licence agreements to re-instate the land to pre-advanced works state in accordance with licences with Highways England and Buckland if the junction works do not commence within a stated 5 year timescale from when the advanced works commenced in early 2019. These liabilities will need to be accounted for financially should the role of Scheme Promoter be transferred to another body, and the works would need to be costed and funded from the Scheme Promoter budget and not with Hampshire County Council resources.

## **Programme**

23. The delivery programme which identified capital works commencing prior to March 2021 cannot now be achieved due to the following:
- the timescales associated with the planning and the associated Section 106 Agreement processes;
  - the knock-on impact of delays, meaning that the Scheme can no longer progress in parallel with Highways England's Smart Motorway Programme, given its completion date of March 2021;
  - newly advised, lengthy Highways England technical check and approval processes, which now apply as the Scheme is independent from the Smart Motorways Project; and
  - the need to undertake ecological mitigation at the correct time of year.

## **Finance**

### **Scheme Development Costs**

24. The Scheme development costs up to procurement stage were estimated at approximately £4.65million at the time it was anticipated that the Scheme would progress in parallel with Smart Motorways Project with a conventional approach to delivery over a twelve month period. To progress an alternative way forward involving a prefabricated underpass structure (jackbox) or similar rapid approach to delivering the underpass over a long weekend will involve additional design costs to re-do elements of design in a different way. If another approach to delivery is proposed by a delivery body going forward, again additional design costs would be incurred, which could push up development costs above £4.65million. On the basis that a jackbox or similar solution could save £10million-plus in delivery costs, a slight increase in development costs is arguably worthwhile.

### **Scheme Development Funding**

25. There is currently no financial risk to Hampshire County Council, as £4.65million has been advanced for Scheme development and business case work and from the Department for Transport directly to the County Council, as Scheme Promoter. Of this amount, approximately £3.65million has been spent to date. (December 2019). The approach to delivery will inform the need for any additional design work, which will inform whether the remaining £1million will be sufficient to enable development work to be completed up to a point just prior to procurement.

### **Scheme Delivery Costs**

26. The Scheme delivery costs continue to be ratified, and currently range from £85million–100million, of which £50million-58million are directly associated with main works, with other costs relating to traffic management on the motorway, utility diversions, adjustments to the Smart Motorways Project design, and as yet unknown risks. The final Scheme cost will be dependent on the approach to delivery, and the ability to reduce risks and potentially substantial costs, which Highways England may apply around commuted sums, VAT, and the impact upon the Highways England network. It is likely that a delivery approach which follows a jackbox or slide box solution underpass would cost at least £10million

less than the conventional approach to underpass delivery, hence the broad range in costs outlined above.

### **Scheme Delivery Funding**

27. The current delivery funding allocations are as follows:

- £14.9million has been allocated from the Solent LEP Local Growth (LGF) Funding retained by DfT (of this amount £4.65million has already been advanced from DfT directly to Hampshire County Council for Scheme development work). Whilst there is a theoretical possibility that DfT may require repayment of the advance funding, this is very unlikely and mitigated by the County Council proposal to complete the technical work in an orderly way and to make provision for it to be handed onto a different Scheme Promoter. The remaining £10.25million needs to be spent by March 2021 on the motorway elements of the Scheme. (The LEP may now consider reallocating this funding on the assumption that it cannot be spent prior to March 2021 but haven't done so as yet);
- £14.15million has been allocated from the Solent LEP Local Growth Funding which needs to be spent by March 2021 on the motorway elements of the Scheme (The LEP may now consider reallocating this funding on the assumption that it now cannot be spent prior to March 2021 but haven't done so as yet);
- £10million has been allocated from the Housing and Infrastructure Marginal Viability Fund, which can be spent in 2021/22/23 upon delivery of any part of the Scheme to facilitate housing growth. Discussions with MCHLG have advised that the allocated £10million could be increased to £16million; and
- £20million has been identified through Fareham Borough Council's Viability work as an appropriate contribution to be secured via Section 106 as capped from the developer. This can be spent any-time on any part of the Scheme.

28. The programme delays outlined previously mean that it will no longer be possible to incur capital expenditure on the Scheme prior to March 2021. This means that the remaining allocated Solent LEP Local Growth Funding of £24.4million, which needs to be spent by March 2021 in order to comply with the grant conditions set by Government, is likely to be reallocated and will no longer be available towards the Scheme delivery.

29. Based on the above, there currently remains an allocation of just £30million which can be spent on the Scheme beyond March 2021. This means there is now an increased delivery funding gap of around £55-70million.

30. Alternative funding sources to cover the increased gap in delivery funding, together with an under-writer of the associated financial risks, will need to be found before the Scheme can progress further towards the submission of the full business case and delivery stage.

31. The County Council notes that the Borough Council states in its report on the Planning Application that it will work with the applicant in order to secure the additional required funding from external sources, noting that the applicant has capped their offer of a contribution at £20million throughout the application process while the final estimated cost has increased, and the funding gap grown

larger. The Borough Council report goes on to state that it may be the case that the applicant has to consider contributing more to the cost of the junction, in order for it to be delivered, so as to enable the remainder of the development to be constructed. The implications of any increase in contribution by the developer may affect the levels of affordable housing provided during subsequent viability reviews of the Scheme to be secured in the legal agreement.

32. The Fareham Borough Council Planning Authority has resolved that a contribution of £20million is fairly and reasonably related in scale and kind to the development (notably having regard to the significant wider public benefit that an improved Junction 10 brings to the Solent region). Neither the County Council nor Highways England agree with this interpretation and would see the provision of a new motorway junction to be necessitated by the development and related road improvements as required to mitigate the traffic impact of Welborne. The County Council would, however, accept that advancing the provision of the new motorway junction would have wider advantages to the local areas, not least during an extended construction period for Welborne.

### **Summary and Next Steps**

33. It is apparent that there are a number of fundamental matters which require urgent resolution before Scheme development can proceed much further, including the following:
- there is now a significant increase in gap funding required to deliver the Scheme to around £55–70million, based upon the assumption that the Solent LEP is likely to reallocate the Local Growth Funding which needs to be spent prior to March 2021, hence new major funding sources are required to deliver the Scheme;
  - the Scheme delivery funding will need to be fully underwritten to provide sufficient confidence for a delivery body to step forward to take the Scheme forward to delivery. Without a delivery body in place, critical next steps on the design, which will be informed by the approach to delivery, cannot be taken. Clarification is required as soon as possible regarding the role of Highways England in the delivery of some or all of the Scheme; and
  - ongoing engagement is required with both the Smart Motorways Project team and the Technical Approval team within Highways England to better understand the governance of the Scheme and extended approval process timescales going forward, and also to ensure a switch to an adjusted Smart Motorways Project design takes place, which incorporates Junction 10 based on the assumption that Junction 10 will now follow Smart Motorways.

Until these matters have been addressed, the progression of the Scheme is at an impasse, and consequently the County Council needs to review its continuing role as Scheme promoter and not commission additional design work if there is no resolution.

34. Going forward, the County Council should make arrangements for a potential suspension of new Scheme development work, including technical design, business case preparation and non-obligatory advanced site work, to minimise potential abortive costs. In making the arrangements, the County Council will ensure that:

- all ongoing workstreams are completed to a logical point and packaged up in a way to ensure there can be a quick and effective re-mobilisation of work once the approach to securing gap funding and the approach to delivery have been resolved. As part of this process it may ultimately be appropriate for a hand-over to take place to a new Scheme Promoter, who may be better placed to take the Scheme forward to delivery in the future, and work will be packaged up accordingly to enable the potential transfer of material;
- Highways England and Hampshire County Council technical review processes are completed as far as possible;
- the Business Case is completed as far as possible with the information available, but no further work dependent on clarity around funding and the approach to delivery is commissioned; and
- the essential advance works are completed, including ongoing maintenance to meet protected species licence obligations.

**REQUIRED CORPORATE AND LEGAL INFORMATION:**

**Links to the Strategic Plan**

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

**Other Significant Links**

<b>Links to previous Member decisions:</b>	
<u>Title</u> EMET – M27 Junction 10	<u>Date</u> 15 January 2019
<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>
Fareham Borough Council Planning Decision on Welborne Garden Village - October 2019	Planning Portal/Fareham Borough Council Website

## **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 recommendations of this report relate to process and governance for Scheme delivery and will have no direct impact on members of the public. As a result, they have been assessed as having a neutral impact on people with protected characteristics.

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## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Economy, Transport and Environment
<b>Date:</b>	14 January 2020
<b>Title:</b>	Project Appraisal: Whitehill and Bordon Highways and Cycle Improvements
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** James Laver

**Tel:** 01962 832279

**Email:** james.laver@hants.gov.uk

#### Purpose of this Report

1. The purpose of this report is to provide details of the Whitehill and Bordon C114 Highway and Cycle Improvements scheme and seek approval to progress with the necessary procurement, spending and contractual arrangements to deliver the works.

#### Recommendations

2. That the Executive Member for Economy, Transport and Environment approves the Project Appraisal for the Whitehill and Bordon C114 Highway and Cycle Improvements, as outlined in the supporting report.
3. That approval be given to procure, spend and enter into necessary contractual arrangements, in consultation with the Head of Legal Services, to implement the proposed improvements in the Whitehill and Bordon C114 Highway and Cycle Improvements scheme, as set out in the supporting report, at an estimated cost of £2,168,430 to be funded from the EM3 LEP and Section 106 developer contributions.
4. That authority to make the arrangements to implement the scheme, including minor variations to the design or contract, be delegated to the Director of Economy, Transport and Environment.
5. That authority be delegated to the Director of Economy, Transport and Environment in consultation with the Head of Legal Services to progress all appropriate orders, notices or statutory procedures and secure any consents, licences, permissions, rights or easements necessary to enable the Whitehill and Bordon C114 Highway and Cycle Improvements scheme to be implemented.

6. That authority be delegated to the Director of Economy, Transport and Environment, in consultation with the Head of Legal Services, to progress and enter into all appropriate legal agreements to make a financial contribution to the developer's Section 278 scheme at Arrival Square, included within the total estimated budget for the scheme, from Section 106 contributions previously received by the County Council for development within Whitehill and Bordon.

### **Executive Summary**

7. The proposed scheme is one element of the "Whitehill and Bordon Integration Project"; a collection of transport schemes planned to be introduced over several years, as funding becomes available. The plans include a package of transport measures to support Whitehill & Bordon's regeneration into a green and healthy town.
8. This scheme will provide a north-south shared-use pedestrian and cycle facility through Bordon, which connects with new or improved east-west pedestrian and cycle facilities that have recently been delivered at Budds Lane, or that are currently in development at Ennerdale Road to the north and Woolmer Way to the south. The scheme will add to the continued development of a network of high-quality facilities within the town centre to improve accessibility and enable a modal shift to active travel.
9. Improved crossing points will be provided over the C114 between the existing centre of population on the eastern side of the town and the new facilities being delivered as part of the regeneration which are predominately on the western side. This will mitigate the severance caused by the C114, which has been identified as a key factor that has historically limited the use of active travel modes for local journeys in this area.
10. The scheme will connect with the new town centre development site at Arrival Square that will be delivered by developer-led Section 278 works. A recommendation of the report is to approve a funding contribution toward the Section 278 works, so that the developer can deliver a continuation of the high-quality pedestrian and cycle facilities between the north and south sections of the C114 scheme through the Arrival Square area as part of their wider Section 278 project, thereby minimising disruption to residents and traffic. The amount is included in the estimated scheme budget detailed within this report.
11. The C114 carriageway will be narrowed along the west-side kerb line; this will deliver speed management benefits, reduce the crossing distance for pedestrians and provide the necessary extra width for a shared-use path on the west side. This, along with a reduction in the north-bound approach to the Chalet Hill traffic signals to one lane will promote a change in the function and character of the road through the town centre and reduce the dominance of traffic on the C114 by encouraging north-south traffic to use the new Relief Road.

12. The scheme will also provide an opportunity to make improvements to the condition of existing highway assets. Improvements to existing areas of C114 carriageway and footway surfacing will be completed, along with renewals and improvements to the highway drainage system. This will ensure that the C114 is fit for purpose in the long-term for providing access to the existing areas of Whitehill and Bordon, and for supporting the regeneration of the new town centre development.
13. A location plan and general arrangement plans of the proposed scheme are supplied in Appendix 1.

### **Contextual Information**

14. The Whitehill & Bordon Integration Project has been developed to deliver some of the local transport improvements that are required to support the ongoing regeneration of the area and to integrate the existing areas of the town with the new facilities that are being delivered. The Integration Project can be described as a collection of highway schemes that will help to:
  - remove the east-west barrier of C114 (old A325);
  - make the town a cleaner, healthier and a more attractive place;
  - connect local communities with new developments; and
  - remove barriers to sustainable economic growth.
15. The scope of this work is significant, therefore the Integration Project has been divided into a number of discrete works packages on a priority basis that considers funding availability and the requirements of the wider development. All of these sub-projects focus on reducing traffic dominance in the town centre and encouraging through-traffic to use the Relief Road, addressing the historic severance between east and west areas of Bordon caused by the old A325 and enabling and encouraging the use of active travel modes for local journeys.
16. The Whitehill and Bordon C114 Highway and Cycle Improvements scheme is a key sub-project of the Integration project. The overall aims of the scheme are:
  - to make it easy for existing residents to access the new facilities being developed within the regeneration area around the site of the new town centre;
  - to reduce the volume of through traffic on the C114 and to reduce traffic speeds in key locations such as the entrance to the new town centre;
  - to widen footways along the C114 through Bordon town centre to provide improved and safer routes for pedestrians and to accommodate cyclists off-road, thereby enabling and encouraging active travel modes and a promoting a change in the road function;
  - to provide improved and an increased frequency crossing points for pedestrians and cyclists over the C114 to promote better connectivity between the east and west of the town;
  - to ensure that the character of the C114 following its reclassification is more suitable for its location and purpose; and

- to deliver improvements to the condition of the C114 to ensure it is fit-for-purpose in the long term to provide access to existing areas of Whitehill and Bordon and the new town regeneration site.
17. The new shared-use footway and cycleway that is proposed as part of the Whitehill and Bordon C114 Highway and Cycle Improvements will directly link with several other schemes being developed and implemented as part of the wider Integration Project, thereby supporting the development of a well-connected, high-quality pedestrian and cycle network within the town. These schemes are as follows:
- a) The recently completed scheme on Budds Lane which has provided pedestrian and cycle improvements connecting to the new schools on Budds Lane by way of a new shared-use path and new/improved pedestrian and cycle crossings.
  - b) The proposed scheme for Ennerdale Road and Oakley Road, which will connect the existing communities to the east of the C114 at Quebec Park with a rear entrance to the Oakmoor School to the west. The Ennerdale Road scheme forms part of the Whitehill and Bordon Green Grid/Green Loop project and is currently in design, with delivery anticipated for Summer 2020.
  - c) The proposed scheme connects with an existing pedestrian and cycle facility to the south of the Chalet Hill junction which provides the north/south route through to Whitehill Village. Adjoining this north-south route are further Green Grid/Green Loop pedestrian and cycle schemes in development to deliver new east-west routes, connecting existing residential areas and planned new residential development with the new Town Centre and existing local facilities. These new Green Grid/Green Loop projects are expected for delivery from 2020 onwards.
18. The scheme will also link with the transport facilities being developed for the Arrival Square area of the new town centre. The C114 scheme would have delivered the shared-use pedestrian and cycle route through the Arrival Square area to provide route continuity between the north and south sections of this scheme. However, the adjacent developer, (the Whitehill and Bordon Regeneration Company (WBRC)), is delivering an extensive Section 278 project in this same area. To avoid delivering the Arrival Square cycle infrastructure separately from the developer's construction work, and thereby minimise disruption in the area, this report recommends instead that a funding contribution is made from Section 106 contributions held by the County Council from development in Whitehill and Bordon, to ensure the cycle works can be delivered as part of the overall Arrival Square Section 278 works. The contribution is included within the total estimated scheme budget detailed within this report. The design and delivery of the Section 278 works will be overseen by Hampshire County Council Highway Development Agreements team. The Arrival Square Section 278 proposal is currently in the detailed design stage and is expected for delivery following completion of the Whitehill and Bordon C114 Highway and Cycle Improvements scheme toward the end of 2020.

## Finance

19.	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	303	14.0	EM3 LEP	1,185
	Client Fee	129	6.0	HCC S.106	983
	Supervision	188	9		
	Construction	1,541	71		
	Land	7	0		
	<b>Total</b>	<b>2,168</b>	<b>100</b>	<b>Total</b>	<b>2,168</b>

20.	<u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in current expenditure	5	0.004%
	Capital Charge	209	0.130%

## Programme

21.

	<b>Gateway Stage</b>			
	<b>3 - Project Appraisal</b>	<b>Start on site</b>	<b>End on site</b>	<b>4 - Review</b>
<b>Date</b>	Jan 2020	May 2020	Oct 2020	Oct 2021

## Scheme Details

22. The proposed scheme is split into two individual sections of the C114, with the intervening section comprising of the Arrival Square Section 278 area (between Budds Lane and Chalet Hill) as well as a section of the recently completed Budds Lane scheme (at its junction with the C114).

23. Section 1:

- Section 1 runs from the end of the existing segregated footway/cycleway at the access to Highview Business Centre, through to a point immediately south of the Chalet Hill junction (the Section 278 boundary); over a length of approximately 120m. Within this section the following works are proposed:
  - the existing footway on the west side of the C114 will be increased to approximately 3m in width; this will allow provision of a new shared-use footway and cycleway. This will create a continuous cycle

facility on the western side of the C114 between Whitehill village to the south and the proposed new town centre at Prince Philip Park;

- the carriageway will be reduced in width on the approach to the Chalet Hill junction up to the existing traffic signals. Presently, the northbound approach to the signal junction includes an ahead lane and a right-turn filter lane – this will be reduced to single lane for both moves. (This part of the scheme is at the boundary of the Arrival Square Section 278 scheme, which will include works to change the signal junction of the C114 with Chalet Hill to a mini-roundabout. The preliminary design for the Section 278 has been developed in partnership between Hampshire County Council and WBRC. Hampshire County Council Highway Development Agreements Team will oversee the Section 278 agreement and works and the design for the Whitehill and Bordon C114 Highway and Cycle Improvements scheme has been shared with WBRC to ensure both schemes are coordinated);
- The northbound carriageway approach to the Chalet Hill signal junction will be resurfaced and road markings repainted
- With a reduction to one lane northbound at the Chalet Hill signals, the existing bus stop south of the signals will require relocation. Following consultation with Hampshire County Council Passenger Transport and the Town Council, it is proposed that the bus stop and shelter will be relocated further south towards Tesco. Whitehill Town Council is the owner of the bus shelters on the C114, therefore, the Town Council has also been consulted on its preferred specification for any replacement shelters that will be required as part of this scheme. Any new shelter provided will be able to accommodate Real Time Passenger Information and will be supplied with a power connection to futureproof the installation. Upon removal of the existing stop and shelter close to Chalet Hill, a temporary stop will be provided nearby (to the north of Chalet Hill junction), to remain in place until the Section 278 works provide the new permanent bus facilities at Arrival Square.

#### 24. Section 2:

- Section 2 extends between Budds Lane and Ennerdale Road, over a length of approximately 700m. In this section, the following works are proposed:
  - Improved pedestrian crossing points will be provided to the north and south of junctions with Ennerdale Road and Canada Way, including construction of new central islands with reduced crossing distance
  - The carriageway width will be reduced along the full length of this section to provide a) the required extra width for a 3m wide shared-use footway and cycleway; b) reduced crossing distance for

pedestrians and cyclists over the C114 and c) speed management benefits associated with the reduction in carriageway width and increased frequency of pedestrian crossing. The residual carriageway width will still be enough to maintain suitable HGV access to service local facilities or the new town centre;

- Drainage improvements will be completed in this section. Part of the existing drainage ditch to the south of Kildare Road will be piped (to provide enough width for the shared-use path) and new additional road gullies will be constructed in the area. This will improve the existing drainage capability in this location, in terms of both diverting surface water away from the carriageway effectively and fully utilising the storage and infiltration capacity of the adjacent ditch to efficiently dispose of surface water from the highway. Several other drainage renewals and improvements will also be completed on the existing highway drainage system between Kildare Road and Budds Lane.
- Carriageway resurfacing will be completed:
  - between Kildare Road and Canada Way – to resurface following completion of drainage works and to tie-in with new kerb lines/levels;
  - Kildare Road junction – to remove existing carriageway defects around the junction;
  - to the north of Budds Lane roundabout – to tie in with recent resurfacing areas of the Budds Lane scheme and install the high friction surfacing on the southbound approach to the new mini-roundabout and formal pedestrian crossing point at the Budds Lane junction;
- The northbound bus stop in the layby between Kildare Road and Canada Way will change to a position where it will be partially on carriageway and partially set back into a layby of reduced width.

25. The Scheme has been subject to an independent road safety audit process and any issues raised have been incorporated to the final design.

26. A location plan and scheme proposal drawings can be found in Appendix 1 of this report.

### **Departures from Standards**

27. None.

## Consultation and Equalities

### Political Views

28. The Divisional County Councillor, Adam Carew, was briefed on the proposals in April 2019. Councillor Carew expressed concerns regarding the proposal to remove the northbound bus layby between Canada Way and Kildare Road in favour of an on-carriageway bus stop. The scheme has since been redesigned to provide a 'half-in/half-out' bus stop, using a layby of reduced width. This compromise provides sufficient space to deliver the shared-use path behind the bus stop, maintains enough road width for two-way flow while the bus is stationary and will make it easier for buses to re-enter the flow of traffic when exiting the stop. The revised design has been reviewed by the safety audit team and no issues were raised.
29. Councillor Carew also expressed a preference for the footway/cycleway to be segregated. This however is not possible on these sections of the C114 due to the limited availability of land within the highway boundary and the need to maintain a suitable carriageway width.
30. Councillor Carew has received continued updates as the design has developed and has raised no further concerns with the revised designs.

### Community Engagement

31. Whitehill Town Council has been engaged through the design process. Final versions of the detailed design drawings were sent to the Town Council in October 2019; these were reviewed at the Town Council Planning Sub-Committee meeting on 4 November 2019 and the item was marked as noted within the meeting minutes.
  - Hampshire County Council officers attend regular design and programme meetings with WBRC and East Hampshire District Council, both have been briefed on proposals; and
  - Hampshire County Council officers attend the Xchange group, comprising of numerous key stakeholders in the area associated with the wider regeneration project. Information regarding this scheme has been provided to this group.

### Public Consultation

32. A public consultation exercise on the Whitehill & Bordon Integration Project was undertaken between 13 July and 9 September 2018, promoted by a number of staffed exhibitions along with letter drops to local residents and businesses and media updates. A total of 214 responses were received to the consultation. A full analysis and response to consultation (which includes an analysis of the comments made) is provided in this link: <https://documents.hants.gov.uk/transport/transport schemes/WhitehillandBordonIntegrationconsultationSeptember2018report.pdf>

33. The consultation demonstrated that there is a high level of support (over 80%) for the overarching objectives of the Integration Project:
  - encouraging through traffic to use the relief road;
  - making the town safer and more attractive to walk and cycle around; and
  - making it easier to cross the main roads by foot or by bicycle.
34. The question was posed as to whether respondents would support a continuous path along one side of the A325 (now C114). The results demonstrated a strong level of support (68%) for a shared-use footway and cycleway, with less than one quarter (23%) of respondents wanting only improvements for pedestrians and not cyclists, 7% supporting neither option and 2% not providing an answer to the question. 73% of respondents were in support of introducing additional crossing points.
35. Respondents were also asked to indicate their main modes of travelling for different journey purposes. The results showed that there are currently very low levels of cycling, however when asked about their preferred mode of travel there was more of an appetite to travel by bicycle and on foot.

#### Equalities Impact Assessment

36. The scheme will provide high-quality improvements to the existing pedestrian facilities along the C114, which will enable and encourage residents to walk for local journeys. The provision of a new off-road cycle facility will enable an increase in the use of cycling for local journeys, particularly for those road users who are young or less confident. This will improve access to the Town Centre, making it more attractive and accessible for all who live, work and shop there. These measures will help support behavioural change through travel planning with respect to school journeys for parents and children attending the nearby schools. Therefore, the scheme is considered to have a neutral impact on groups with protected characteristics. A full Equality Statement for the scheme is provided in the Appendix.

#### **Statutory Procedures**

37. Temporary Traffic Regulation Orders for various carriageway closures and temporary traffic signals applications for the construction works will be required. These are currently being prepared and will be valid prior to commencement of works.
38. Ordinary Watercourse Consent is required for proposed modifications to the existing highway drainage system and drainage ditch adjacent to the C114 to the south of Kildare Road. The process to secure this consent is ongoing and is considered to be low risk, as the proposed scheme represents an improvement on the existing drainage situation at this location.
39. A cycle route conversion under Sections 65/66 of the Highways Act 1980 will be required in order to convert sections of footway into shared-use cycle/footway. This will be finalised upon completion of the works.

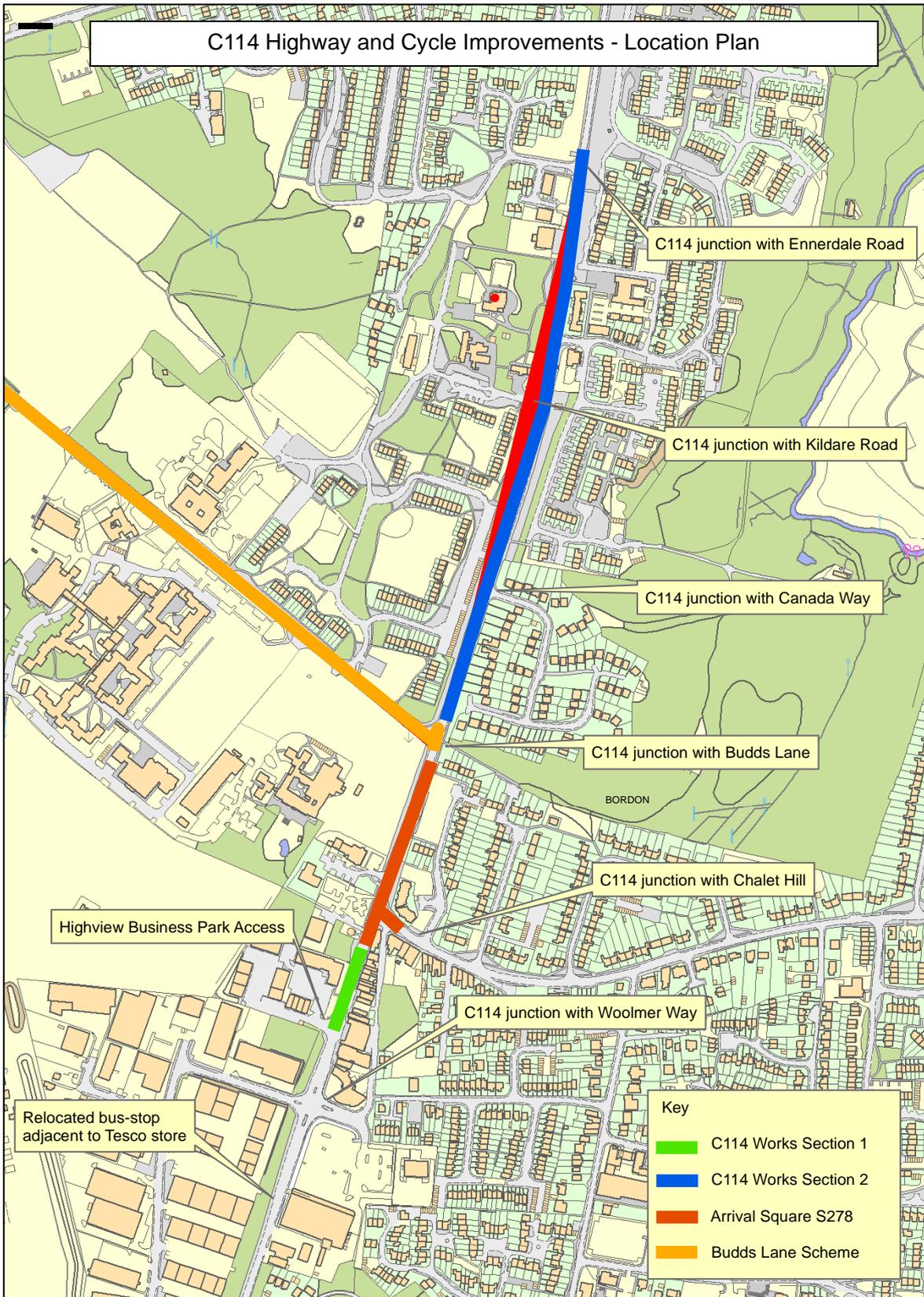
## **Land Requirements**

40. All work involved will take place within the highway apart from one location at the junction of the C114 with Kildare Road where works will take place on land belonging to Annington Property Limited.
41. Hampshire County Council Legal Team is currently engaging with solicitors acting for Annington Property Limited to arrange for a licence agreement to provide a right of access to the affected areas of land and for permission to undertake the proposed works.
42. The proposed works are a change of specification for a section of privately-owned boundary fencing in the immediate location of the junction to improve visibility to and from the shared-use path and some carriageway resurfacing to remove existing defects at the highway boundary.
43. The process to secure this agreement is currently ongoing and the agreement is expected to complete prior to the commencement of works. If this is unsuccessful, minor changes to the design can be made to allow the scheme to proceed. The licence agreement is therefore considered desirable rather than essential.

## **Maintenance Implications**

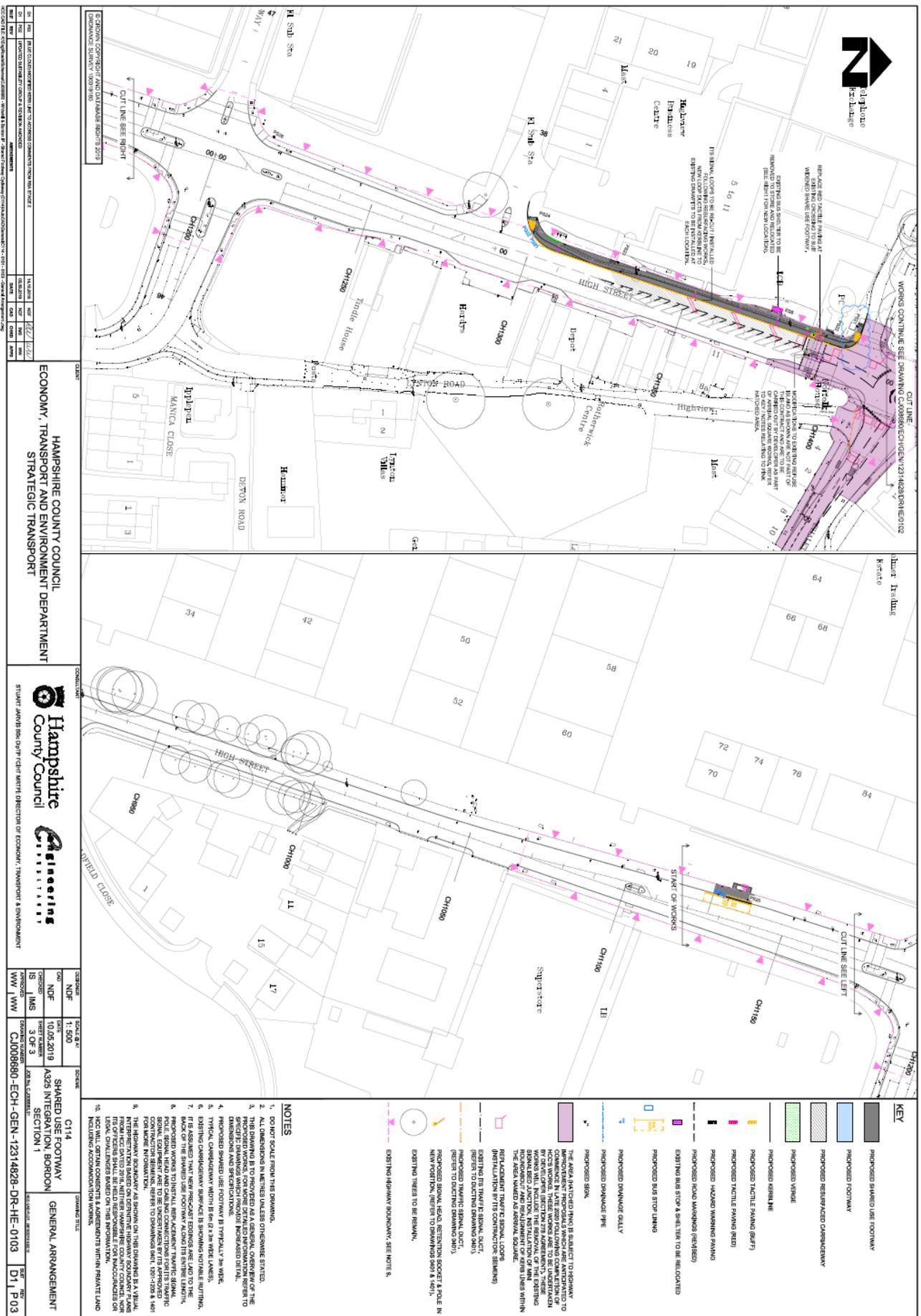
44. Hampshire County Council Asset Management Team has been consulted on the proposals and the design amended to reflect the comments received.
45. The proposed scheme is expected to have a small impact on the maintenance budget in future years, this is expected to be approximately £5,000 per annum.

Appendix 1 – Plans









NO	DATE	BY	FOR	REVISION
01	10/05/2019	...	...	...
02	10/05/2019	...	...	...

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

CONSULTANT: Hampshire County Council  
 STAFF: JAMES BIRD DEPT. MGR., MARTIN MATHS, DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT

DESIGNER	SCALE & DATE	SECTION
NDP	1:100	C114
NDP	10/05/2019	GENERAL ARRANGEMENT
IS	3 OF 3	SECTION 1
WW / VVW	C:\008680-ECH-GEN-12314828-DR-HE-0103	DRWING NUMBER

- KEY**
- PROPOSED SHARED USE FOOTWAY
  - PROPOSED FOOTWAY
  - PROPOSED RESURFACED CARPARKWAY
  - PROPOSED VERGE
  - PROPOSED VERGE ME
  - PROPOSED TACTILE PAVING (BUFF)
  - PROPOSED TACTILE PAVING (RED)
  - PROPOSED HARDED WASHING PAVING
  - PROPOSED ROAD MARKINGS (REVEALED)
  - EXISTING BUS STOP SHELTER TO BE RELOCATED
  - PROPOSED BUS STOP LINING
  - PROPOSED DRAINAGE GULLY
  - PROPOSED DRAINAGE PIPE
  - PROPOSED SIGN
  - EXISTING SIGN
  - PROPOSED TRAFFIC SIGNAL (REF. TO DUCTING DRAWING M01)
  - PROPOSED SIGNAL HEAD, RETENTION SOCKET & POLE IN NEW POSITION (REF. TO DRAWINGS S007 & M01)
  - EXISTING TREES TO BE REMAIN.
  - EXISTING HIGHWAY BOUNDARY: SEE NOTE 6

- NOTES**
- DO NOT SCALE FROM THIS DRAWING.
  - ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED.
  - EXISTING SIGNAGE TO BE REMOVED AND REPLACED WITH THE PROPOSED SIGNAGE. FOR MORE DETAILED INFORMATION REFER TO SPECIFIC DRAWINGS WHICH PROVIDE INCORPORATED DETAIL.
  - PROPOSED SHARED USE FOOTWAY IS TYPICALLY 3M WIDE.
  - TYPICAL CARPARKWAY SURFACE IS SHOWN IN YELLOW BOLDING.
  - IT IS ASSUMED THAT NEW PAVED SURFACE IS LAYED TO THE PROPOSED WORKS TO INSTALL NEW AGENT TRAFFIC SIGNAL POLE, SIGNAL HEAD AND CABLE CONNECTIONS FOR ITS TRAFFIC CONTROL SIGNALS. REFER TO DRAWINGS M01-0128 & M01 FOR MORE INFORMATION.
  - THE HIGHWAY AGENCY HAS AGREED TO THE PROPOSED WORKS FROM THE DATE OF THIS DRAWING. A VARIATION FROM THE DATE OF THE HIGHWAY AGENCY COUNCIL FOR LOCAL CHALLENGES BASED ON THIS INFORMATION.
  - HCC WILL OBTAIN CONSENTS & AGREEMENTS WITHIN PRIVATE LAND INCLUDING ADJACENT WORKS.

## LTP3 Priorities and Policy Objectives

### 3 Priorities

- To support economic growth by ensuring the safety, soundness and efficiency of the transport network in Hampshire
- Provide a safe, well maintained and more resilient road network in Hampshire
- Manage traffic to maximise the efficiency of existing network capacity, improving journey time reliability and reducing emissions, to support the efficient and sustainable movement of people and goods  
wswsed3c

### 14 Policy Objectives

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

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

**Other**

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

**REQUIRED CORPORATE AND LEGAL INFORMATION:**

**Links to the Strategic Plan**

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

**Other Significant Links**

<b>Links to previous Member decisions:</b>	
<u>Title</u>	<u>Date</u>
Project Appraisal – Whitehill & Bordon Relief Road Phase 1	20 Jan 2015
Project Appraisal – Whitehill & Bordon Relief Road Phase 2	31 Mar 2016
Project Appraisal – Whitehill and Bordon Integration – Budds Lane	15 Jan 2019
<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:

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

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

The proposals have undergone an equalities impact assessment and it is considered that the scheme will have a positive impact on the safety of all residents; particularly pedestrians and cyclists seeking to travel on the route of the C114 or cross this road. No additional impacts have been identified for people with protected characteristics, so the scheme has been assessed as having a neutral impact.

## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Economy, Transport and Environment
<b>Date:</b>	14 January 2020
<b>Title:</b>	Household Waste Recycling Centres Cross Border Charging Update
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Sam Horne

**Tel:** 01962 832268

**Email:** sam.horne@hants.gov.uk

#### Purpose of this Report

1. The purpose of this report is to provide an update to the HWRC cross border work, outline the rationale for the delay to the implementation of the Household Waste Recycling Centres (HWRC) cross border system and, set out the proposed timetable for roll out.

#### Recommendations

2. That the Executive Member for Economy, Transport and Environment notes the update on the cross border work and approves a timetable for roll out of the Household Waste Recycling Centres cross border system to enable a registration period up to 31 March 2020 with the system starting on 1 April 2020.
3. That the Executive Member for Economy, Transport and Environment approves entering into a transitional arrangement with Dorset Council that allows Dorset residents access to the Somerley HWRC with Dorset Council paying for the proportion of users to the site as detailed within this report.
4. That the Executive Member for Economy, Transport and Environment delegates the completion of a legal agreement with Dorset Council in relation to the previous recommendation for an initial period of two years, as well as any extensions to the agreement, to the Director for Economy, Transport and Environment in consultation with the head of Legal Services and the Executive Member for Economy, Transport and Environment.

#### Executive Summary

5. This paper seeks to
  - Update on the current status of the HWRC cross border work
  - Update on the position with both Dorset Council and West Berkshire Council.
  - Set out the timetable for the roll out of the system.

## **Contextual information**

6. Approval to develop an HWRC cross border system was given in late 2016 and the County Council sought to reach a consensus on a system that would operate with all of its neighbouring authorities.
7. This has proved impossible with a number of Authorities – Wiltshire, West Sussex and BCP Council – having all introduced or intending to introduce a ban on Hampshire residents from using HWRCs within their administrative area.
8. The County Council has continued negotiations with both West Berkshire Council and Dorset Council to introduce transitional arrangements to enable systems to be established to manage cross border usage in a way that recognises the costs borne by the Council dealing with the waste.
9. A paper providing an update on the HWRC Cross Border project was brought to the Executive Member for Environment and Transport in October 2018 which set out the details for the HWRC residents' permit system.
10. This system will see Hampshire residents signing up, via the County Council's website for an E-Permit that will be linked to the Automatic Number Plate Recognition (ANPR) system operated at all HWRCs to ensure them free access. Non-residents will still be able to access the sites but there will be a £5 per visit charge to recognise the costs incurred in dealing with waste from outside the County.
11. The above paper identified the start date for charging of Non-Hampshire residents as being 1 January 2020.

## **Dorset Council Update**

12. Discussions have been ongoing with Dorset since the decision in October 2018 because just over 55% of the users of Somerley HWRC are residents of Dorset, because it has limited HWRC service provision within East Dorset and Somerley is close to the border.
13. A draft proposal has been agreed between the two authorities that sees a straightforward split of the full costs of operating the site and managing the waste deposited there based on the user percentages. This would enable the costs associated with Dorset residents to be covered and ensure continued access to the site for them.
14. On 5 November 2019 Dorset Council Cabinet approved budget provision to fund the above proposal and to enter into an agreement for an initial two year period.
15. The County Council has drafted a legal agreement based on the above principles.

## **West Berkshire Update**

16. The County Council is working with West Berkshire Council to establish the same system that is being introduced in Hampshire to ensure that Hampshire residents who live closer to the Newtown Road site can continue to access the facility while contributing to the costs West Berkshire incur as a result. Hampshire residents will be charged £5 to use the Newtown Road site in West Berkshire.

17. It is proposed that the County Council works towards a cessation of the transitional payments that it currently pays by the end of the first quarter of 2020/21, with a system introduced to mirror that being introduced in Hampshire.

### **HWRC Cross Border Project Update**

18. Due to use of e-permits and the ANPR system to minimise any administrative burdens with the new cross border system, this resulted in some delays whilst the system was fully tested to ensure it was robust ahead of the roll out. Some further system performance issues were experienced following the initial registration period launch, mainly due to the very high volume of use.
19. In order to ensure that there is sufficient time for Hampshire residents to register on the system it is proposed to start the implementation of the charge for Non-Hampshire residents from 1 April 2020.
20. Additional resources will be deployed on key sites where it is anticipated there will be greatest impact to ensure the system operates as smoothly as possible and communications will be undertaken at a County level, through the usual media channels, as well as done on site with information available for site users.

### **E-Permit Registration**

21. The online registration system has been developed and gone through user acceptance testing and went live on 17 December 2019 to allow as much time as possible for residents to sign up for their e-permit ahead of the system start on 1 April 2020.
22. Communications have been undertaken through as many channels as possible including press release, social media as well as directly with site users at the sites to raise awareness for residents to register their vehicles on the system.
23. Communication will continue up to and beyond 1 April to generate as much awareness of the new system as possible. Residents who haven't registered by the end of March will be able to use Hampshire sites, but repeat non-registered resident users will eventually be charged £5, unless they register at the time using their mobile phone. Non residents will be charged from this time onwards.
24. From 1 April to 31 May 2020 there will be a period of flexible enforcement in recognition of the fact that a long period of time may need to be provided to allow residents to sign up to the system. Promotion on site will continue during this period and site staff will engage with those flagged by the system as not registered, to give reminders to sign up ahead of full enforcement from 1 June 2020.

### **Consultation and Equalities**

25. Having completed an equalities impact assessment it has been determined that there is no impact on any of the groups with protected characteristics. This decision seeks to delay implementation of the system for a three month period and there is therefore no impact on any groups as a result of it.

**REQUIRED CORPORATE AND LEGAL INFORMATION:**

**Links to the Strategic Plan**

<b>Hampshire maintains strong and sustainable economic growth and prosperity:</b>	no
<b>People in Hampshire live safe, healthy and independent lives:</b>	no
<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
<b>OR</b>	
<b>This proposal does not link to the Strategic Plan but, nevertheless, requires a decision because:</b> It supports the delivery of service efficiencies in order to meet the County Councils transformation targets.	

**Other Significant Links**

<b>Links to previous Member decisions:</b>	
<u>Title</u>	<u>Date</u>
Cross Border Household Waste Recycling Centre Access – 7801	12 October 2016
Progress report on Household Waste Recycling Centre Cross Border Charging	14 November 2017
Household Waste Recycling Centres Cross Border Charging and Permit System Update	29 October 2018
<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>	
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<u>Document</u>	<u>Location</u>
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- Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

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

The decision being sought is to have a three month delay to the implementation of the system and as such the impact on all groups is neutral.

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## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Economy, Transport and Environment
<b>Date:</b>	14 January 2020
<b>Title:</b>	TfSE Strategy Consultation Response
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Andrew Wilson

**Tel:** 01962 846984

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

### Purpose of this Report

1. The purpose of this report is to introduce the consultation on the Transport Strategy for the South East as promoted by the shadow sub-national transport body, Transport for the South East (TfSE), and to recommend a number of key principles to guide the Hampshire County Council response.

### Recommendations

2. That, based on the principles set out in the report (paragraphs 15-21), the Executive Member for Economy, Transport, and Environment approves the response to the consultation on the draft Transport Strategy for the South East, as attached to this report.

### Executive Summary

3. This paper seeks to set out the background to the development of a Transport Strategy for the South East, explain the structure and content of the Strategy and also set out a number of key principles to inform the County Council's response, for which it seeks approval.

### Contextual information

#### *Development of the Strategy*

4. Successive Governments have been seeking to establish new Sub National Transport Bodies to help guide investment decisions on transport from a regional perspective. Some have been formally established, such as Transport for the North (TfN), with statutory status, whilst others like TfSE are in shadow form and need to make a proposal to Government to be considered a statutory body with all the powers and responsibilities that may entail. A key responsibility of such bodies is to develop a transport strategy. In May 2018, the Secretary of State for Transport allocated a grant of £1million to the shadow sub-national transport body for the region, Transport for the South East (TfSE). The funding was for the development of a regional evidence base and a

transport strategy for the south east covering the area administered by the constituent local transport authorities.

5. The County Council has been supportive of the creation of the shadow body on the basis of a need to have a strong voice for the South East. The South East is often considered in the same context as London, which has the highest spend per head on transport of any region. This is due to London's higher dependency on public transport for moving people around rather than private forms of transport. However, the South East is the most productive region outside London and has the most congested and least resilient transport networks in the UK. Spend per head on transport in 2016/17 was identical to the North West of England according to the "Transport Spending by Regions Paper" reported to the House of Commons in 2018. In order to establish a strong voice for the region, Hampshire County Council has played a proactive role in the development of the sub-national transport body; participated fully in the creation of the shadow body; and is helping to shape its form and function, as well as the development of a robust evidence base and an effective regional transport strategy.
6. On 16 July 2019, the County Council expressed its views on the "proposal to Government" related to the creation of TfSE as a new statutory body. A link to that report can be found at: [16 July 2019 Report – Item 4.](#)
7. TfSE appointed consultants Steer and WSP to help develop its Transport Strategy alongside TfSE's sixteen constituent Local Transport Authorities and the region's five Local Enterprise Partnerships. A number of wider organisations have also participated in the development of the strategy through the TfSE Transport Forum and numerous stakeholder workshops, including the region's forty-six district and borough councils, bus and rail operators, and infrastructure providers such as Highways England, Network Rail, ports and airports.
8. TfSE is currently consulting on its draft strategy with a deadline for responses of 10 January 2020. However, an extension has been granted to the County Council for the purposes of this approval process, and subject to approval of this report's recommendations, the County Council will submit its response after the decision day.

### **Structure of the Strategy**

9. The draft Transport Strategy for the South East is organised around a set of visions, goals, and priorities which in turn inform the way the Strategy proposes to address key challenges posed to the following kinds of movement:
  - Radial journeys;
  - Orbital and coastal Journeys;
  - Inter-urban journeys;
  - Local journeys;
  - Journeys to international gateways and freight journeys; and
  - Journeys in the future.

10. The stated vision of the Strategy is as follows:

*By 2050, the South East of England will be a leading global region for net-zero carbon, sustainable economic growth where integrated transport, digital and energy networks have delivered a step-change in connectivity and environmental quality.*

*A high-quality, reliable, safe and accessible transport network will offer seamless door-to-door journeys enabling our business to compete and trade more effectively in the global marketplace and giving our residents and visitors the highest quality of life.*

11. The Strategy's goals therefore revolve around the three considerations of Economy, Society, and Environment. Focusing work on the three areas gives rise to the following key principles:

- supporting economic growth, but not at any cost;
- achieving environmental sustainability;
- planning for successful places;
- putting the user at the heart of the transport system; and
- planning regionally for the short, medium, and long term.

12. Economic growth can significantly improve quality of life and wellbeing, but unconstrained growth can have damaging side effects. A major principle of the strategy is to deliver economic growth in a way that is balanced with social and environmental outcomes. Attractive, sustainable, and viable alternatives to the car and road freight must be provided, which can be delivered through more closely integrated land use and transport planning and demand management policies. The strategy aims to place the user of the transport system at its heart, whether that be as a public transport passenger or freight user, seeking to understand and improve the whole journey from origin to destination. The strategy aims to build on existing work streams, including Strategic Economic Plans, Local Plans, Local Transport Plans and Local Industrial Strategies, and adopt a larger scale perspective focusing on economic hubs, cross-boundary journeys and major transport corridors.

### **Hampshire and the County Council's Response Key Principles**

13. The principles set out below comprise a recommended framework for the County Council's response to the consultation.

14. Principle 1 – The County Council is supportive of the need to have **a strong voice** for the South East. It is supportive of the development of a strong evidence base to underpin a regional transport strategy and the transport strategy being consulted on over December 2019.

15. Principle 2 – The transport strategy follows a **clear methodology** which sets out a vision, strategic goals and priorities, some key principles for achieving that vision, and uses six journey types of movement to illustrate the challenges faced

by the South East and how the strategy may resolve these. The methodology is strong and logical.

16. Principle 3 – The transport strategy forms a good and **wide ranging policy framework** (environmental, society, and economy) behind which regional investment decisions and priorities can be assessed and compared. The next steps in the development of the strategy will involve the development of the regional evidence base through several area studies and four thematic studies. These will lead to the development of a strategic investment plan. Whilst it is not available at this time, it is the robustness of that evidence base and how it informs the strategic investment plan that will actually determine the quality of future decision making.
17. Principle 4 – This relates to the practicality of **prioritising future interventions**. It is likely that future funding will be restricted and that prioritisation through the strategic investment plan will become difficult due to the wide ranging focus of the strategy. Whilst the County Council would not disagree with the need to start with a wide angle view, it will very soon become necessary to focus in on a very few initiatives. The strategy does not seek to do this at this time but could do so by weighting or putting a value on the 15 strategic priorities. The County Council suggests that some additional consideration is given to how this might be done and the development of a regional prioritisation tool.
18. Principle 5 – Focusing on **what role TfSE needs to play**. In taking a wide view the strategy ventures into areas of activity where local transport governance is best placed to deliver. Examples include active transport, which is best delivered through local walking and cycling plans, and bus subsidy, which is currently funded by local highway authorities. The strategy going forward should focus TfSE efforts on adding the most value to the region, for example by dealing with the bigger issues that the local authorities on their own have been unable to resolve individually. An example is lobbying for better integrated rail and bus ticketing practice as opposed to, for example, setting up regional ticketing schemes for buses that are best delivered in local travel to work areas. The strategy and future prioritisation process may be enhanced from a short additional section, which sets out a clear set of core operational principles related to when TfSE has a role and when it does not.
19. Principle 6 – How **major economic/population hubs** are represented in the strategy and the economic evidence base needs to be reconsidered. It is good that the importance of the Ports of Southampton and Portsmouth, Heathrow and Gatwick feature prominently and that they are considered important Gateways. However, there are many areas considered to be “major economic hubs” and there is little to distinguish between those which are of higher scale and size of activity. It is in the larger hub locations (which may also serve as gateways) where investment is likely to be most sustainable, have highest value, and be needed the most. Furthermore, the application of the concept of “journey types” identified in the strategy could focus attention on “spokes” or “corridors” of investment. Whilst these will inevitably lead to economic hubs, it is important to note that the case for investing in packages of complementary interventions at hub locations is already a key feature of the current funding environment. For example, packages of investment are being developed around the Transforming Cities Funds currently in development. A possible way forward would be to

classify hubs as regionally or locally significant and to include the concept of hubs as a new journey type or combine with the “gateways” movement type.

20. Principle 7 –The economic evidence base defines an area’s importance in regard to the proportion of jobs held in a specific priority sector. A better way to do this would be to represent the actual rather than proportionate figures within the analysis and future area studies. This would avoid smaller economies with relatively higher proportions but actually very low numbers being overrepresented in the analysis and in future prioritisation.
21. Principle 8 – In light of the strong signals the new Government has made of its intention to prioritise investment in central and northern England, TfSE should support the national agenda by prioritising transport interventions that improve connectivity with the wider country, particularly in terms of improving access from the north to export gateways in the south. As part of this, it will be vital to prioritise road and rail links between Southampton and the midlands and the north, such as the A34 corridor or the railway line between Basingstoke and Reading.

### **Performance**

22. A mechanism for monitoring and evaluating the progress of the Transport Strategy will be established. This will include monitoring the delivery of the Strategy priorities. It will also include tracking outcome orientated key performance indicators, which are contained in the draft strategy.

### **Consultation and Equalities**

23. A public consultation exercise is being undertaken on the draft Transport Strategy in the autumn of 2019. The purpose of the consultation is to seek the views of a wide range of stakeholders on the draft Transport Strategy. The aim is to ensure buy in to the vision of the future set out in the Transport Strategy. The consultation exercise is being undertaken over a twelve week period ending on 10<sup>th</sup> January 2020. The County Council has sought and has been granted a short extension to tie in with the Executive Member Decision process which will enable the County Council’s response to obtain Executive Member approval. The Transport Strategy, Integrated Sustainability Appraisal, and supporting evidence are being made available to the public and all consultees along with a consultation questionnaire. The consultation exercise is being publicised online, in the press, and on social media. The online information for the Public Consultation is being supplemented by a series of engagement events.
24. The recommendations in this report relate to a consultation response and will not have a direct impact on any groups with protected characteristics. Any arising schemes affecting Hampshire residents will be assessed for impacts on groups with protected characteristics as proposals develop.

### **Governance**

25. Transport for the South East has put in place governance arrangements that will enable the development, oversight, and delivery of the Transport Strategy. It is envisaged that this governance framework will be further formalised as and

when Transport for the South East becomes a statutory sub-national transport body.

### **Next Steps**

26. At the end of the consultation period, Transport for the South East will produce a consultation report on the draft Transport Strategy that will summarise an analysis of the responses and how the final version of the Transport Strategy should evolve to reflect feedback provided.
27. Following consideration of all feedback, the draft Transport Strategy will be revised and a final version will be presented to the Shadow Partnership Board. The Strategy will have to go through an individual approval process for each constituent authority, and in the case of Hampshire County Council this will entail presentation to the full council for formal approval.
28. Transport for the South East is planning to commission a set of studies to explore some of the themes outlined in this Transport Strategy, which will include area studies that focus on types of corridors and journeys in the South East and further work on various thematic studies. These studies are likely to include (but not be limited to) the following:
  - area focussed studies, which will focus on groups of corridors;
  - Freight Strategy and Action Plan;
  - Future Mobility Strategy;
  - Mobility as a Service; and
  - Smart and Integrated Ticketing.

**REQUIRED CORPORATE AND LEGAL INFORMATION:**

**Links to the Strategic Plan**

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

**Other Significant Links**

<b>Links to previous Member decisions:</b>	
<u>Title</u> <a href="#">Transport for the South East – HCC Response to Formal Consultation on the Draft Proposal to Government</a>	<u>Date</u> 16 July 2019
<b>Direct links to specific legislation or Government Directives</b>	
<u>Title</u>	<u>Date</u>

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

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## Transport for the South East Draft Transport Strategy: consultation questionnaire

### Have your say

We are interested in your views on our draft Transport Strategy. Please read the draft Transport Strategy, which is available from our [website](#), before completing the questionnaire.

Our consultation is open from 7 October 2019 to 10 January 2020. You can submit your views in the following ways:

- Complete the questionnaire online via [transportforthesoutheast.org.uk/transport-strategy](https://transportforthesoutheast.org.uk/transport-strategy)
- Complete this form and return by email to [tfse@eastsussex.gov.uk](mailto:tfse@eastsussex.gov.uk)
- Complete this form and return by post to **Freepost TRANSPORT FOR THE SOUTH EAST**

Please submit your views by **11:59pm on 10 January 2020**.

If you are returning this form by email or by post, and do not have enough space in the following text boxes, you are welcome to include separate sheets. If so, please specify which question(s) you are responding to.

### Privacy notice

We take data protection seriously. Please be assured that your information will be used appropriately in line with data protection legislation, will be stored securely and will not be processed unless the requirements for fair and lawful processing can be met.

Information that you provide through this questionnaire will be used to inform the development of Transport for the South East's Transport Strategy and to keep you updated on our work. Responses will be shared with our suppliers responsible for the consultation analysis and reporting, though your information will never be sold for direct marketing purposes.

Our staff are trained to handle your information correctly and protect your confidentiality and privacy. Once the Transport Strategy has been completed in 2020, your records will be retained for no more than two years following that date. Our full privacy notice is available from [transportforthesoutheast.org.uk/privacy](https://transportforthesoutheast.org.uk/privacy)

A summary of responses to this consultation will be published on the TfSE website at [transportforthesoutheast.org.uk](https://transportforthesoutheast.org.uk). The summary will include a list of organisations that responded but not personal names, addresses or other contact details. If you do not wish for your organisation's name to be included in the analysis of responses, please tick the box below:

**I want my organisation's details to remain confidential in any published analysis**

If you would like to be added to our email database to receive regular updates from Transport for the South East, please tick the box below and supply your email address.

**I would like to receive news and updates from Transport for the South East by email**

**Email address:** \_\_\_\_\_

### Further information

If you have any questions about the consultation, you can contact us by email at [tfse@eastsussex.gov.uk](mailto:tfse@eastsussex.gov.uk) or call us on **0300 3309474**.

## About you

The following questions will help us to understand the range of people and organisations who have submitted responses to the consultation. The information you provide will not be used for any purpose other than assessing responses.

**1. Are you providing your own response or responding on behalf of an organisation/group?** *Please tick one of the boxes below.*

- Providing my own response (please respond to Question 2)
- Responding on behalf of organisation/group (please respond to Questions 3 and 4)

**2. If you are responding as an individual, please provide your name and postcode below and then continue to Question 5.**

Name: \_\_\_\_\_

Postcode: \_\_\_\_\_

**3. If you are responding on behalf of an organisation or group, please provide the following details:**

Organisation name: Hampshire County Council

Your name: Andrew Wilson

Your role: Integrated Transport Manager

**Please turn over.**

#### 4. Which category of organisation or group are you representing?

*(Please tick all the boxes that apply)*

- Academic (includes universities and other academic institutions)
- Business
- Business representative group (includes CBI, Chambers of Commerce, LEPs)
- Campaign group
- Charity/voluntary sector group
- Elected representative (includes MPs, MEPs and local councillors)
- Environment, heritage, amenity or community group (includes environmental groups, schools, church groups, residents' associations, recreation groups and other community interest organisations)
- Local Government (includes county councils, district councils, parish and town councils and local partnerships)
- Professional body/representative group
- Statutory body
- Transport, infrastructure or utility organisation (includes transport bodies, transport providers, infrastructure providers and utility companies)
- Think tank
- Transport user group
- Prefer not to say
- Other *(please tick box and specify below)*:  
\_\_\_\_\_

#### 5. Please confirm that you have read the draft Transport Strategy before completing this questionnaire? *Please tick as appropriate*

- I have read the full [draft Transport Strategy](#)
- I have read the [draft Transport Strategy executive summary](#), but not the full document
- I have not read either the full draft Transport Strategy nor the executive summary

## Our Approach

**6.** Rather than the traditional transport planning approach of ‘predict and provide’ based on responding to trends and forecasts, we have adopted a ‘decide and provide’ approach to identify a preferred future for the South East in 2050. *Please see Paragraphs 1.16 to 1.20 of the draft Transport Strategy for further information.*

**To what extent do you agree or disagree with the use of this ‘decide and provide’ approach?**

*Please tick one box.*

Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**7.** The draft Transport Strategy advocates the evolution of transport policy away from one based on ‘planning for vehicles’ to one based on ‘planning for people’ and ‘planning for places’ *Please see Paragraphs 1.21 to 1.25, and Figure 1.3, of the draft Transport Strategy for further information.*

**To what extent do you agree or disagree that transport policy across the South East should evolve in this way?** *Please tick one box.*

Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**8.** In Paragraphs 1.26 to 1.30 of the draft Transport Strategy, we explain our preferred future scenario: ‘Sustainable Route to Growth’.

**How important do you feel the key features of our ‘Sustainable Route to Growth’ scenario are for the future of the South East?** *Please tick one box for each feature.*

Key feature	Very important	Fairly important	Neither important / unimportant	Fairly unimportant	Not important at all	Don't know
The South East is less reliant on London and has developed its own successful economic hubs	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The benefits of emerging technology are being harnessed	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Land-use and transport planning are better integrated	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Key feature	Very important	Fairly important	Neither important / unimportant	Fairly unimportant	Not important at all	Don't know
A shift away from private cars towards more sustainable travel modes	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Targeted demand management measures, with more mobility being consumed on a 'pay as you go basis'	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The transport system delivers a cleaner, safer environment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**9. Do you have any additional comments about our approach to developing the draft Transport Strategy?** *Please describe these below.*

Hampshire County Council supports the principle of TfSE providing a strong voice that will maximise transport investment in the South East. We are supportive of the development of a strong evidence base that will underpin the regional transport strategy. The strategy follows a clear methodology which sets out a vision, strategic goals and priorities. The methodology is strong and logical.

## Our Area

**10.** Chapter 2 of the draft Transport Strategy summarises the characteristics, challenges and opportunities in the South East.

**To what extent do you agree or disagree that the evidence set out in Chapter 2 of the draft Transport Strategy makes a strong case for continued investment in the South East's transport system?** *Please tick one box.*

Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**11. Please use the space below to provide any other comments you may have about the information set out in Chapter 2, or any additional evidence that you think should be included.**

The draft strategy creates a positive and wide ranging policy framework (environment, society and economy), through which priorities can be assessed and compared resulting in well-evidenced investment decisions. The six journey types of movement used are a sound means of illustrating the transport challenges faced by the South East and how the investment plan resulting from the strategy will help to tackle these challenges.

## Our Vision, Goals and Priorities

**12.** Our vision is that: ‘By 2050, the South East of England will be a leading global region for net-zero carbon, sustainable economic growth where integrated transport, digital and energy networks have delivered a step-change in connectivity and environmental quality.

‘A high-quality, reliable, safe and accessible transport network will offer seamless door-to-door journeys enabling our businesses to compete and trade more effectively in the global marketplace and giving our residents and visitors the highest quality of life.’

**To what extent do you support or oppose our vision for the South East?**

*Please tick one box.*

Strongly support	Tend to support	Neither support nor oppose	Tend to oppose	Strongly oppose	Don't know
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**13. Do you have any further comments on our vision?** *Please provide these below.*

Hampshire County Council supports the vision as proposed in the draft strategy. It is clear, ambitious and deliverable with the appropriate level of investment and collaborative working. However, it is important that the vision is bought into by the region's transport operators, planning authorities, infrastructure providers and Government who will all need to play a fundamental role in delivering TfSE's aspirations for significant increases in rail and bus journeys.

**14.** The draft Transport Strategy sets out three strategic goals that underpin our vision. These goals will help to translate the vision into more targeted and tangible actions (*please see Paragraphs 3.3 to 3.7 for more details on our vision and goals.*)

**To what extent do you agree or disagree with the goals set out within the draft Transport Strategy?**

*Please tick one box for each goal.*

Goal	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
Improve productivity and attract investment to grow our economy and better compete in the global marketplace	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improve health, safety, wellbeing, quality of life, and access to opportunities for everyone	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Protect and enhance the South East's unique natural, built and historic environment, and tackle climate change together	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**15.** Under each of the three goals, we set out a number of specific economic, social and environmental priorities. Further information on these priorities can be found in *Paragraphs 3.8 to 3.10 of the draft Transport Strategy*.

**To what extent do you agree or disagree that these are priorities which the Transport Strategy should aim to achieve?** Please tick one box for each row.

Priority	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
<b>Economic priorities</b>						
Better connectivity between our major economic hubs, international gateways and their markets	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
More reliable journeys between the South East's major economic hubs and international gateways	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
A more resilient transport network to incidents, extreme weather and the impacts of a changing climate	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Helping our partners meet future housing, employment and regeneration needs sustainably	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Use of digital technology to manage transport demand, encourage shared and efficient use of transport	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Social priorities</b>						
A network that promotes active travel and active lifestyles	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improved air quality through initiatives to reduce congestion and encourage shifts to public transport	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
An affordable, accessible transport network for all that promotes social inclusion and reduces barriers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
A seamless, integrated transport network with passengers at its heart	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
A safely planned, delivered and operated transport network	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Priority	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
Environmental priorities						
A reduction in carbon emissions to net zero by 2050	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
A reduction in the need to travel, particularly by private car	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
A transport network that protects and enhances our natural, built and historic environments	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Use of the principle of 'biodiversity net gain' in all transport initiatives	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Minimisation of transport's consumption of resources and energy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**16. Are there any other economic, social and/or environmental priorities which you feel the Transport Strategy should aim to achieve? Please describe these below.**

The strategy needs to be cognisant of how transport policies can link to healthy lifestyles. As the strategy work develops, close links with the Health sector must be maintained to ensure consistency of message and joined-up approaches across the sectors, which can encourage people to make transport choices that have a positive impact on healthy lifestyles.

**17. The draft Transport Strategy sets out a number of principles that are used to identify the key transport issues and opportunities in the South East (see Paragraphs 3.11 to 3.38 of the draft Transport Strategy for more information).**

**To what extent do you support or oppose these principles? Please tick one box for each principle.**

Principle	Strongly support	Tend to support	Neither support / oppose	Tend to oppose	Strongly oppose	Don't know
Supporting sustainable economic growth, but not at any cost	<input checked="" type="checkbox"/>	<input type="checkbox"/>				
Achieving environmental sustainability	<input checked="" type="checkbox"/>	<input type="checkbox"/>				
Planning for successful places	<input checked="" type="checkbox"/>	<input type="checkbox"/>				
Putting the user at the heart of the transport system	<input checked="" type="checkbox"/>	<input type="checkbox"/>				
Planning regionally for the short, medium and long-term	<input checked="" type="checkbox"/>	<input type="checkbox"/>				

## Our Strategy

**18.** Six key journey types are identified within Chapter 4 of the draft Transport Strategy. We identify the key challenges and opportunities for each of the six journey types, and indicate the types of schemes and policy responses that will be needed to address these challenges. Subsequent area studies will be used to identify comprehensive packages of initiatives. **We are not seeking detailed feedback on individual schemes at this stage**, but we want to make sure we have identified the key challenges and the broad types of responses that will be needed for each of the movement types.

**To what extent do you agree or disagree that the key challenges relating to each of the journey types have been correctly identified?** *Please tick one box for each journey type.*

Journey type	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
Radial journeys	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Orbital and coastal journeys	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Inter-urban journeys	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Local journeys	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
International gateways and freight journeys	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Future journeys	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**19. Please use the space below to make any additional comments on the key challenges that have been identified, or to explain any additional challenges that you think need to be addressed.**

*Please specify which movement type(s) your comments relate to.*

The six journey types identified provide a clear basis to illustrate the transport challenges faced by the South East and how the strategy can help to resolve these challenges. There is scope to expand the journey types to accommodate investment in and around major economic hubs - see the following comments box.

**20. To what extent do you agree or disagree with the initiatives we have outlined to address the challenges that have been identified for each journey type?** *Please tick one box for each journey type.*

Journey type	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
Radial journeys	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Journey type	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
Orbital and coastal journeys	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Inter-urban journeys	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Local journeys	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
International gateways and freight journeys	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Future journeys	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**21. Do you have any additional comments on the journey types which form part of our draft Strategy, including any of the initiatives we have identified for each of the journey types?** *Please provide details below, making clear where applicable which initiative(s) you are referring to.*

The concept of identifying journeys by type is sound. However, the corridor or 'spoke' approach to investment focused on economic hubs that will ensue needs to also take into account investment in packages of complementary interventions at economic hub locations, which is a key feature of the current funding environment e.g. Transforming Cities Fund packages being delivered. A possible way forward could be to classify hubs as regionally or locally significant, and to potentially include the concept of hubs as an additional 'journey type', or include with the 'gateways' movement type.

## Implementation

**22.** In Chapter 5 of the draft Transport Strategy, a number of performance indicators are set out that will be used to monitor progress of the Strategy.

**To what extent do you agree or disagree with these performance indicators?**

*Please select one box for each performance indicator group.*

Performance indicator group	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
Economic performance indicators	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Social performance indicators	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Environmental performance indicators	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**23.** Chapter 5 of the draft Transport Strategy also sets out how the Strategy will be implemented, including Transport for the South East’s role and future funding challenges.

**Do you have any comments about the implementation of the Strategy including the performance indicators, our role and/or the future funding challenges?**

*Please describe these below.*

In terms of the role that TfSE needs to play, the strategy ventures into areas of activity where local transport governance is best placed to deliver. Examples include active transport delivered through local walking and cycling plans, or bus subsidy which is funded by local highway authorities. Going forward, the strategy should focus TfSE’s efforts on where it can add most value to the region, e.g. by tackling the bigger issues that local authorities on their own have been unable to resolve individually. A specific example would be lobbying for better rail and bus integrated ticketing systems, as opposed to setting up and managing regional ticketing schemes that would be best delivered in local travel to work areas. In this respect, the strategy would benefit from a clear set of core principles identifying when TfSE has a role and when it does not.

In respect of funding challenges, the strategy needs to identify the different pathways that could be followed to secure transport investment in the region across all modes of transport, from both the public and private sectors. This should include a review of existing options and investigation of innovative funding methods and case studies of where new approaches have been successful in levering in new funding, e.g. Workplace Parking Levy.

It is important that delivery of the strategy priorities is monitored closely. The key performance indicators proposed in the draft strategy are comprehensive.

## Integrated Sustainability Appraisal

Alongside the draft Transport Strategy, we have also completed an Integrated Sustainability Appraisal, which has looked into the potential impacts that the Transport Strategy could have on a range of sustainable development indicators. This includes (but is not limited to) impacts on the environment, health, equality of access to opportunities, and community safety. You can [view this document](#) as part of the public consultation. The following questions are about the independent Integrated Sustainability Appraisal. Please therefore read the Integrated Sustainability Appraisal document before answering the following questions.

**24. To what extent do you agree or disagree that the Integrated Sustainability Appraisal represents a thorough assessment of the draft Transport Strategy?**

*Please tick one box only.*

Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**25. Do you have any additional comments regarding the Integrated Sustainability Appraisal?**

*Please describe these below.*

## Overall views

**26. To what extent do you agree or disagree that the draft Transport Strategy provides the mechanism that will enable Transport for the South East to achieve our mission of growing the South East's economy by delivering a safe, sustainable and integrated transport system that makes the region more productive and competitive, improves the quality of life for all residents and protects and enhances its natural and built environment.**

*Please tick one box only.*

Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**27. Are there any additional comments that you would like to make that are relevant to this consultation on the draft Transport Strategy for the South East?**

*Please describe these below.*

In respect of prioritising future interventions, Hampshire County Council believes that future funding is likely to be restricted and that prioritisation will become difficult due to the wide ranging focus of the strategy. It will consequently become necessary to focus on a small number of specific initiatives. The strategy does not seek to do this at this time but we suggest that this process could be started by weighting or putting a value on the fifteen strategic priorities. We also recommend that a regional prioritisation tool is developed.

In light of the strong signals the new Government has made of its intention to prioritise investment in central and northern England, TfSE should support the national agenda by prioritising transport investments that improve connectivity with the wider country, particularly in terms of improving access from the north to export gateways in the south. As part of this it will be vital to prioritise rail and road links between Southampton and the Midlands, such as the rail line between Basingstoke and Reading, and the A34 road corridor.

In terms of how major economic/population hubs are represented, we are pleased to see that the ports of Portsmouth and Southampton along with Heathrow and Gatwick airports are considered important gateways. However, how they are dealt with in the strategy needs to be reconsidered. There are 30+ major economic hubs identified but there is little to distinguish those of a higher scale an impact on the regional economy. It is in the larger hub locations which may also serve as gateways, that investment is most likely to be sustainable and represent the highest value.

Moving to the economic evidence base, this defines an area's importance with regard to the proportion of jobs held in a specific priority sector. A more appropriate way of doing this would be to represent the actual rather than proportionate figures within the analysis and the proposed future area/corridor studies. This would avoid smaller economies with relatively high proportions but low absolute numbers being over-represented in the analysis and in future prioritisation.

**Thank you for taking the time to complete this questionnaire.**

## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Economy, Transport and Environment
<b>Date:</b>	14 January 2020
<b>Title:</b>	ETE Capital Programme Monitoring
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Amanda Beable

**Tel:** 01962 667940

**Email:** amanda.beable@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 in 2019/20 and provides recommendations for changes to the programme in 2019/20 and beyond.

#### Recommendations

2. That the Executive Member for Economy, Transport and Environment seeks approval from Cabinet for the value of the A30 corridor - Brighton Hill scheme to be increased from £18.828 million to £20.65 million.
3. That the Executive Member for Economy, Transport and Environment seeks approval from Cabinet for an increase in the value of the Redbridge Causeway scheme in the Structural Maintenance programme from £8.4 million to £9.7 million.

#### Executive Summary

4. The Economy, Transport and Environment's (ETE) capital programme contains a range of projects, including but not limited to: highways maintenance, transport improvements, flood alleviation, waste management, bridge strengthening, town centre improvements and highways safety.
5. 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.
6. This paper provides a short narrative summary of progress and delivery within the capital programme. The two additional appendices to this report provide more detailed information and are referenced where relevant.

7. This paper also contains recommendations for the consideration of the Executive Member for Economy, Transport and Environment.

### **Expenditure and Finance**

8. This section provides an update on the capital programme expenditure and finance since the beginning of 2019/20.
9. Gross spend across the capital programme from 1 April to 30 November 2019 is £44.103 million. Appendix 1 shows where expenditure is being made across ETE's programme.
10. A review of planned expenditure was undertaken in the autumn, taking in to account planned carry forwards for schemes due to commence in future years as notified at this point. Further review will take place before the end of the financial year, and based on experience, further deferments and/or amendments are likely to occur in the final quarter and will be subject to potential impacts from adverse winter weather events. At this stage, based on assumptions drawn from previous years, the predicted outturn is likely to be in the region of £85million.
11. The Executive Member for Economy, Transport & Environment approved the following Project Appraisal on 12 November 2019:
  - Highway improvements and Toucan Crossing, and Cycle Improvements – Hambledon Road, Waterlooville - £0.452 million.
12. Required adjustments to the schemes capital programme entry has been made accordingly.
13. At the end of November 2019 the Transforming Cities Fund bids for Portsmouth city region and Southampton city region were submitted to the DfT, the outcome of these bids is expected in the final quarter of 2019/20.

### **Delivery and Programme Changes**

14. This section details significant points concerning the delivery of the elements within each Economy, Transport and Environment sub-programme since the last report and recommends amendments and additions to the capital programme for approval.

#### Structural Maintenance Programme

15. Progress within the Hampshire Highways Service Contract has continued. At the end of Quarter 2, 59% of the schemes programmed for 2019/20 have been completed. Remaining schemes are programmed for delivery although resource availability remains a risk.
16. Turning to the Structures sub-programme, over the summer and early autumn 13 road bridges were re-painted across the County. This was a mixture of parapet repair and painting, and deck painting. For Holmsley bridge replacement, in the New Forest, the outcome of the planning application for

the new bridge and road alignment is awaited from the National Park Authority.

17. In September 2018, a paper was presented to, and subsequently approved by, the Executive Member for Environment and Transport, which set out details of major structural repairs required to the four bridges at A35 Redbridge Causeway. The paper sought specific approval for the project appraisal for Work Package 2 (Redbridge Viaduct and Redbridge Road).
18. The costings within the September 2018 paper for Work Package 2 were based on inspection and testing data that was available at that time. Since then, there has been significant further deterioration to the Redbridge Viaduct supports (over 100 in total) with planned repair areas increasing as a consequence. Contract documents, including restrictions agreed with the Marine Management Organisation and Environment Agency, and also detailed construction drawings, are now complete and priced. As a direct consequence of the increased repair areas and further deterioration of the concrete structures, the cost of the scheme has risen to £9.7million. The increased costs (£1.3million) over the originally reported £8.4million will be borne by the Bridges Capital Maintenance budget. Under existing approvals, works commenced on site in January 2020 due to the urgency of dealing with the worst affected areas of structural decay. This paper proposes that the Executive Member for Economy, Transport, and Environment makes a recommendation to Cabinet that the financial envelope for these works is expanded to accommodate the necessary additional spend, to be funded as detailed above.
19. It is therefore recommended that the Executive Member seeks approval from Cabinet for an increase in the value of the Redbridge Causeway scheme in the Structural Maintenance programme from £8.4 million to £9.7 million.
20. At the end of July the DfT announced its latest Challenge Fund and in October Hampshire County Council submitted one 'Bid' for the Holmsley bridge replacement scheme (for DfT funding of £4.5million) as well as two 'Expressions of Interest' (EOIs) for Langstone bridge refurbishment at Hayling Island (DfT funding sought £9million) and for Havant Station Footbridge replacement (DfT funding sought £5million). In addition, the outcome of the Major Road Network Fund bid for Redbridge Work Package 3, endorsed by Transport for South East (TfSE) in July, is awaited from DfT.

#### Integrated Transport Programme

21. Integrated Transport Programme schemes across the county continue to be progressing well. Of particular note is the progress made to secure funding for major schemes, including the signing of £13million and £6.7million funding agreements with Enterprise M3 Local Enterprise Partnership (LEP) for schemes in Basingstoke and Farnborough and the signing of a funding agreement for an additional £27 million of funding for Stubbington Bypass with the Solent LEP.

22. As detailed in the November 2019 Capital Programme Monitoring Report, a review of the remaining 2019/20 capital programme has now taken place to determine which schemes programmed for delivery in 2019/20 require deferral to later programme years. Local members have been consulted as part of the review, with the Director for Economy, Transport and Environment approving the deferrals in December 2019, as set out in Appendix 2.
23. Work is progressing well on developing the A30 Corridor improvements to Brighton Hill roundabout. With the progression of the scheme design and more detailed survey work to better understand the extents of the utility diversions, further costs have been identified to the value of £1.8252 million. This change will increase the overall value of the scheme from £18.828 million to £20.65 million.
24. It is therefore recommended that the Executive Member for Economy, Transport and Environment seeks approval from Cabinet for the value of the A30 corridor - Brighton Hill scheme to increase from £18.828 million to £20.65 million.
25. Work is also progressing well on the development of transport infrastructure in the Botley area. Currently the ETE 2019/20 programme includes a scheme within the Botley area with a value of £37.441 million. It is anticipated that changes to funding and scheme particulars will be recommended to Cabinet in February 2020. These changes will be reflected in future ETE Capital Programme Monitoring reports as required.
26. Safety improvement measures are being developed for the Golden Pot crossroads on the B3349 Old Odiham Road near Alton. A collision on 8 November was the first injury accident at this location since September 2017 when the last set of measures were installed. The installation of an additional STOP sign and improved road markings on the Shalden approach, as well as narrowing the junction itself is being planned. Following the recent collision additional measures will be considered following meetings with local representatives. It is expected that the finalised scheme will cost in the region of £20,000 and will be funded through the annual Casualty Reduction Programme budget.

#### Waste Programme

27. The programme of in-depth Household Waste Recycling Centre (HWRC) site reviews is continuing with minor works identified and undertaken as required to ensure that sites run efficiently and safely. Feasibility work is underway on a potential site to relocate the Hartley Wintney HWRC, at time of writing, it is anticipated that this will have been completed by the end of Quarter 3 2019/20 with a decision on the business case in Quarter 4 2019/20. The County Council has commissioned consultants to consider all its existing infrastructure to determine whether it is fit for purpose in the context of future legislative requirements and the need to improve performance. Closed landfill works continue to be progressed at Hook Lane (gas flare) and Newnham (surface water drainage investigations) which are likely to continue into 2020/21.

### Flood Risk and Coastal Defence Programme

28. An independent contract to implement complex structural works on the Buckskin Flood Alleviation Scheme was completed in November 2019. Phase 2 was procured, and the contract awarded in the autumn. Works commenced in November and are scheduled to be completed by summer 2020.
29. Phase 1b of the Farringdon Flood Alleviation Scheme was completed successfully. An outline business case for funding for Phase 2 was submitted to the Environment Agency in December 2019. It is planned to undertake Phase 2 later this year.
30. The Romsey Flood Alleviation Scheme contains a number of elements. Improvements to the River Test began in 2019 and are well advanced with substantial completion due to be achieved by the end of this year. Work on the Mainstone element of the scheme commenced before Christmas and will be completed by the spring 2020. Works on Middlebridge Street will be procured in early 2020 and it is anticipated that this will be completed by July 2020.
31. A programme of small-scale alleviation measures is being developed with implementation of flood risk reduction measures at Enmill Lane, Pitt, completed in October 2019. A project appraisal for flood alleviation works at Rectory Road and Sycamore Road in Farnborough is currently being prepared with implementation planned for summer 2020.
32. Funding for a number of schemes from both the Flood Defence Grant-in-Aid and Local Levy are due to be claimed before the end of the financial year.

### Economic Development Programme

33. The final stage of the County Council's involvement with the Daedalus East infrastructure works for the Solent Enterprise Zone comes to an end at the end of this financial year, with the requirement to repay the outstanding value of the Solent LEP's Growing Places Fund. The County Council entered into an agreement with the Homes and Communities Agency, which was subsequently novated to Fareham Borough Council when that authority purchased the Fareham part of the enterprise zone land, to provide sufficient resources to allow the County Council to make this repayment. Hampshire County Council is engaging with Fareham Borough Council to ensure this payment is made within the agreed timescales.
34. Turning to the Transforming Cities Fund – Portsmouth and Southampton City Regions – the Economic Development team has been working with the other local authorities to facilitate letters of support from appropriate private sector stakeholders and businesses to strengthen the two bids submitted at the end of November 2019.

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

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Additional Appendix 1

Additional Appendix 1: Table of expenditure across ETE capital programme in 2019/20

Gross Expenditure		To 30 November 2019 Periods 1-8 £
Structural Maintenance		28,096,920
Integrated Transport Programme		14,698,885
Flood & Coastal Defence Management		1,058,866
Solent Enterprise Zone		145,134
Community Transport		100,538
Waste		2,479
PRIP (residual)		0
<b>TOTAL</b>		<b>44,102,822</b>

## Additional Appendix 2

The following is a list of delegated decision that have been made since the last update:

- Eastleigh Borough Council – M27 Junction 7 – new addition to the 2020/21 capital programme at £1,200,000. Externally funded.
- Test Valley Borough Council - North Baddesley: Firgrove Road to Castle Lane Cycleway – to defer this scheme to the 2020/21 capital programme.
- Test Valley Borough Council – Andover Railway/Environmental Improvement – defer to the 2022/23 capital programme.
- Eastleigh Borough Council – West End High Street Access Imp – defer to the 2020/21 capital programme.
- East Hampshire District Council – Whitehill & Bordon Integration works – defer to the 2020/21 capital programme, reduce value to £2,168,000 and name change to Whitehill & Bordon C114 Highway and Cycle improvements.
- Havant Borough Council – Emsworth Cycling Imps (Phase 5 Station Links) – to remove this scheme from the 2018/19 capital programme.
- New Forest District Council – HtST Access to Hounslow School (Marchwood), New Forest – to remove this scheme from the 2019/20 capital programme.
- East Hampshire District Council – Alton Station Forecourt – to move £106,000 of Market Towns funding to 2020/21 capital programme.

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## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Economy, Transport and Environment
<b>Date:</b>	14 January 2020
<b>Title:</b>	ETE Proposed Capital Programme 2020/21, 2021/22 and 2022/23
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Amanda Beable

**Tel:** 01962 667940

**Email:** amanda.beable@hants.gov.uk

#### Purpose of this Report

1. The purpose of this paper is to set out, subject to confirmation of funding, the proposals for the Economy, Transport and Environment (ETE) Capital programme for 2020/21, 2021/22 and 2022/23 and to seek approval for their onward submission to the Cabinet in February 2020. Appendix 1 is the approved format for the budget book and Appendix 2 is a simplified view with expenditure profiled.

#### Recommendation

2. That the Executive Member for Economy, Transport and Environment recommends approval to the Leader and Cabinet of the proposed 2020/21, 2021/22 and 2022/23 capital programmes totalling £161.930million, as set out in this report and in Appendices 1 and 2.

#### Executive Summary

3. The proposals set out in this report amount to just under £162million across the next three years. Government formula settlements (£86.132million) and Government competitively bid grants (£6.4million) make up the bulk of the funding, with other competitively-bid project specific grants, e.g. Local Growth fund (LGF) through the Local Enterprise Partnerships (LEPs) (£9.705million) also contributing. The remainder is funded through a mix of local resources, (£36.341million), developer contributions (£19.459million), other funding (£3.045million), and other local authority contributions (£0.848million).

#### Contextual Information

4. Executive Members can now prepare proposals for:
  - a locally resourced capital programme for three years from 2020/21 to 2022/23 within the guidelines of the current capital programme; and

- a programme of capital schemes supported by Government Grants in 2020/21, 2021/22 and 2022/23.
5. The 2020/21, 2021/22 and 2022/23 programmes set out new capital resources only, with the latter two years based on indicative schemes and figures. The 2020/21 and 2021/22 programmes replace previously approved programmes, they do not add to them.
  6. ETE's forward capital programme includes the following programmes:
    - Structural Maintenance;
    - Integrated Transport;
    - Waste;
    - Flood Risk and Coastal Defence; and
    - Economic Development.
  7. The proposed programmes have been prepared in consultation with the Executive Member for Economy, Transport and Environment and have been reviewed by the Economy, Transport and Environment Select Committee. They are to be reported to the Leader and Cabinet on 3 February 2020 to make final recommendation to Council later in February 2020.

## PART A – RESOURCES

### Local Resources

8. Local resources guidelines were agreed by Cabinet on 6 January 2020. The guidelines reflect the additional funding of £10million per annum for Operation Resilience (from 2018/19 for three years), with the assumption that funding will continue at this level in 2022/23 also.
9. Total local resources amount to £36.341million over the next three years.

**Table 1: Local Resources**

	2020/21 £000	2021/22 £000	2022/23 £000	Total £000
Capital Guidelines	11,929	11,929	11,929	35,787
<b>Original Capital Guidelines</b>	<b>11,929</b>	<b>11,929</b>	<b>11,929</b>	<b>35,787</b>
Local Resources Carried Forward/Vired from Earlier Years	554	0	0	554

Additional Approvals	0	0	0	0
<b>Revised Capital Guidelines</b>	<b>12,483</b>	<b>11,929</b>	<b>11,929</b>	<b>36,341</b>

### **Government Formula Allocations**

10. The Department for Transport (DfT) has confirmed the Integrated Transport and Structural Maintenance allocations for 2020/21 and 2021/22 as detailed in Table 3 below.
11. The DfT is yet to confirm that Band 3 (highest band) recipients of its Incentive Fund will be awarded £4.495 million (the maximum available) each year until 2021/22. It is assumed in this report that Hampshire County Council will retain its Band 3 status and that funding remains at this level through to 2022/23 inclusive.
12. Further, in 2015 Government allocated £250 million for all local authorities over a 5-year period until 2020/21 through its Pothole Action Fund. It is assumed that this funding will cease after the instalment of £2.123million in 2020/21.

### **Other Government Funding**

13. The County Council has historically had a great deal of success in securing Local Growth Funding (LGF) from both the EM3 and Solent LEPs, with a significant proportion of Integrated Transport schemes currently being delivered from previous capital programme years (due to the 'starts-based' nature of this programme) being part-funded from LGF funding. Due to the lack of additional Local Growth Funding being made available to the LEPs by central government, the total value of funding from this source has reduced from recent years to £9.705million.
14. At time of writing the outcome of the submission of bids for Transforming Cities Fund Tranche 2 funding was unknown. Given this, schemes that would be delivered based on securing Tranche 2 funds have not been included in this three year capital programme. It should be noted however that a successful outcome will likely lead to a substantial increase in the Integrated Transport Programme element of the ETE three-year capital programme in early 2020/21.

### **Developer Contributions and other external funding**

15. The Department receives contributions from developers towards the cost of highway and transport infrastructure associated with mitigating the effects of developments.
16. This three-year programme includes an estimate of £19.459million from Section 106 developer contributions; however there are many more projects currently at feasibility or early development stages that may well come forward during the year for delivery which may utilise this source.

## Revenue Investment

17. With all these potential funding sources available, it remains important to recognise that these substantial capital grants require revenue investment. Securing these funds requires schemes to be appropriately designed, costed and evidenced. Such activities are multi-disciplinary, time consuming, and do need to be sufficiently resourced if the County Council is to take best advantage. The County Council has had £3.6million over a three-year period allocated to develop the pipeline of schemes within the department up until the end of 2021/22. It is expected however, that over half of this will have been spent by the end of 2019/20, to progress the council's aspirations across early stages of multiple major schemes and strategies, as well as the Transforming Cities Fund bids for scheme development work across the south of the county. Therefore, to continue this vital area of work, at time of writing a bid has been made for further funding in the next three years.

## Total Resources

18. The table below is a breakdown of the capital resources in their respective starts year. This table does not reflect actual expenditure in those years.

**Table 2: Total Capital Resources**

	2020/21 £000	2021/22 £000	2022/23 £000	Total £000
Local Resources	12,483	11,929	11,929	36,341
DfT LTP Grant – Maintenance	21,584	21,584	21,584	64,752
DfT Pothole Fund	2,123	0	0	2,123
DfT Highways Maintenance Incentive Fund	4,495	4,495	4,495	13,485
DfT LTP Grant – Transport (awarded, not spent)	5,296	5,296	5,296	15,888
DfT Pinch Point Grant	0	5,200	0	5,200
LGF Grant – Transport	9,705	0	0	9,705
Highways England	1,200	0	0	1,200
Developer Contributions	10,583	5,645	3,231	19,459

Other Local Authority	848	0	0	848
Other Contributions	3,045	0	0	3,045
<b>Total Programme</b>	<b>71,362</b>	<b>54,149</b>	<b>46,535</b>	<b>172,046</b>

Figures in italics are subject to DfT decisions, for planning purposes it is assumed that funding will keep to current levels.

## PART B: PROGRAMMES

### Structural Maintenance Programme

19. The maintenance programme is a 'spend' based programme, and therefore the figures in this table represent how much will be spent in that year.

**Table 3: Total Programme – Structural Maintenance**

	2020/21 £000	2021/22 £000	2022/23 £000	Total £000
<b>Local resources</b>	11,823	11,823	11,823	35,469
DfT LTP Grant – Maintenance	21,584	21,584	21,584	64,752
DfT Pothole Fund	2,123	0	0	2,123
DfT Highways Maintenance Incentive Fund	4,495	4,495	4,495	13,485
<b>Total Programme</b>	<b>40,025</b>	<b>37,902</b>	<b>37,902</b>	<b>115,829</b>

Figures in italics are subject to DfT and local decisions, for planning purposes it is assumed that funding will keep to current levels.

20. ETE is undertaking feasibility on options to replace some of Hampshire's street lighting with LED, including negotiations with the PFI provider and funder. If this proves viable and full funding is identified, the department would expect to add this replacement programme to the Structural Maintenance programme over this three-year period, with a total value estimated at £3.4million.

## Integrated Transport Programme

21. This programme is a 'starts' based programme, and therefore the figures in table 4 do not represent how much will be spent but the full value of projects that are proposed to start construction in that year.
22. The proposed total value of the three-year ITP Programme is £45.783 million. As this is a 'starts-based' programme this figure does not include the value of schemes currently in delivery which commenced prior to 2020/21. These schemes, including Stubbington Bypass (£34.495 million), M27 Junction 9 (£22.23 million) and Eclipse Busway Phase 1 Completion (£11.602 million), require significant on-going resources from across the department.
23. At present the proposed three-year ITP Programme does not include schemes submitted for funding from DfT's Transforming Cities Fund (Tranche 2). It is expected that the outcome of the two bids will be known later in 2019/20, with schemes successfully gaining funding entering the three-year programme early in 2020/21. Depending on the outcome of the bids, this could significantly increase the overall value of the three-year programme.
24. The 2020/21 main programme provides details of the schemes expected to commence during that financial year. Circumstances outside of the organisation's control such as unexpected public utility apparatus or environmental considerations can intervene that may cause some schemes to be delayed to later financial years. The main 2021/22 and 2022/23 programmes are at this stage provisional and programmed based upon the more limited information available for schemes at a much earlier stage of development.
25. The three-year capital programme has a range of scheme types, including a sub-programme of schemes which are mainly concerned with walking and/or cycling improvements. The current value of this sub-programme is over £10.0million, an increase of £1 million from 2019/20. It is noted however that this is the value of schemes mainly focused on walking and cycling improvements, there are many other schemes in the programme that include walking and cycling elements, which are not included in this sub-programme.
26. The programme includes an allocation of £1.0 million to the Safety Engineering Programme for each of 2020/21, 2021/22 and 2022/23. This budget provides for a combination of planned schemes and other safety measures based on a rigorous process of continuous monitoring of accident statistics, patterns, and trends. Going forward, this programme will be reported to the Executive Member in-year on a rolling basis as part of the quarterly monitoring reports of the capital programme more generally.
27. Appendix 2 provides detail on the schemes to be included in this programme and presents a spend profile across years for information.

**Table 4: Total Programme – Integrated Transport**

	2020/21 £000	2021/22 £000	2022/23 £000	Total £000
Local Resources	554	0	0	554

DfT - LTP Grant - Transport	2,350	1,772	1,650	5,772
DfT - Pinch Point Grant	0	5,200	0	5,200
LGF Grant - Transport	9,705	0	0	9,705
Highways England	1,200	0	0	1,200
Developer Contributions	10,583	5,645	3,231	19,459
Other Local Authority	848	0	0	848
Other Contributions	3,045	0	0	3,045
<b>Total Programme</b>	<b>28,285</b>	<b>12,617</b>	<b>4,881</b>	<b>45,783</b>

28. The County Council is developing additional schemes, which are expected to be added to 2021/22 and 2022/23 capital programme years once further developed. This explains why the value is so much higher in 2019/20 than the following two years.

## Waste Programme

29. Business case modelling has continued on the potential new Materials Recycling Facility (MRF), Veolia has produced a detailed and costed proposal which is being reviewed to determine whether a successful business case can be made. In addition, discussions are taking place with the Project Integra partners to establish a preferred collection system, this to take into account the Government's proposals set out in the recently stalled Environment Bill. There will need to be significant change in terms of the waste disposal and processing infrastructure.
30. The next milestone is a waste summit in February 2020, where decisions will be sought from District and Borough Leaders on what collection system options they wish to pursue in the context of the current performance and legislative issues and this will help inform therefore whether or not to proceed with the MRF.
31. A capital funding bid has been submitted for the upgrading of the current infrastructure to meet the change in service driven by legislation and the need to improve performance. This includes provision of dry mixed recycling infrastructure, food waste processing capacity as well as upgrading of the waste transfer network to enable new and increasingly separated materials streams to be collected and bulked for transport to final destinations.

## Flood Risk & Coastal Defence Programme

32. Significant progress has been made in the implementation of the County Council's Flood Risk and Coastal Defence Programme. The approved programme includes a Main and Pipeline programme of locations that, subject to further investigation, have been identified for potential flood risk reduction measures. Additional locations have also been identified and these are included in an extended programme for investigation and, if appropriate, scheme development.
33. The estimated value of the Main, Pipeline and the extended programme of investment is £24 million. The County Council has made available just under £14 million of local resources towards this total with the balance anticipated to be drawn from other sources including Flood Defence Grant in Aid (FDGiA), Regional Flood and Coastal Committee (RFCC) Local Levy, other local authorities and the private sector.
34. To date, £9.45 million has been invested in the development of a range of schemes with £4.7 million of this total secured from national FDGiA, local levy and contributions from partners. A further £3.4 million of local levy is due to be drawn down for the Buckskin Flood Alleviation Scheme in 2020/21. The County Council has also been instrumental in securing a further £2.67 million from the above sources for the implementation of elements of the Romsey Flood Alleviation Scheme by the Environment Agency.

**Table 5: Flood Risk and Coastal Defence Capital Programme**

	2020/21 £000	2021/22 £000	2022/23 £000	Total £000
Local Resources – Capital Guidelines	106	106	106	318
<b>Total</b>	<b>106</b>	<b>106</b>	<b>106</b>	<b>318</b>

## PART C: SUMMARY

### Summary

35. On the basis of the position outlined in Part B above, Table 6 summarises the proposed new capital investment submitted for consideration for the next three years. Table 7 sets out how they are to be funded in aggregate.

**Table 6: Summary of Capital Programmes**

	2020/21 £000	2021/22 £000	2022/23 £000	Total £000
Structural Maintenance	40,025	37,902	37,902	115,829
Integrated Transport	28,285	12,617	4,881	45,783
Flood and Coastal Defence	106	106	106	318
<b>Total Programme</b>	<b>68,416</b>	<b>50,625</b>	<b>42,889</b>	<b>161,930</b>

**Table 7: Summary of Capital Funding**

	2020/21 £000	2021/22 £000	2022/23 £000	Total £000
Local Resources	12,483	11,929	11,929	36,341
DfT - LTP Grant - Maintenance	21,584	21,584	21,584	64,752
DfT - Pothole Funding	2,123	0	0	2,123
DfT - Highways Maintenance Incentive Funding	4,495	4,495	4,495	13,485
DfT - LTP Grant - Transport	2,350	1,772	1,650	5,772
DfT - Pinch Point Grant	0	5,200	0	5,200
LGF Grant - Transport	9,705	0	0	9,705
Highways England	1,200	0	0	1,200

Developer Contributions	10,583	5,645	3,231	19,459
Other Local Authority	848	0	0	848
Other Contributions	3,045	0	0	3,045
<b>Total Programme</b>	<b>68,416</b>	<b>50,625</b>	<b>42,889</b>	<b>161,930</b>

### Revenue Implications

36. On the basis of the position outlined in Part B above, Table 8 summarises the Revenue Implications of the proposed capital investment.

**Table 8: Revenue Implications**

	2020/21 £000	2021/22 £000	2022/23 £000	Total £000
Running Costs	396	162	67	625
Capital Charges	3,421	2,529	2,142	8,092
<b>Revenue Implications</b>	<b>3,817</b>	<b>2,691</b>	<b>2,209</b>	<b>8,717</b>

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**Links to the Strategic Plan**

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Economy, Transport and Environment

Capital Programme - 2020/21

Ref	Project	Construct- ion Works	Fees	Furniture Equipment Vehicles	Total Cost (excluding sites)	Revenue Effect in Full Year	
						Running Costs	Capital Charges
		£'000	£'000	£'000	£'000	£'000	£'000
<b>2020/21 Schemes</b>							
<b>Schemes Supported from Local Resources</b>							
1	Structural Maintenance of Non Principal Roads #	10,641	1,182	-	11,823	-	591
2	Flood and Coastal Defence Management	88	18	-	106	-	2
<b>Total Programme Supported by Local Resources</b>		10,729	1,200	-	11,929	-	593
<b>Schemes Supported by the Government and Other External Bodies</b>							
3	Anstey Road/Anstey Lane, Alton Junction Improvements*	1,059	353	-	1,412	-	71
4	Hartford Bridge Flats Junction Imps Phase 2 - Fourth Arm+	825	275	-	1,100	-	55
5	Blackwater Valley Gold Grid*	1,125	375	-	1,500	-	75
6	M27 Junction 7*	900	300	-	1,200	-	60
7	Manydown Cycle Routes, Basingstoke *	900	300	-	1,200	-	60
8	A323 High Street/Ash Road, Aldershot Cycle/Footway Improvements*	750	250	-	1,000	-	50
9	A326 Fawley, Waterside+	6,098	2,032	-	8,130	-	407
10	Whitehill Bordon - C114 Shared Use Footway & Cycleway*	1,626	542	-	2,168	-	108
11	Walworth RAB/A3093/A3057, Andover*	638	212	-	850	-	43
12	High Street, West End Accessibiltiy Improvements *	188	62	-	250	-	13
13	A339/B3349 Junction Improvements, Alton*	728	242	-	970	-	49
14	A33 Junction Improvements, Basingstoke*	246	82	-	328	-	16

Site Position	Contract Start		Remarks	Ref
	Date	Duration		
	Qtr	Months		
N/A	1	12	Structural maintenance to improve road conditions.	1
N/A	-	-	Provision for works and strategies for coastal sites and flood defence including match funding for joint funded schemes with external bodies.	2
N/A	1	6	Junction improvements with pedestrian and cycle improvements.	3
N/A	2	6	Junction improvements	4
N/A	3	6	Bus priority measures.	5
N/A	1	12	Junction improvements.	6
N/A	3	6	Cycle improvements.	7
N/A	2	2	Ccling route and pedestrian improvements.	8
N/A	1	18	Improve traffic flows	9
N/A	1	5	Traffic reduction, cycle and pedestrian improvements.	10
N/A	3	9	Roundabout signalisation, pedestrian and cycle improvements	11
N/A	2	4	Accessibility improvements.	12
N/A	4	6	Junction improvements.	13
N/A	1	3	Junction improvements.	14

# Projects controlled on an accrued expenditure basis  
 + Projects partly funded from external contributions  
 \* Projects externally funded

**Economy, Transport and Environment**

Ref	Project	Construct- ion Works	Fees	Furniture Equipment Vehicles	Total Cost (excluding sites)	Revenue Effect in Full Year	
						Running Costs	Capital Charges
		£'000	£'000	£'000	£'000	£'000	£'000
<b>2020/21 Schemes (continued)</b>							
15	Bramley Lane/Sherfield Road - Junction Improvements, Bramley*	233	78	-	311	-	16
16	Trade Street, East Woodhay -	255	85	-	340	-	17
17	Emsworth Accessibility Improvements*	188	62	-	250	-	13
18	Station Forecourt Improvements, Alton+	453	151	-	604	-	30
19	Swanmore Village Centre - Access Improvements*	218	72	-	290	-	15
20	Odiham to Hook Walking Route	188	62	-	250	-	13
21	Whitehill Bordon STP Line A - Alexander Park*	732	244	-	976	-	49
22	Whitehill Bordon STP Line D - Village Hall*	347	116	-	463	-	23
23	Whitehill Bordon GGGL - Station Road Crossroads*	334	111	-	445	-	22
24	Whitehill Bordon GGGL - Ennerdale Road Phase 2 (incl.A325 Crossing)*	580	193	-	773	-	39
25	Schemes Costing Less than £250,000+	1,294	431	-	1,725	-	86
26	Safety Schemes #	750	250	-	1,000	-	50
27	Minor Improvements (part #) +	563	187	-	750	-	38
28	Structural Maintenance of Roads and Bridges #	25,383	2,819	-	28,202	-	1,410
-							
<b>Total Programme Supported by the Government and other bodies</b>		46,599	9,888	-	56,487	396	2,828
<b>Total Programme</b>					68,416	396	3,421

**Capital Programme - 2020/21**

Site Position	Contract Start		Remarks	Ref
	Date	Duration		
	Qtr	Months		
N/A	2	2	Junction improvements.	15
N/A	3	5	Safety and pedestrian improvements.	16
N/A	4	3	Pedestrian and cycle improvements.	17
N/A	2	3	Accessibility improvements.	18
N/A	3	3	Accessibility improvements.	19
N/A	1	2	Cycling route and pedestrian facility improvements.	20
N/A	1	4	Shared use footpath.	21
N/A	3	6	Pedestrian & cycle crossing and route improvements..	22
N/A	4	4	Pedestrian and cycle improvements.	23
N/A	1	4	Phases 2 & 3 of new cycle route with shared use pathway and crossi	24
N/A	1	12	Local Improvements Sub-programme	25
N/A	1	12	Casualty reduction programme.	26
N/A	1	12	Improvement schemes costing less than £70,000 each.	27
N/A	1	12	Structural maintenance to improve road conditions and structural maintenance and strengthening of bridges.	28
# Projects controlled on an accrued expenditure basis + Projects partly funded from external contributions * Projects externally funded				

**Economy, Transport and Environment**

Ref	Project	Construct- ion Works	Fees	Furniture Equipment Vehicles	Total Cost (excluding sites)	Revenue Effect in Full Year	
						Running Costs	Capital Charges
		£'000	£'000	£'000	£'000	£'000	£'000
<b>2021/22 Schemes</b>							
<b>Schemes Supported from Local Resources</b>							
29	Structural Maintenance of Non Principal Roads #	10,641	1,182	-	11,823	-	591
30	Flood and Coastal Defence Management	88	18	-	106	-	2
<b>Total Programme Supported by Local Resources</b>		10,729	1,200	-	11,929	-	593
<b>Schemes Supported by the Government and Other External Bodies</b>							
31	Fleet Station Roundabout - Improvements*	5,625	1,875	-	7,500	-	375
32	Sustainable Eastern Access, Andover*	525	175	-	700	-	35
33	A27 Barnes Lane Junction Improvements*	488	162	-	650	-	33
34	Firgrove Road to Castle Lane Cycle Way - North Baddesley+	388	129	-	517	-	26
35	Schemes Costing Less than £250,000+	1,125	375	-	1,500	-	75
36	Safety Schemes #	750	250	-	1,000	-	50
37	Minor Improvements (part #) + Alton*	563	187	-	750	-	38
38	Structural Maintenance of Roads and Bridges #	23,471	2,608	-	26,079	-	1,304
<b>Total Programme Supported by the Government and other bodies</b>		32,934	5,762	-	38,696	162	1,936
<b>Total Programme</b>					50,625	162	2,529

**Capital Programme - 2021/22**

Site Position	Contract Start		Remarks	Ref
	Date	Duration		
	Qtr	Months		
N/A	1	12	Structural maintenance to improve road conditions.	29
N/A	-	-	Provision for works and strategies for coastal sites and flood defence including match funding for joint funded schemes with external bodies	30
N/A	4	12	Accessibility improvements.	31
N/A	1	7	Sustainable accessibility improvements.	32
N/A	4	6	Junction improvements.	33
N/A	1	5	Provision of missing cycle link.	34
N/A	1	12	Local Improvements Sub-programme	35
N/A	1	12	Casualty reduction programme.	
N/A	1	12	Improvement schemes costing less than £70,000 each.	37
N/A	1	12	Structural maintenance to improve road conditions and structural maintenance and strengthening of bridges.	38

# Projects controlled on an accrued expenditure basis  
 + Projects partly funded from external contributions  
 \* Projects externally funded

**Economy, Transport and Environment**

Ref	Project	Construct- ion Works	Fees	Furniture Equipment Vehicles	Total Cost (excluding sites)	Revenue Effect in Full Year	
						Running Costs	Capital Charges
		£'000	£'000	£'000	£'000	£'000	£'000
<b>2022/23 Schemes</b>							
<b>Schemes Supported from Local Resources</b>							
39	Structural Maintenance of Non Principal Roads #	10,641	1,182	-	11,823	-	591
40	Flood and Coastal Defence Management	88	18	-	106	-	2
<b>Total Programme Supported by Local Resources</b>		10,729	1,200	-	11,929	-	593
<b>Schemes Supported by the Government and Other External Bodies</b>							
41	Whitehill Bordon - A325/B3004 - Sleaford Lights Junction*	750	250	-	1,000	-	50
42	Andover Railway Station Improvements*	244	81	-	325	-	16
43	London Road/Eastern Avenue, Andover	230	76	-	306	-	15
44	Safety Schemes #	750	250	-	1,000	-	50
45	Minor Improvements (part #) +	563	187	-	750	-	38
46	Schemes Costing Less than £250,000+	1,125	375	-	1,500	-	76
47	Structural Maintenance of Roads and Bridges (part #)	23,472	2,608	-	26,079	-	1,304
<b>Total Programme Supported by the Government and other bodies</b>		27,133	3,827	-	30,960	67	1,549
<b>Total Programme</b>					42,889	67	2,142

**Capital Programme - 2022/23**

Site Position	Contract Start		Remarks	Ref
	Date	Duration		
		Qtr	Months	
N/A	1	12	Structural maintenance to improve road conditions.	39
N/A	-	-	Provision for works and strategies for coastal sites and flood defence including match funding for joint funded schemes with external bodies	40
N/A	1	4	Junction improvements	41
N/A	2	6	Access improvements and environmental enhancements.	42
N/A	1	4	Junction improvements & bus priority measures.	43
N/A	1	12	Casualty reduction programme.	44
N/A	1	12	Improvement schemes costing less than £70,000 each.	45
N/A	1	12	Local Improvements Sub-programme	46
N/A	1	12	Structural maintenance to improve road conditions and structural maintenance and strengthening of bridges.	47
# Projects controlled on an accrued expenditure basis + Projects partly funded from external contributions * Projects externally funded				

Capital Programme Spend Profile and Proposed Programme 2020/21 to 2022/23

Appendix 2

	Budget				Expenditure Profile								
	20/21	21/22	22/23	Total	Historic	19/20	Pre 20/21	20/21	21/22	22/23	23/24	24/25 & beyond	TOTAL
	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000
<b>Capital Maintenance Programme</b>													
Structural Maintenance - new Resources								21,584	21,584	21,584			64,752
Structural Maintenance - new Resources								2,123					2,123
Structural Maintenance - new Resources								4,495	4,495	4,495			13,485
Structural Maintenance - new Resources								1,000					1,000
Structural Maintenance - new Resources								9,000					9,000
Structural Maintenance - new Resources									10,000	10,000			20,000
Structural Maintenance - new Resources								1,823	1,823	1,823			5,469
<b>Capital Maintenance Programme</b>	<b>40,025</b>	<b>37,902</b>	<b>37,902</b>	<b>115,829</b>				<b>40,025</b>	<b>37,902</b>	<b>37,902</b>			<b>115,829</b>
<b>Spend Against Pre 2020/21 Programme Approvals (All)</b>					<b>101,889</b>	<b>319,129</b>	<b>85,399</b>	<b>48,298</b>	<b>19,798</b>	<b>2,117</b>	<b>265</b>		<b>475,006</b>
<b>2020/21 TO 2022/23 PROGRAMME</b>													
<b>Major Highway Improvements (&gt;£1.0m)</b>													
Anstey Road/Anstey Lane, Alton - Junction Improvements	1,412			1,412				270	270	1,142			1,412
Hartford Bridge Flats Junction Improvements Ph 2 - Fourth Arm	1,100			1,100	36			340	376	724			1,100
Blackwater Valley Gold Grid	1,500			1,500				80	80	1,420			1,500
M27 Junction 7	1,200			1,200				5	5	1,195			1,200
Manydown Cycle Routes, Basingstoke	1,200			1,200						300	900		1,200
A323 High Street/Ash Road, Aldershot - Cycleway/Footway	1,000			1,000						500	500		1,000
A326 Fawley Waterside	8,130			8,130						5,691	2,439		8,130
Whitehill Bordon - C114 Shared Use Footway & Cycleway	2,168			2,168	313	250	563			1,605			2,168
Fleet Station Roundabout		7,500		7,500						2,000	3,200	2,300	7,500
Whitehill Bordon - A325/B3004 Junction - Sleaford Lights Junction			1,000	1,000							500	500	1,000
	<b>17,710</b>	<b>7,500</b>	<b>1,000</b>	<b>26,210</b>	<b>349</b>	<b>945</b>	<b>1,294</b>	<b>12,577</b>	<b>5,839</b>	<b>3,700</b>	<b>2,800</b>		<b>26,210</b>
<b>Schemes costing &gt;£250k</b>													
Walworth RAB/A3093/A3057, Andover	850			850						400	450		850
West End High Street, West End - Accessibility Improvements	250			250						20	230		250
A339/B3349, Alton - Junction Improvements	970			970		30	30	240	700				970
A33, Basingstoke - Additional Junctions	328			328		28	28	300					328
Bramley Lane/Sherfield Road, Bramley - Junction Improvements	311			311		27	27	284					311
Trade Street, East Woodhay - Accessibility	340			340		30	30	310					340
Emsworth Accessibility Improvements	250			250				50	200				250
Alton Station Forecourt	604			604				98	506				604
Swanmore Village Centre Access Improvements	290			290				90	200				290
Odiham to Hook Walking Route	250			250				250					250
Whitehill Bordon STP Line A (Alexander Park)	976			976				976					976
Whitehill Bordon STP Line D (Village Hall)	463			463				463					463
Whitehill Bordon GGGL - Station Road Crossroads	445			445				445					445
Whitehill Bordon GGGL - Ennerdal Road Phase 2 (incl. A325 Crossing)	773			773				773					773
Sustainable Eastern Access, Andover		700		700					350	350			700
A27 Barnes Lane, Fareham - Junction Improvements		650		650					200	450			650
Firgrove Rd to Castle Lane, North Baddesley - Cycleway		517		517					395	122			517
Andover Railway Station Improvements			325	325						325			325
London Road/Eastern Avenue, Andover			306	306						306			306
	<b>7,100</b>	<b>1,867</b>	<b>631</b>	<b>9,598</b>		<b>115</b>	<b>115</b>	<b>4,699</b>	<b>3,231</b>	<b>1,553</b>			<b>9,598</b>
<b>Schemes Costing &lt;£250k</b>													
	<b>1,725</b>	<b>1,500</b>	<b>1,500</b>	<b>4,725</b>		<b>40</b>	<b>40</b>	<b>1,655</b>	<b>1,530</b>	<b>1,500</b>			<b>4,725</b>
<b>Safety Schemes</b>													
Casualty Reduction Programme	<b>1,000</b>	<b>1,000</b>	<b>1,000</b>	<b>3,000</b>				<b>1,000</b>	<b>1,000</b>	<b>1,000</b>			<b>3,000</b>
<b>Minor Improvements</b>													
Minor Works Programme	300	300	300	900				300	300	300			900
Minor Traffic Management Programme	450	450	450	1,350				450	450	450			1,350
	<b>750</b>	<b>750</b>	<b>750</b>	<b>2,250</b>				<b>750</b>	<b>750</b>	<b>750</b>			<b>2,250</b>
<b>TOTAL INTEGRATED TRANSPORT PROGRAMME</b>	<b>28,285</b>	<b>12,617</b>	<b>4,881</b>	<b>45,783</b>	<b>349</b>	<b>1,100</b>	<b>1,449</b>	<b>20,681</b>	<b>12,350</b>	<b>8,503</b>	<b>2,800</b>		<b>45,783</b>
<b>Flood Risk And Coastal Defence</b>	<b>106</b>	<b>106</b>	<b>106</b>	<b>318</b>				<b>106</b>	<b>106</b>	<b>106</b>			<b>318</b>
<b>TOTAL CAPITAL PROGRAMME 2020/21-2022/23</b>	<b>68,416</b>	<b>50,625</b>	<b>42,889</b>	<b>161,930</b>	<b>349</b>	<b>102,989</b>	<b>320,578</b>	<b>146,211</b>	<b>98,656</b>	<b>66,309</b>	<b>4,917</b>	<b>265</b>	<b>636,936</b>

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## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Economy, Transport and Environment
<b>Date:</b>	14 January 2020
<b>Title:</b>	2020/21 Revenue Budget Report for Economy, Transport and Environment
<b>Report From:</b>	Director of Economy, Transport and Environment and Deputy Chief Executive and Director of Corporate Resources

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#### Section A: Purpose of this Report

1. The purpose of this report is to set out proposals for the 2020/21 budget for Economy, Transport and Environment in accordance with the Council's Medium Term Financial Strategy (MTFS) approved by the County Council in November 2019.

#### Section B: Recommendation

To approve for submission to the Leader and the Cabinet:

2. The revised revenue budget for 2019/20 as set out in Appendix 1.
3. The summary revenue budget for 2020/21 as set out in Appendix 1, subject to approval by Cabinet of the provisional cash limits.

#### Section C: Executive Summary

4. The deliberate strategy that the County Council has followed to date for dealing with grant reductions and the removal of funding that was historically provided to cover inflation, coupled with continued demand pressures over the last decade is well documented. It involves planning ahead of time, through a two-yearly cycle, releasing resources in advance of need and using those resources to help fund transformational change.
5. This strategy has served the County Council, and more particularly its services and community well, as it has delivered transformation programmes on time

and on budget with maximum planning and minimum disruption. Put simply, it is an approach that has ensured Hampshire County Council has continued to avoid the worst effects of funding reductions that have started to adversely affect other local authorities and enabled us to sustain some of the strongest public services in the country.

6. In line with this strategy there will be no new savings proposals presented as part of the 2020/21 budget setting process. Savings targets for 2021/22 were approved as part of the Medium Term Financial Strategy (MTFS) in July 2018 and detailed savings proposals have been developed through the Transformation to 2021 (Tt2021) Programme which were agreed by Cabinet and County Council during October and November last year. Any early achievement of resources from proposals during 2020/21 as part of the Tt2021 Programme will be retained by departments to use for cost of change purposes.
7. Alongside this, delivery of the Transformation to 2019 (Tt2019) Programme continues. The anticipated delay to delivery of some elements of the programme has been factored into our financial planning and whilst sufficient one-off funding exists both corporately and within departments to meet any potential gap over the period, the need to commence the successor programme does mean that there will be overlapping change programmes.
8. The report also provides an update on the financial position for the current year. Overall the outturn forecast for the Department for 2019/20 is a saving against the budget of £1.9m (less than 1.7% of the cash limit).
9. The proposed budget for 2020/21 analysed by service is shown in Appendix 1.
10. This report seeks approval for submission to the Leader and Cabinet of the revised budget for 2019/20 and detailed service budgets for 2020/21 for Economy, Transport and Environment (ETE). The report has been prepared in consultation with the Executive Member and will be reviewed by the Economy, Transport and Environment Select Committee. It will be reported to the Leader and Cabinet on 3 February 2020 to make final recommendations to County Council on 13 February 2020.

#### **Section D: Contextual Information**

11. The current financial strategy which the County Council operates, works on the basis of a two year cycle of delivering change to release resources and close the anticipated budget gap. This provides the time and capacity to properly deliver major transformation programmes every two years, with deficits in the intervening years being met from the Budget Bridging Reserve (BBR) and with any early delivery of resources retained by departments to use for cost of change purposes or to cash flow delivery and offset service pressures. The model has served the authority well.

12. The County Council's action in tackling its forecast budget deficit and providing funding in anticipation of further reductions, has placed it in a very strong position to produce a 'steady state' budget for 2020/21, giving itself the time and capacity to develop and implement the Transformation to 2021 (Tt2021) Programme to deliver the next phase of savings totalling £80m. This also avoids the worst effects of sudden and unplanned decisions on service delivery and the most vulnerable members of the community. Consequently, there are no departmental savings targets built into the 2020/21 budget. However, other factors will still affect the budget, such as council tax decisions and inflation.
13. The Spending Round 2019 (SR2019) announcement took place on 4 September and the content of the proposed settlement and the issues it addressed were pleasing to see as they mirrored the key issues that we have been consistently raising for some time directly with the Government and through our local MPs.
14. In overall terms, there was a net resource gain to the County Council, albeit that is only for one year at this stage. However, the cost pressures we face, particularly in adults' and children's social care services are significantly outstripping the forecasts that were included in the original Tt2021 planning figures.
15. Without the additional injection of funding, the County Council would have faced a revised deficit position of nearly £106m by 2021/22, but the additional resources bring us back to a broadly neutral position. It is worth highlighting that the additional grant from the £1bn plus the 2% adult social care precept generates additional resources of around £29m for the County Council, but this must be measured against growth pressures and inflation across adults' and children's social care services which total nearly £57m for 2020/21 alone.
16. The Autumn Budget which was planned for 6 November was cancelled and it is now anticipated that there will be a Budget in Spring 2020. The provisional Local Government Finance Settlement was announced on 20 December 2019 and confirmed the grant figures and council tax thresholds for 2020/21 in line with the SR2019 and the clarification provided in the subsequent technical consultation. The final grant settlement for 2020/21 is not due out until this report has been dispatched, however it is not anticipated that there will be any major changes to the figures that were released in December 2019.
17. The Economy, Transport and Environment (ETE) Department has been developing its service plans and budgets for 2020/21 and future years in keeping with the County Council's priorities and the key issues, challenges and priorities for the Department are set out below

## **Section E: Departmental Challenges and Priorities**

18. The Department's overarching budget strategy continues a relentless focus on core service delivery around Highways, Waste Management, Transport, Economic Development and statutory planning services.

19. The Department continues to look to retain services, capacity and expertise by charging for services or developing a broader client base for sold services where possible. This approach served the Department well in delivering Transformation to 2019 (Tt2019) savings and will also support delivery of the Tt2021 programme. ETE has recently implemented a 'Driving Change' programme: the 'Commercial' theme of this programme will underpin the drive to maintain business-like approaches in all aspects of service delivery and further develop commercial skills where this will bring added financial benefit.
20. The County Council hopes to engage positively with the new Government over user charging including areas such as the potential to charge for issuing Concessionary Fares passes in addition to a universal access charge for Household Waste Recycling Centres. This would reduce the need for further spending reductions in future.
21. Waste volume growth due to demographic growth and falling recycling rates reflecting the national trend continue to represent a significant risk to the financial position of the Department. The previous Government had signalled its intention to make major changes to waste collection and management. While the new Government has yet to clarify its position the County Council expects the overall approach to continue. Therefore, there will be an ongoing need to work closely with Hampshire's District and Borough Councils as Waste Collection Authorities and significant changes to infrastructure to deliver the anticipated changes. Work on a business case for the proposed new Single Materials Recovery Facility (MRF) has continued during 2019 and a final business case will be considered by the Executive Member early in 2020. In addition, the waste service budget continues to be sensitive to changes in statutory waste definitions and fluctuations in markets or currencies which affect the value of recycled materials such as metal or paper or the treatment costs of materials like wood and all these factors create a challenging backdrop for delivering the Tt2021 savings target for waste.
22. Following the County Council's decision to declare a climate emergency earlier in the summer, more important steps have recently been taken to develop our response to the challenges. Funding has been agreed for a small corporate team to co-ordinate and support work across the County Council on climate change mitigation and resilience over the next two years. Initial work will focus on developing an Action Plan to deliver an effective response to make Hampshire more resilient to the effects of climate change and reduce Hampshire's carbon footprint. This team will be hosted in ETE and will also work on the County Council's response to the Hampshire 2050 Commission's report.
23. In addition to the key focus on climate change, the Hampshire 2050 work has provided a good foundation on which to refresh the County Council's approach to its place-shaping role.
24. Finally within Economic Development we have a key role in supporting Hampshire businesses, to ensure that Hampshire remains a competitive location for investment and growth, with the focus on supporting workforce

skills, investing in infrastructure, and working closely with the Local Enterprise Partnerships (LEPs) to support and encourage sustainable economic growth. In the immediate future there will also be a focus on supporting businesses as they respond to Brexit, and building on Hampshire's excellent record as a leader in exports and research and innovation.

## **Section F: 2019/20 Revenue Budget**

25. Enhanced financial resilience reporting, which looks not only at the regular financial reporting but also at potential pressures in the system and the achievement of savings being delivered through transformation, has continued through periodic reports to the Corporate Management Team (CMT) and to Cabinet.
26. The expected 2019/20 outturn forecast for the ETE Department is a saving against the budget of £1.9m (less than 1.7% of the cash limit). Given the significant challenges of the Tt2021 savings programme the Department has adopted a cautious approach to 'business as usual' budgets including a prudent approach to vacancy management. The saving is due to a combination of posts that are currently held vacant, tight control of non-pay budgets and increases against forecast income and recharges, offset by increases in agency staff primarily related to capital projects (and linked to the higher income and recharges), planned one-off investments and exceptional project development costs not rechargeable to capital. This sum will be transferred to the Department's cost of change reserve at the end of the year in line with the County Council's financial strategy to be used to fund future transformational change or to cash flow delivery and offset service pressures.
27. The majority of ETE's Tt2019 savings (£11.7m equating to 74%) were delivered on time. The anticipated cash flow delays to the parking and waste disposal savings will be met from planned contributions from the Department's Cost of Change reserve. The first savings have been delivered with the balance of the parking saving (£0.9m) on track to be delivered as planned in 2020/21. The previous Government had announced major changes through the Waste and Resources Strategy and the anticipated delay in achieving the balance of the waste disposal saving (£3.1m) resulted from the need for greater clarity around the detail and timing of these changes (for example, the impact of introducing a Deposit Return Scheme depends on the range of targeted materials). The balance of the saving was underpinned by the construction of a new Materials Recovery Facility with the final business case expected in the final quarter of 2019/20 and it remains critical to ensure appropriate facilities are built however, as a result, the balance of the saving is not expected to be fully achieved until at least 2021/22 and appropriate financial provision has been made to reflect this.
28. The budget for ETE has been updated throughout the year and the revised budget is shown in Appendix 1.

29. The original 2019/20 budget for Highways, Traffic and Transport has been re-stated to include staffing and operational support costs with the main service budgets. This is consistent with the presentation for the rest of the Department and provides a clearer view of the true cost of service provision.
30. The revised budget for the year shows an increase of £12.341m made up of:
- A one-off increase to Highways Maintenance of £1.964m funded from the 2018/19 saving in Winter Maintenance (as agreed by Cabinet in February 2019)
  - The addition of £2.35m of one-off increase from funding agreed by Cabinet and the County Council in February 2018 to support the revenue costs associated with feasibility, business case and funding bid development work associated with capital schemes
  - Temporary cash flow funding from Cost of Change to cover the timing shortfalls against Tt2019 savings in waste disposal and parking of £4m.
  - Funding from Cost of Change for one-off investments e.g. to support the development of the Tt2021 savings programme of £3.621m
  - A permanent increase to the waste disposal budget of £469,000 covering volume growth pressures
  - Net transfers between departments including a contribution to the Fly Tipping Officer post hosted in the Culture, Communities and Business Services Department resulting in a net reduction of £63,000.

### **Section G: 2020/21 Revenue Budget Pressures and Initiatives**

31. Following major savings in highways maintenance in 2017 resulting from the new Hampshire Highway Service Contract (HHSC) it remains the case that 57% of the budget provision for works is now required either to cover street lighting PFI contractual and energy costs or set aside for winter and other weather emergency responses with just 43% available for routine highway maintenance and safety defects (the equivalent percentage figures for maintenance in 2016/17 was 50%). The HHSC has delivered significant savings in highways works and has embedded a commitment to closer, collaborative working to develop further service innovation and efficiencies and the coming year will see trial use of innovative maintenance materials and techniques such as graphene as an additive to bituminous mixes cold recycled materials and investigating the potential for offering suitable HCC waste material, e.g. plastics, to highway suppliers for reprocessing as new products, e.g. traffic cones, barriers.

However, these initiatives are targeted at reducing the County Council's carbon footprint and are unlikely to generate financial savings.

32. After a decade of financial pressure, the condition of Hampshire's highways network is in noticeable decline. The County Council's Operation Resilience capital programme has helped to mitigate the effects of the reductions but has remained at £10m per year since its inception thus reducing its ability to mitigate the effects of reduced revenue funding. Government capital funding for highways, while welcome, is provided as a mixture of formula grant (with a degree of stability and the ability to plan programmes of work), one-off funding announcements (such as the Pothole Fund) and competitive bidding for one-off grant.
33. Staff recruitment and retention continues to be challenging, in particular in areas such as engineering, planning and specialist environmental services, and the cost and availability of temporary agency staff in these areas continues to create pressures. The Department is continuing to develop initiatives such as apprenticeships (67 continuing or completed at all levels since April 2017) and working collaboratively with universities and strategic partners to secure access to the capacity needed. However, the size and scope of the Capital Programme, which is delivering major infrastructure improvements in Hampshire, does mean that specific pressures are being felt in professional services and project delivery areas of the Department and this is expected to continue given the strong support for further infrastructure investment included in the new Government's election manifesto.
34. Many of the Department's services have interdependencies with both District Councils and government agencies (e.g. waste, flood risk management). Successfully addressing the challenge of maintaining good relationships while all organisations face pressures to reduce costs against a backdrop of uncertainty around arrangements for the future delivery of local public services will be important. The Tt2019 parking proposals and, in particular, the Tt2021 focus on the two-tier waste service are bringing this into ever sharper focus.

#### **Section H: Revenue Savings Proposals**

35. In line with the current financial strategy, there are no new savings proposals presented as part of the 2020/21 budget setting process. Savings targets for 2021/22 were approved as part of the MTFs by the County Council in July 2018. Savings proposals to meet these targets have been developed through the Tt2021 Programme and were approved by Executive Members, Cabinet and County Council in October and November last year.
36. Some savings will be implemented prior to April 2021 and any early achievement of savings in 2020/21 can be retained by departments to meet cost of change priorities. It is anticipated that £0.35m of savings will be achieved in 2020/21 and this has been reflected in the detailed estimates contained in Appendix 1. This early achievement is made up of £200,000 of operational efficiencies in highways maintenance and the winter service,

£100,000 from additional income from charging and the removal of vacant posts and £50,000 from street lighting energy costs.

### **Section I: 2020/21 Revenue Budget Other Expenditure**

37. The budget includes some items which are not counted against the cash limit.

38. For ETE this is:

- £668,000 relating to the Flood Protection Levies paid annually to the Environment Agency. These funds are received and distributed by the Regional Flood and Coastal Committees for flood defence works across their regions.
- £201,000 relating to the precept paid each year to the Chichester Harbour Conservancy for the conservancy, maintenance and improvement of the Harbour and the Amenity Area for recreation and leisure, nature conservation and natural beauty.

### **Section J: Budget Summary 2020/21**

39. The budget update report presented to Cabinet on 6 January included provisional cash limit guidelines for each department. The cash limit for ETE in that report was £109.553m which was a £6.7m increase on the previous year.

40. This increase comprises:

- £4.996m for inflation, permanent additions from the waste contingency and growth recognising the increase in highways assets to be maintained
- Additional funding for waste disposal of £1.25m recognising the growth in households in Hampshire in recent years
- Permanent funding for additional Highways Inspection staff of £292,000 and temporary funding for a team to lead the response to the County Council's declaration of a Climate Emergency & the Hampshire 2050 report (£267,000 in 2020/21)
- Reduction of £96,000 following the ending of the Flood and Water Management specific grant
- £12,000 net decrease from other minor adjustments

41. Appendix 1 sets out a summary of the proposed budgets for the service activities provided by ETE for 2020/21 and shows that these are within the cash limit set out above.

42. In addition to these cash limited items there are further budgets which fall under the responsibility of ETE, which are shown in the following table:

	<b>2020/21</b>	
	<b>£'000</b>	<b>£'000</b>
Cash Limited Expenditure	150,839	
Less Income (Other than Government Grants)	(41,286)	
<b>Net Cash Limited Expenditure</b>		<b>109,553</b>
Flood Protection Levy		201
Chichester Harbour Conservancy		668
Less Government Grants:		
• Bikeability	(316)	
• Bus Service Operators Grant	(1,068)	
Total Government Grants		<b>(1,384)</b>
<b>Total Net Expenditure</b>		<b>109,038</b>

**REQUIRED CORPORATE AND LEGAL INFORMATION:**

**Links to the Strategic Plan**

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

**Other Significant Links**

<b>Links to previous Member decisions:</b>	
<u>Title</u>	<u>Date</u>
Transformation to 2021 – Revenue Savings Proposals (Executive Member for Economy, Transport and Environment) <a href="http://democracy.hants.gov.uk/documents/s38269/Report.pdf">http://democracy.hants.gov.uk/documents/s38269/Report.pdf</a>	17 September 2019
Medium Term Financial Strategy Update and Transformation to 2021 Savings Proposals <a href="http://democracy.hants.gov.uk/documents/s39439/MTFS%20Tt2021%20Report.pdf">http://democracy.hants.gov.uk/documents/s39439/MTFS%20Tt2021%20Report.pdf</a>	Cabinet – 15 October 2019 County Council – 7 November 2019
Budget Setting and Provisional Cash Limits 2020/21 (Cabinet) <a href="http://democracy.hants.gov.uk/documents/s42775/Dec%20Report%20-%20Cabinet%20-%20FINAL.pdf">http://democracy.hants.gov.uk/documents/s42775/Dec%20Report%20-%20Cabinet%20-%20FINAL.pdf</a>	6 January 2020
<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><b>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.)</b></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 protected characteristic that are connected to that characteristic;
- Take steps to meet the needs of persons sharing a relevant protected characteristic that are different from the needs of persons who do not share it;
- Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

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

The budget setting process for 2020/21 does not contain any proposals for major service changes which may have an equalities impact. Proposals for budget and service changes which are part of the Transformation to 2021 Programme were considered in detail as part of the approval process carried out in October and November 2019 and full details of the Equalities Impact Assessments relating to those changes can be found in Appendices 5 to 8 in the October Cabinet report linked below:

<http://democracy.hants.gov.uk/documents/s39446/Appendix%207%20ETE%20EIAs.pdf>

## Budget Summary 2020/21 – Economy, Transport and Environment

Service Activity	Original* Budget 2019/20 £'000	Revised Budget 2019/20 £'000	Proposed Budget 2020/21 £'000
Highways Maintenance	16,101	17,881	17,075
Street Lighting	10,292	10,372	10,651
Winter Maintenance	5,732	5,732	5,677
Concessionary Fares	13,222	12,982	13,212
Other Public Transport	3,875	3,939	4,092
Traffic Management and Road Safety <sup>(1)</sup>	2,176	3,468	2,268
Strategic Transport <sup>(2)</sup>	1,045	4,477	1,780
<b>Highways, Traffic and Transport</b>	<b>52,443</b>	<b>58,851</b>	<b>54,755</b>
Waste Disposal <sup>(3)</sup>	44,914	50,337	48,699
Environment	547	307	619
Strategic Planning	762	1,195	932
<b>Waste, Planning and Environment</b>	<b>46,223</b>	<b>51,839</b>	<b>50,250</b>
<b>Economic Development</b>	<b>766</b>	<b>910</b>	<b>879</b>
<b>Departmental and Corporate Support</b>	<b>3,374</b>	<b>3,597</b>	<b>3,319</b>
<b>Early Achievement of Savings</b>	<b>50</b>	<b>0</b>	<b>350</b>
<b>Net Cash Limited Expenditure</b>	<b>102,856</b>	<b>115,197</b>	<b>109,553</b>

The above budgets show the position for Economy, Transport and Environment in accordance with the current portfolios. Previously Economic Development and Environment & Transport were presented as two separate reports.

\*The original budget has been restated to reflect Staffing and Operational support costs within the relevant areas, rather than these costs being shown separately as in previous reports.

- (1) Revised budget includes one-off cash flow support covering the delayed Tt2019 parking saving.
- (2) Revised budget includes exceptional one-off budget provision for bidding mainly relating to the Transforming Cities Fund.
- (3) Revised and Proposed budgets include one-off cash flow support for the delayed Tt2019 waste contract savings.

## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Economy, Transport and Environment
<b>Date:</b>	14 January 2020
<b>Title:</b>	Conversion of 28 Bordon Local Bus Service to a Taxishare
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Lisa Cook

**Tel:** 01962 847143

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

### Purpose of this Report

1. The purpose of this report is to propose the conversion of the 28 Bordon Local Bus Service into a Taxishare as a more appropriate mode of public transport for the existing levels of use.

### Recommendations

2. That approval is given for the award of a contract for a Taxishare Service offering full replacement provision for the 28 Bordon Local Bus Service, to commence on 1 February 2020 for a one year period at a cost of £22,327 to be funded from a Ministry of Housing, Communities and Local Government grant, with the option to extend for a further year should funds allow.
3. That options are explored for alternative funding to bridge any gap that might arise between the expenditure of the grant funds and the availability of developer contributions, and that authority is given to submit any appropriate bids or applications.

### Executive Summary

4. The contract for the existing 28 Bordon Local Bus Service commenced on 11 February 2018. It was awarded until 1 February 2020 and the existing contract allows a possible further one-year extension.
5. The contract for the 28 Bordon Local Bus Service has an annual cost of £53,333 per annum and is funded through a Ministry of Housing, Communities and Local Government (formerly known as Department for Communities and Local Government) Grant.

6. A combination of low usage, limited remaining grant funding, and housing growth levels that have yet to trigger the release of further developer contributions has led to the County Council reviewing transport provision in Bordon and proposing to convert the existing bus service to a Taxishare.

### **Contextual information**

7. In 2012, a contract was awarded for an Eco-Bus service funded by the Department for Communities and Local Government Grant, which was made available to provide immediate, local improvements to bus services in Whitehill and Bordon as part of the Eco-town project.
8. This contract ran for five years from 2012 to 2017, after which the Whitehill and Bordon Public Transport Strategy, written in 2012, was due to be implemented.
9. Within the Whitehill and Bordon Public Transport Strategy, revised public transport services were scheduled to be implemented to coincide with the forecast build out rates of the new developments. The revised services will be funded through pump priming, utilising Section 106 contributions from the developments.
10. The Whitehill and Bordon Public Transport Strategy forecast building in Whitehill and Bordon to commence in 2013. However, after this document was implemented, the pace of housing delivery was revised, resulting in the contract for the Eco-Bus expiring prior to the County Council's being in receipt of developer contributions to fund a revised transport solution for Whitehill, Bordon and the surrounding villages. In addition, the increase in population that would translate to patronage for the revised service had not yet materialised.
11. To resolve this, as an interim arrangement, the 28 Bordon Local Bus Service was competitively tendered using the Public Bus Dynamic Purchasing System (DPS).
12. The contract was awarded to commence on 11 February 2018 and run until 1 February 2020 with a possible further one-year extension until 1 February 2021.
13. Onboard surveys have been conducted between August and November 2019 to ascertain how many passengers are using this service and where they were travelling to and from.
14. Surveys have shown that on average 4 passengers travel on each journey from Monday to Saturday. The service sees more use in the morning and a very poor level of use in the afternoon
15. In terms of journey purpose, surveys show that 77% of journeys are made for shopping purposes, 5% for medical reasons, 2% for employment and 16% for other purposes. 76% of journey are made by passengers who hold a concessionary bus pass. This is consistent with the previous onboard surveys which were carried out in 2018.

16. This combination of low usage and high proportion of shopper journeys made by concessionary bus pass holders lends itself to a Taxishare as an alternative to a bus service. A Taxishare uses a licensed Taxi or Private Hire vehicle to deliver a timetabled service to passengers who have pre-booked their seat. This public transport model has the flexibility to enable the supplier to provide an appropriately sized vehicle to meet the passenger demand and, where there are no passengers who wish to travel, the ability not to provide a service at all.
17. This model has been successful in Whitehill and Bordon previously. Between 2007 and 2013, a similar Taxishare service was provided, carrying out between 200-300 passenger trips each month.

### **Finance**

18. The existing local bus contract has an annual cost of £53,333 per annum and is funded through a Ministry of Housing, Communities and Local Government grant.
19. The current subsidy for this service is £5.67 per passenger trip.
20. There is approximately £22,327 of grant remaining, which is sufficient to fund the bus service until August 2020.
21. A Taxishare service would offer 'like for like' provision for a maximum annual cost of £37,440.
22. If the same number of passengers used the Taxishare service, the forecasted subsidy per passenger trip for this service would be £3.98.
23. The forecasted fare revenue that would be collected on the service would bring the maximum annual cost down to £28,037 and the corresponding subsidy per passenger trip to £2.98.
24. If the service was replaced with a Taxishare, there would be sufficient grant to fund the service until at least November 2020 if every journey was operated. The financial model under which a Taxishare operates means that if a contracted journey does not run due to a lack of passengers wishing to travel, Hampshire County Council is not invoiced. This flexible arrangement means that if demand is low, as per the existing bus service, the cost of the service will reduce and therefore the remaining grant funding could extend beyond November.
25. In the meantime, to allow for continuity of service, alternative funding will be sought to support the service in advance of receipt of additional developer contributions. The County Council's future strategy will be to utilise the developer contributions from the developments in Bordon as pump priming to support the establishment of a commercially viable bus service.

### **Procurement**

26. The Taxishare service was tendered via the Dynamic Purchasing System (DPS) for vehicles of 16 seats and fewer.

27. Prices were sought for both a four and eight-seater vehicle.
28. The 4 bids were received and evaluated on the basis of 100% price.
29. The lowest price tender provided for an eight-seater vehicle.
30. This paper seeks approval to award a one year contract for the Taxishare with the option to extend for a further year should funds allow.
31. The contractual arrangements will not include a minimum spend requirement.
32. The contract costs will be closely monitored and notice will be given to coincide with the grant funding running out.

### **Performance**

33. Replacing the bus service to a Taxishare allows for continuity of service for existing passengers and residents.
34. This approach maximises the use of the remaining Ministry of Housing, Communities and Local Government Grant.

### **Conclusions**

35. The proposed approach of replacing the bus service with a Taxishare will ensure that the remaining funds are utilised as efficiently as possible to maintain a pattern of service within the constrained financial resources available. This report also seeks authority for the further exploration of additional financial support, which would allow the service to be maintained or enhanced until such time as the identified developer contributions become available.

**REQUIRED CORPORATE AND LEGAL INFORMATION:**

**Links to the Strategic Plan**

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

**Other Significant Links**

<b>Links to previous Member decisions:</b>	
<u>Title</u> Whitehill Bordon Bus Service Proposals (3635)	<u>Date</u> 6 March 2012
<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:**

The recommendations will provide continuity of service for affected residents and so although the service model will change, the overall effect on residents has been assessed as neutral, including for those with protected characteristics.

## HAMPSHIRE COUNTY COUNCIL

### Executive Decision Record

<b>Decision Maker:</b>	Executive Member for Economy, Transport and Environment
<b>Date of Decision:</b>	14 January 2020
<b>Decision Title:</b>	Appointments to Statutory Joint Committees and Outside Bodies
<b>Report From:</b>	Director of Transformation and Governance - Corporate Services

Contact name: Katy Sherwood

Tel: 01962 847347

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

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

a) That the Executive Member for Economy, Transport and Environment be requested to make an additional deputy appointment to the Outside Body detailed below. The term of office to expire in May 2021.

#### OUTSIDE BODIES AND OTHER ORGANISATIONS

	<u>Name of Body</u>	<u>Description</u>	<u>Previous representatives</u>	<u>Appointment(s) until May 2021</u>
1.	Bus Lane Adjudication Service Joint Committee (BLASJC)	Local authorities who undertake civil parking enforcement are required by statute to make provision for independent adjudication. The relationship between the adjudicators and the Joint Committee is derived from and governed by the Traffic Management Act 2004 and, in the case of the Bus Lane Adjudication Service Joint Committee, the Transport Act 2000.	<b>Burgess, (deputy to be appointed)</b>	

#### 2. Reason for the decision:

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

#### 3. Other options considered and rejected:

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

**4. Conflicts of interest:**

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

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

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

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

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

<p><b>Approved by:</b></p>  <p>-----</p> <p><b>Executive Member for Economy, Transport and Environment</b> <b>Councillor Rob Humby</b></p>	<p><b>Date: 14 January 2020</b></p>
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