

Public Document Pack



NOTICE OF MEETING

Meeting	Executive Member for Environment and Transport Decision Day
Date and Time	Tuesday, 14th November, 2017 at 2.00 pm
Place	EII Court South, The Castle, Winchester
Enquiries to	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

1. WASTE STRATEGY (Pages 5 - 32)

To consider a report of the Director of Economy, Transport and Environment regarding Hampshire County Council's future waste strategy.

2. PROGRESS REPORT ON HOUSEHOLD WASTE RECYCLING CENTRE CROSS BORDER CHARGING (Pages 33 - 40)

To consider a report of the Director of Economy, Transport and Environment regarding progress with the work the County Council is doing with other authorities to devise an agreed approach to cross border charging to recover costs incurred.

3. COUNTYWIDE CIVIL PARKING ENFORCEMENT SERVICES (Pages 41 - 52)

To consider a report of the Director of Economy, Transport and Environment regarding approval to establish civil parking enforcement in Gosport to be implemented and operated by the County Council. In addition approval is sought to give notice to end current agency arrangements and to put in place the provisions required for providing civil parking enforcement across the County in pursuance of Transformation to 2019 proposals.

4. PUBLICATION OF THE HAMPSHIRE CONCESSIONARY TRAVEL SCHEME 2018-19 (Pages 53 - 60)

To consider a report of the Director of Economy, Transport and Environment seeking approval to continue the current arrangements for the Hampshire Concessionary Travel Scheme for 2018/2019.

5. REVIEW OF ECONOMY, TRANSPORT AND ENVIRONMENT SERVICE CHARGES (Pages 61 - 66)

To consider a report of the Director of Economy, Transport and Environment regarding charging for services, including some currently provided free of charge and implementing new charged-for services up to a level that enables the full costs of providing those services to be recovered.

6. WATERSIDE INTERIM TRANSPORT POLICY (Pages 67 - 72)

To consider a report of the Director of Economy, Transport and Environment regarding an interim transport policy position which sets out the County Council's view on transport infrastructure requirements for the Waterside area of South Hampshire in light of potential future growth.

7. ETE CAPITAL PROGRAMME MONITORING (Pages 73 - 82)

To consider a report of the Director of Economy, Transport and Environment regarding progress and delivery within the capital programme and two amendments to the capital programme.

8. HIGHWAYS LAND SURPLUS TO REQUIREMENTS AT SHETLAND ROAD, BASINGSTOKE (Pages 83 - 88)

To consider a report of the Director of Economy, Transport and Environment regarding progress and delivery within the capital programme and two amendments to the capital programme.

9. HIGHWAYS LAND SURPLUS TO REQUIREMENTS ADJOINING DIX HILL COTTAGE, MAIN ROAD, TADLEY (Pages 89 - 94)

To consider a report of the Director of Economy, Transport and Environment regarding approval for land adjoining Dix Hill Cottage, Main Road, Tadley to be declared surplus to highway requirements.

10. HIGHWAYS LAND SURPLUS TO REQUIREMENTS AT WARSASH
(Pages 95 - 100)

To consider a report of the Director of Economy, Transport and Environment regarding approval for land between Warsash Road, Schooners Way and Dibles Road, Warsash to be declared surplus to highway requirements.

11. A3025 HAMBLE LANE IMPROVEMENTS (Pages 101 - 110)

To consider a report of the Director of Economy, Transport and Environment regarding approval to undertake a public consultation exercise on the extent and nature of potential improvements to the A3025 Hamble Lane, between the Windhover Roundabout up to and including the Portsmouth Road junction.

12. FARNBOROUGH GROWTH PACKAGE AND BLACKWATER VALLEY "GOLD GRID" (Pages 111 - 118)

To consider a report of the Director of Economy, Transport and Environment regarding approval for public engagement and consultation on the outline scheme proposals emerging for the Farnborough Growth Package and Blackwater Valley Gold Grid.

13. COASTAL POLLUTION DISPOSAL CONTRACT PROCUREMENT
(Pages 119 - 126)

To consider a report of the Director of Economy, Transport and Environment regarding the need for procurement of a retainer contract to provide waste management services for storage, onward transport and disposal of material resulting from a coastal pollution event.

14. APPOINTMENTS TO OUTSIDE BODIES (Pages 127 - 128)

To consider a report of the Director of Transformation and Governance on appointments to Outside Bodies.

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 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.

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Environment and Transport
Date:	14 November 2017
Title:	Waste Strategy
Report From:	Director of Economy, Transport and Environment

Contact name: James Potter

Tel: 01962 846771

Email: james.potter@hants.gov.uk

1. Executive Summary

1.1 The purpose of this paper is to seek approval for the revised overall strategic direction for waste management in Hampshire. In addition it sets out specific recommendations with regards to developing a detailed business case for the development of additional infrastructure for recyclable waste.

1.2 This paper seeks to:

- Set out the current context and legislative landscape in terms of waste management in Hampshire;
- Consider the current key performance measures and pressures facing waste services; and
- Outline the proposed strategic direction and the key work streams to be undertaken to tackle the identified issues and pressures.

2. Existing Structural Arrangements

2.1 Hampshire County Council, as a waste disposal authority, has a statutory duty for the disposal of municipal waste arisings in Hampshire. In order to fulfil this function, it has, in conjunction with its waste disposal partners, the unitary authorities of Portsmouth City Council (PCC) and Southampton City Council (SCC), entered into a waste disposal service contract (now extended to 2030) and a contract for the management of 26 Household Waste Recycling Centres (HWRC) (to 2030) both of which have been awarded to Veolia UK.

2.2 In addition to this, all 14 waste authorities of Hampshire (Disposal and Collection) are partners, along with Veolia, in Project Integra, the partnership established in the mid-1990s to deliver an integrated waste management service.

- 2.3 As a result of this approach, investment was made into a suite of infrastructure, which consists of:
- 3 Energy Recovery Facilities (ERFs)
 - 2 Material Recovery Facilities (MRFs)
 - 2 Composting Facilities
 - 10 Transfer Stations
 - 26 Household Waste Recycling Centres (including the Unitaries)
- 2.4 In addition to these responsibilities the County Council also holds historic liability for 14 closed landfill sites.

3. Financial Position

- 3.1 Household waste related services in Hampshire cost approximately £106m per year with these costs split approximately 1/3rd spent on waste collection and 2/3^{ds} spent on waste disposal. This includes repaying the capital investment made by Veolia in delivering the aforementioned infrastructure.
- 3.2 As part of ongoing Transformation programmes, the County Council has, to date, achieved savings of £8.033 million (2012 - 2017). This has been delivered through the following initiatives:
- Disposal contract
 - Landfill diversion
 - Contract extension
 - Improved performance and innovations
 - HWRC
 - Re-tendering the management contract
 - Operating hours changes
 - Charges for non-household wastes
 - Maximising performance
- 3.3 On top of the delivered savings a further £4.875 million is now required as part of the Transformation to 2019 programme, split between the disposal contract (£3.675m) and the HWRCs (£1.2m). These savings are intended to be achieved through performance improvement actions such as waste prevention, behavioural insights led communications, expanding the range of recyclable materials able to be collected from the kerbside, further landfill diversion, and from further service changes at the HWRCs, including the potential to close some of the current 24 site network.

4. Legislative context

- 4.1 Waste is a heavily regulated activity with the predominance of the UK legislation covering waste activities being a transposition of that emanating from Europe such as the Waste Framework Directive; the WEEE Directive and the soon to be adopted Circular Economy Framework. Whilst the UK is

now planning to leave the European Union, it is expected that the broad policy direction will continue after Brexit.

- 4.2 In the UK, responsibility for waste issues has been passed to the Devolved Administrations which has led to a growing gap in ambition and aspiration with regards to issues such as recycling performance. In England, the last waste Strategy was published in 2007; it was reviewed in 2011, with a Waste Management Plan for England published in 2013 in fulfilment of the requirements of the Waste Framework Directive. Since that time there has been limited Strategic Policy interventions in England other than on some waste specific issues such as the Waste prevention Strategy (2013) or the more recent litter Strategy (2017). Whereas, in Wales and Scotland, there has been a much more progressive approach setting stretching recycling targets with their respective “Towards Zero Waste” and “Zero Waste Plan”.
- 4.3 There is currently a significant waste related directive known as the Circular Economy Package being negotiated via the EU’s Trilogue¹ process due to differences of opinion between the Parliament and the Commission on certain elements of the proposals. These proposals include:
- Increased recycling targets by 2030 to 60-70% (subject to agreement via trilogue) – *it is understood that the UK Government is seeking a rate at the lower end of the range.*
 - Limitation of landfill including potential bans on certain material types and even compulsory food waste collection.
 - A revised definition of municipal waste and a single method of calculating recycling performance.
 - Extend Producer Responsibility – extending the producer pays principle from areas such as packaging and WEEE in to other waste types.
- 4.4 The current EU Presidency, Estonia, has expressed the wish to conclude negotiations on the Circular Economy Package by the end of their term i.e. December 2017. At this time it is uncertain as to whether, in light of Brexit, the UK will be required to meet this target. It is currently anticipated that the transposition deadline will fall outside of the window in which the UK will leave the EU. However, should there be a transition period after leaving the EU then this requirement may come into play. DEFRA are currently expecting that this will be the case.²
- 4.5 In recent weeks there has been more activity in the legislative arena with some links to waste management in documents as well as indications of more specific publications to come;

¹ Trilogues are a set of informal negotiations between the European Parliament, the Council of the European Union and the European Commission used with a view to reaching early agreements on legislation.

² <https://www.letsrecycle.com/news/latest-news/circular-economy-package-expected-to-be-implemented/>

- Published:
 - The Clean Growth Strategy which states that a new “waste and resources strategy” will be published next year
 - A Defra “call for evidence” on drinks bottles deposit return schemes
 - A WRAP consultation on standardisation of bin colours (part of the wider “consistency” agenda)
 - National Infrastructure Commission’s Congestion, Capacity, Carbon consultation
- Expected:
 - Industrial Strategy
 - Defra’s 25 year Environment Plan

5. Performance

5.1 In the late 1990s and early 2000s Hampshire was a leader in terms of recycling performance and landfill diversion, with state of the art infrastructure. Over time, however, other authorities, without the benefit of a similar range of infrastructure (especially the ERFs), have invested in a broader recycling offer which includes materials that Hampshire’s current MRFs cannot process. This has led to a gradual decline in the County Council, and other Hampshire authorities’ national ranking as shown in Tables 1 & 2.

Table 1 – A Comparison of Recycling Performance and Waste Collected (kg/household) for Hampshire, Southampton and Portsmouth Against Neighbouring and Regional Authorities 2015-16

Neighbouring Disposal Authority	Recycling %	National Ranking
Dorset Waste Partnership	59%	15
Surrey County Council	55%	36
Isle of Wight Council	45%	147
Wiltshire	44%	157
Kent County Council	44%	162
Medway Borough Council	43%	181
West Sussex County Council	42%	188
East Sussex County Council	42%	195
Hampshire County Council	39%	230
Southampton City Council	27%	325
Brighton and Hove Council	25%	337
Portsmouth City Council	23%	338

5.2 The top performing collection authority in Hampshire achieves a 40% recycling rate and offers a wide range of kerbside collection services including the standard dry mixed recyclables, green garden waste

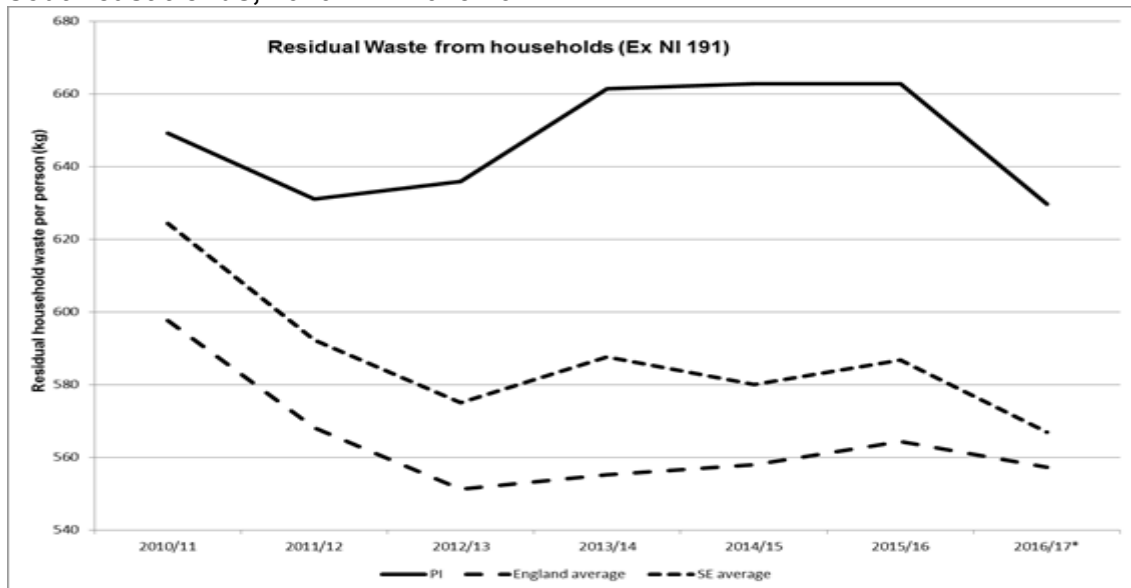
(chargeable), glass, batteries and food waste. Despite this wide range of materials it should be noted that they only rank 214 out of 351 English Authorities and are still almost 10% below the 50% recycling rate required by 2020. The worst performing Hampshire authority is the eighth worst authority nationally.

Table 2 Hampshire Districts compared to National Performance (2015/16)

Rank	Authority	Performance
1	South Oxfordshire DC	66.6%
2	East Riding of Yorkshire	66.1%
3	Rochford DC	66%
4	Vale of the White Horse DC	64.8%
5	Surry Heath BC	62.1%
214	Top performing Hampshire Authority	40.2%
343	Lowest performing Hampshire Authority	21.8%
351	Newham LB	14.7%

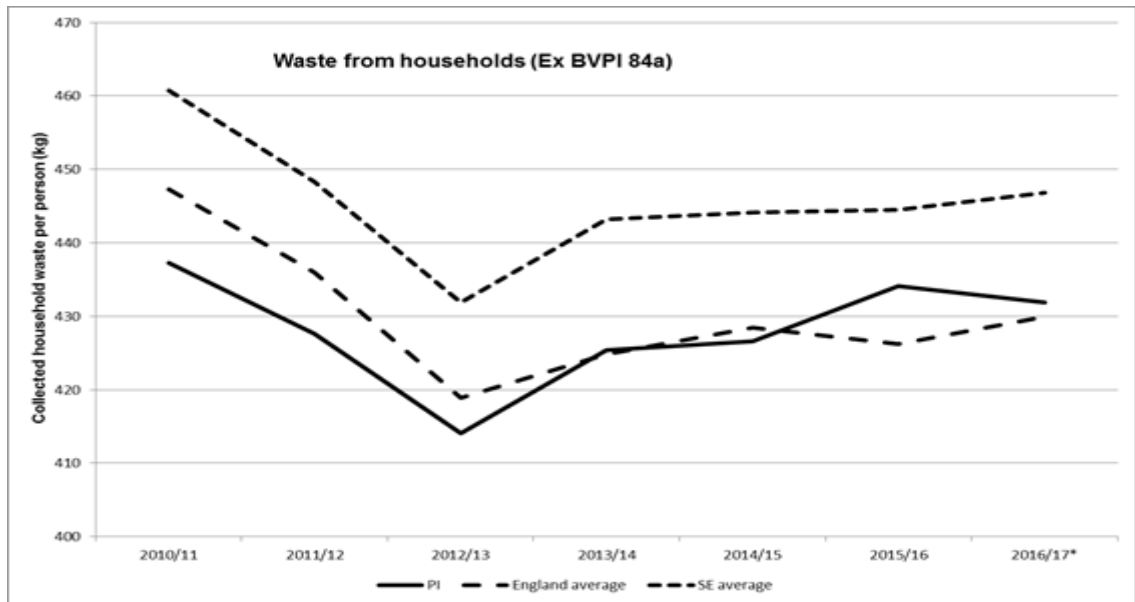
5.3 Fig 1 shows the amount of residual waste per household in KG compared with both the national average and the South East, and illustrates that whilst Hampshire has always been greater, the difference between them has increased significantly over time. Whilst Hampshire has seen a reduction in the last year this data tallies with the fact that other authorities have invested significantly in waste prevention campaigns targeting waste volumes.

Fig 1 - PI residual waste arisings (kg per household) compared to national and south east trends, 2010/11 – 2015/16



5.4 However, it is not just that Hampshire produces more waste overall. Fig 2 below shows the total waste per person and illustrates that Hampshire actually performs well per person in terms of total waste. When combined with the fact that the recycling rate is low this indicates that there is a significant amount of recyclable material still within the residual waste stream that could be captured. Diversion into the correct material stream is key.

Fig 2 - PI household waste arisings (kg per head) compared to national and south east trends, 2010/11 – 2015/16



5.5 The County Council’s recycling rate in 2015/16 was 39.08%. This figure is made up of a combination of the recycling undertaken by the county council, mainly via the HWRC network (see section 7) and that of the Districts and Boroughs, or Waste Collection Authorities, operating within the County Council’s area.

5.6 With the National recycling target of 50% as set by the Waste Framework Directive looming in 2020, Therese Coffey, the Parliamentary Undersecretary of State for DEFRA wrote to all 36 English authorities at 30% or under recycling performance (2015/16) in July to enquire about the action that they will be taking to improve their performance (7 of the Project Integra’s 13 collection authorities received this letter):

- New Forest DC – 30%
- Havant DC – 28.6%
- Southampton CC – 27.2%
- Basingstoke & Deane BC – 26.3%
- Rushmoor DC – 25.9%
- Portsmouth CC – 23.4%
- Gosport BC – 21.8%

5.7 Therefore, there is a need to explore the opportunities to significantly improve recycling performance across all Project Integra partners. Work is underway to consider increasing the range of materials acceptable as part of the kerbside recycling service (Section 8.5) and to improve residents behaviour in terms of increasing capture, and reducing contamination, of kerbside recyclables. However, as discussed in Section 7, the Transformation to 2019 savings target from the HWRCs service potentially threatens the best performing part of the whole household waste service.

6. Pressures on the Waste Services

6.1 The pressures on waste services come in a number of forms which inter-relate with factors such as the economy and population growth, key influences in the service demand. A healthy economy tends to lead to a population with more disposable income and this in turn leads to waste growth, whilst an increasing population leads to an increase in housing numbers which in turns leads to increased waste production, as each new house is estimated to be equivalent of an additional 1 tonne a year of demand. These demands lead to budgetary and capacity pressures. An additional pressure also arises from the structure of local government waste services in two tier areas, where separate budget management and local politics can be barriers to optimising the efficiency of the service.

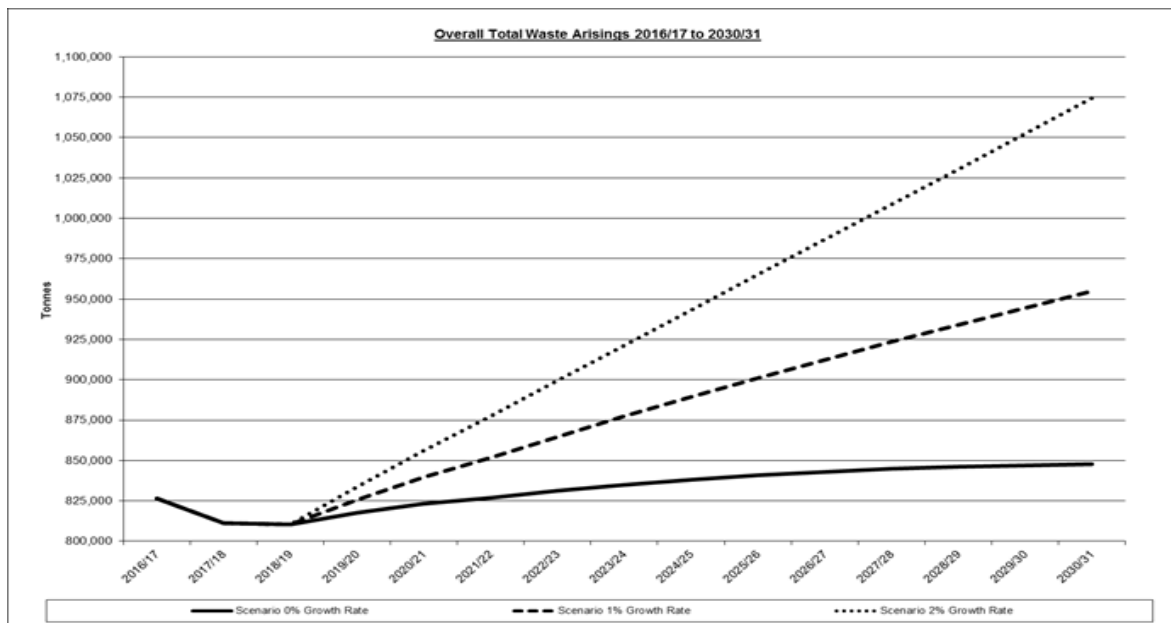
6.2 Waste Growth - Housing

6.2.1 Current estimates project an increase in housing across Hampshire of 100,000 by 2030. At the equivalent of 1 tonne of additional waste per new house, this is an estimated increase in total waste arising of 100,000 tonnes. This will have budgetary and capacity implications both for the collection and disposal authorities in Hampshire. There is a Project Integra officer working group that is assessing the implications of housing growth on whole system costs and performance that is due to report back to the Project Integra Strategy Board with an interim report in early 2018.

6.3 Waste Growth – Economic Growth

6.3.1 This element of waste growth is related to economic well being and so is difficult to predict. In the late 1990's when the economy was growing, annual increases in waste of 3% were not uncommon. However, following the credit crunch in 2008, total waste arisings fell and the economy went into recession. Any modelling over an extended period of time is only going to provide an indication of potential outcomes, and the graph in Fig 3 shows the implications of a sustained growth at 0%, 1% and 2% waste growth.

Fig 3 – Shows the potential implications of Waste growth through to the end of the current Waste Disposal Contract.³



6.4 Budgetary implications

6.4.1 Each additional tonne of waste from a new house or other waste growth is a further cost to be borne by the tax payer for its collection and disposal. The ultimate cost will relate to a number of factors such as its recyclability. For example composting green or garden waste is cheaper than disposing of it via energy recovery incineration or landfill.

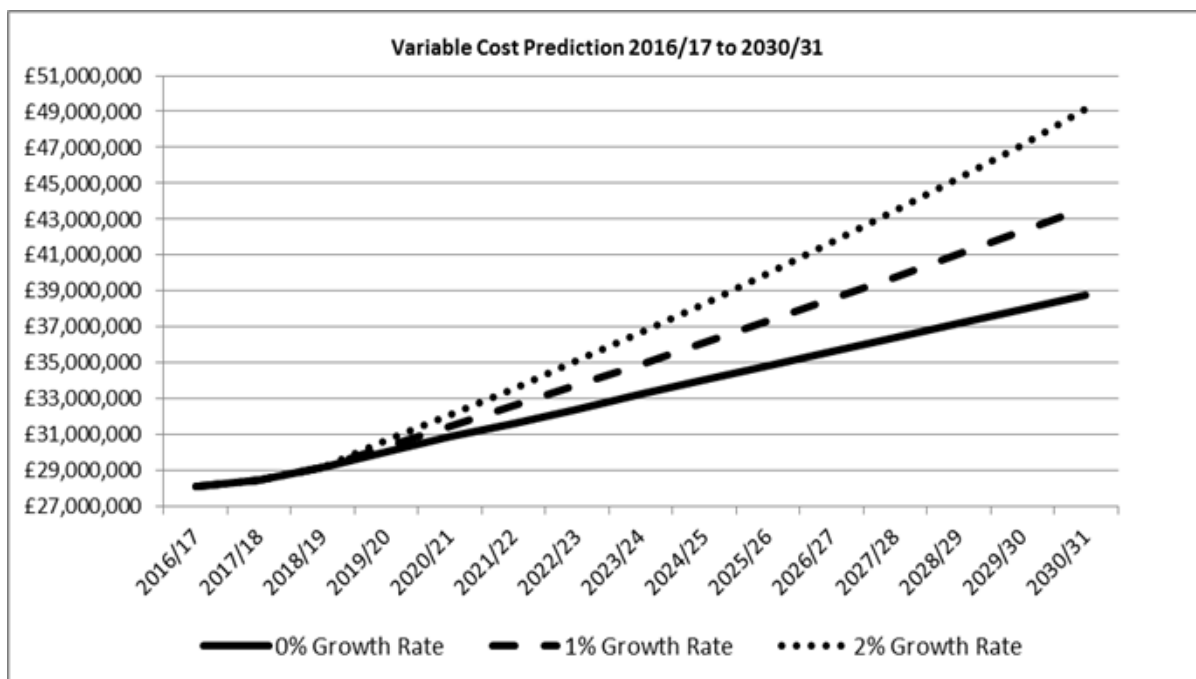
6.4.2 Other factors affecting the cost burden include legislation such as government taxes i.e. landfill tax or possible future incineration taxes; the availability of markets for recyclable or recoverable materials; exchange rates etc. For example since the fall in the value of the Pound (£) following the Brexit referendum the cost of sending refuse derived fuel to continental Europe has increased significantly.

6.4.3 Fig 4 shows the potential budget implication to the County Council of a) the current projected housing growth only (0%) and b) housing growth plus a 1% economically related waste growth, and c) 2% economically related waste growth only. This assumes an average cost per tonne based on the existing service arrangements and a 2% annual indexation.

6.4.4 This indicates that when forecast from the current year (2017/18) and allowing for planned housing growth, waste growth of 2% and annual indexation at 2%, the variable cost of dealing with waste in Hampshire would rise from £29 million to £49 million by the end of the current waste disposal contract in December 2030.

³ The figures include planned housing growth.

Fig 4 – shows the implications of waste growth (0%, 1% & 2%) on the service cost (Variable⁴ fees only)⁵



6.5 Infrastructure Implications

6.5.1 Waste infrastructure is expensive to deliver. The County Council entered into a contract in 1997 for the delivery of a suite of infrastructure which at the time required an investment of c. £200 million by the contractor, Veolia. In order to make this affordable the contract term was 20 years from the commissioning of the Energy Recovery Facilities, during which time the County Council was effectively repaying the mortgage.

6.5.2 These arrangements, whilst providing state of the art infrastructure at the time, are also limiting on how technological advances can be adopted during the contract term, without significantly increasing costs, as the previous generation of technology is still being paid off.

6.5.3 The extension of the contract negotiated as part of the Transformation to 2015 and 2017 programmes has provided an opportunity to review the existing MRF provision (see section 8.5), but it is also an opportunity that will require a capital injection to make it deliverable at a time when there is a further requirement to reduce revenue expenditure.

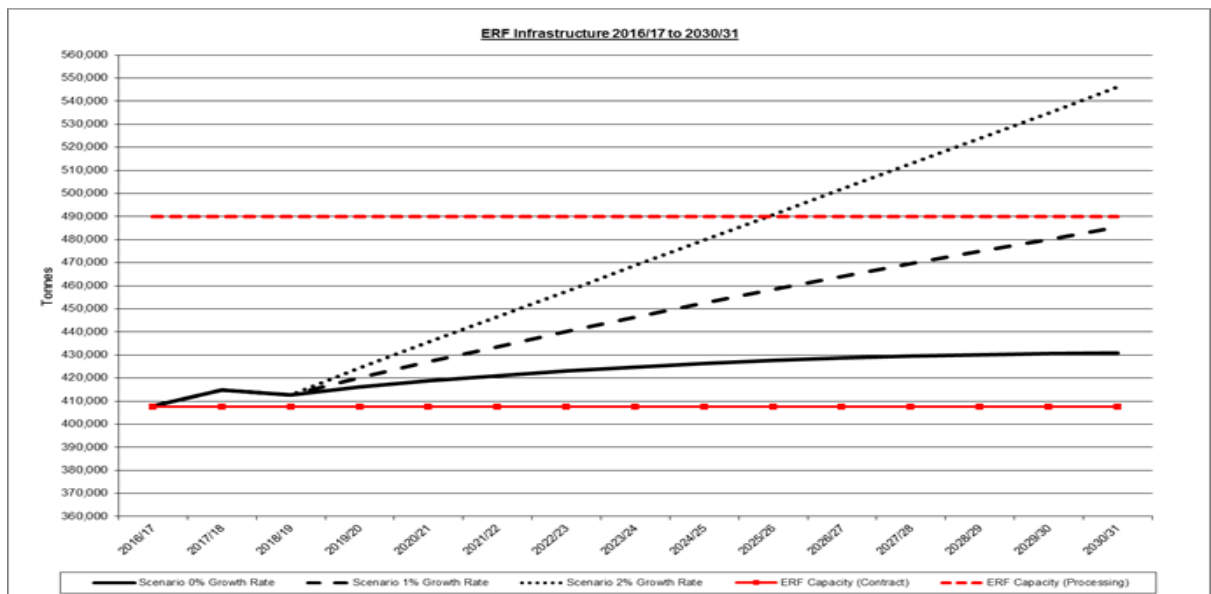
⁴ The variable cost is a per tonne figure for processing of waste, these exclude the fixed fees that essentially cover the 'mortgage' for provision of the waste infrastructure that has been delivered as part of this contract.⁴

⁵ Figures include RPI, planned housing growth and excludes any increase or decreases income resulting from capacity limits.

6.5.4 The ERFs are a more fixed element of the infrastructure with a finite capacity. The contractual arrangement with Veolia ordered a specified annual capacity of 407,500 tonnes and then allows Veolia to sell any spare ERF capacity whilst sharing the profits with the 3 WDAs.

6.5.5 Fig 5 shows projections for ERF capacity demand over the life time of the contract based on planned housing, and other waste growth. This indicates already being marginally in excess of the contract capacity of 407,500 tonnes. Each tonne of waste over the contract capacity that is sent to the ERFs has a double negative impact on the financial position as it results in increased processing costs and loss of revenue from the sale of spare capacity to third parties. Whilst work is underway to minimise growth of waste (waste prevention) and to improve diversion of wastes away from residual disposal (single MRF and Behavioural Insights), further work is required to evaluate options for delivering further disposal capacity, this will include the potential commercial benefits of additional spare disposal capacity in light of dwindling landfill void.

Fig 5 – Shows the implications of projected waste growth on ERF Capacity over the course of the Waste Disposal Contract. ⁶



6.5.6 It should also be noted that the one remaining landfill in Hampshire for the disposal of non-hazardous wastes is Blue Haze Landfill, Verwood on the County's western border. It is operated by Veolia but sits within its commercial operations and outside of the Hampshire contract. This landfill has a finite capacity and is expected to close in the mid 2020s. It is not

⁶ Figures include planned housing growth but excludes MRF residue as this is currently diverted as part of a trial and it is assumed this will continue.

currently expected that any replacement site is likely to be opened in Hampshire.

6.5.7 This will require further work to reduce the 3.65% (2016/17) of contract wastes that are presently sent to landfill such as re-use and recovery of wastes current collected by District Bulky Waste collections (section 6.1) or require the development of alternative disposal options. Without this there will be a significant cost increase in the later years of the contract as waste will be required to be exported from Hampshire to landfill sites i.e. in Buckinghamshire and further afield.

6.6 Inconsistency in Collection

6.6.1 All District and Borough Councils in Hampshire Collect the same range of co-mingled dry mixed recyclables (DMR) set out in the input specification appended to the 1997 Memorandum of Understanding that underpins Project Integra. However, beyond this the WCAs deliver their waste services in a multitude of different ways. Outside of the DMR Specification there is no consistency of collection service from one borough to the next. Appendix 1 shows the range of services and delivery mechanisms within Hampshire's collection services

6.6.2 There are two examples (Winchester City Council & East Hants District Council and Basingstoke & Deane Borough Council & Hart District Council) of joint collection contracts amongst the 11 collection authorities, but even within these there are differences in service provision i.e. Basingstoke & Deane Borough Council has weekly collection whilst Hart District Council operates fortnightly.

6.6.3 This inconsistency has a number of impacts, some of which are causing additional costs to be borne by the County Council as the Waste Disposal Authority but which also miss opportunities for performance improvements and possible income generation. The Waste & Resources Action Programme (WRAP) has been working on this issue at the behest of DEFRA to produce an evidence base to support Local Authorities in achieving greater consistency across their service areas⁷.

6.7 Contamination

6.7.1 Hampshire's contamination rate is set out in the Figs 6 & 7 below illustrating the fact that it has risen over time going from 7.55 to 11.44 percent over the last ten years. This rise in contamination has a significant financial impact on the waste disposal authorities: in 2016/17 it cost £1.2million to dispose of this material.

6.7.2 Contamination is a result of residents putting the wrong items in the recycling bin and whilst an amount of this is thought to be due to confusion over what can be recycled (e.g. different plastics), there is a growing amount of clearly non-recyclable material within DMR stream.

⁷ http://static.wrap.org.uk/consistency/The_benefits_to_Local_Authorities.pdf

Fig 6– Contamination or recyclable waste by district, 2015-16 to 2017-18⁸

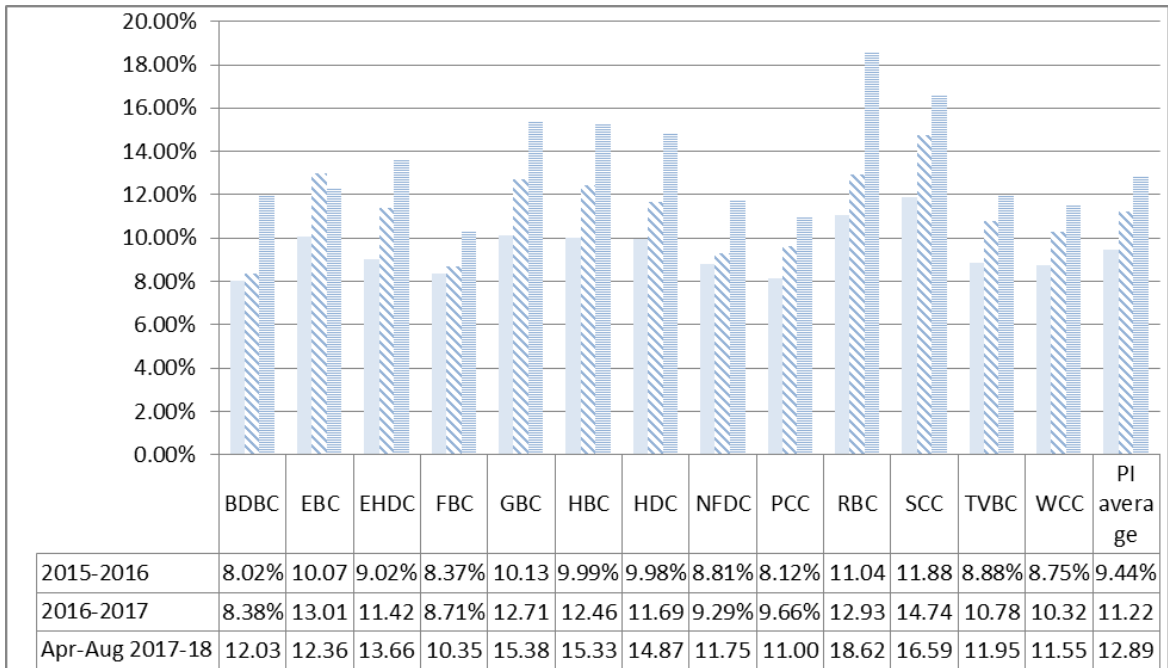
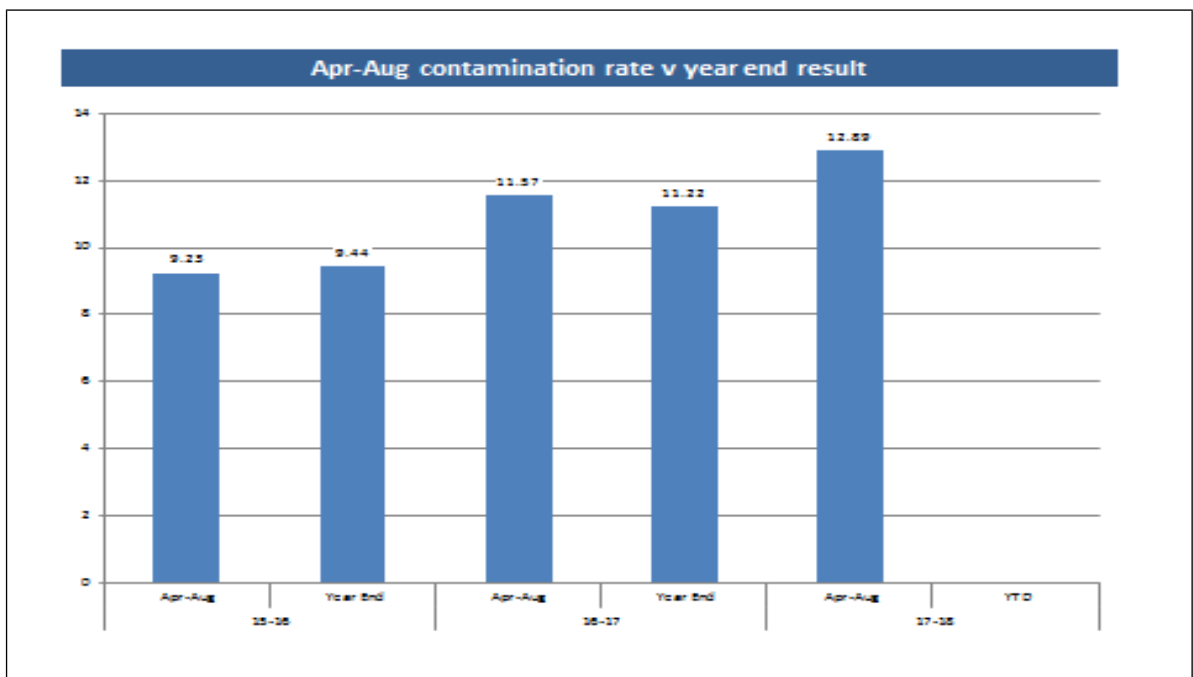


Fig 7 – Showing the contamination rate for April – August compared with the end of year outcome for 2015/16 to 2017/18



⁸ Note that the figures are based on MAF contamination sampling.

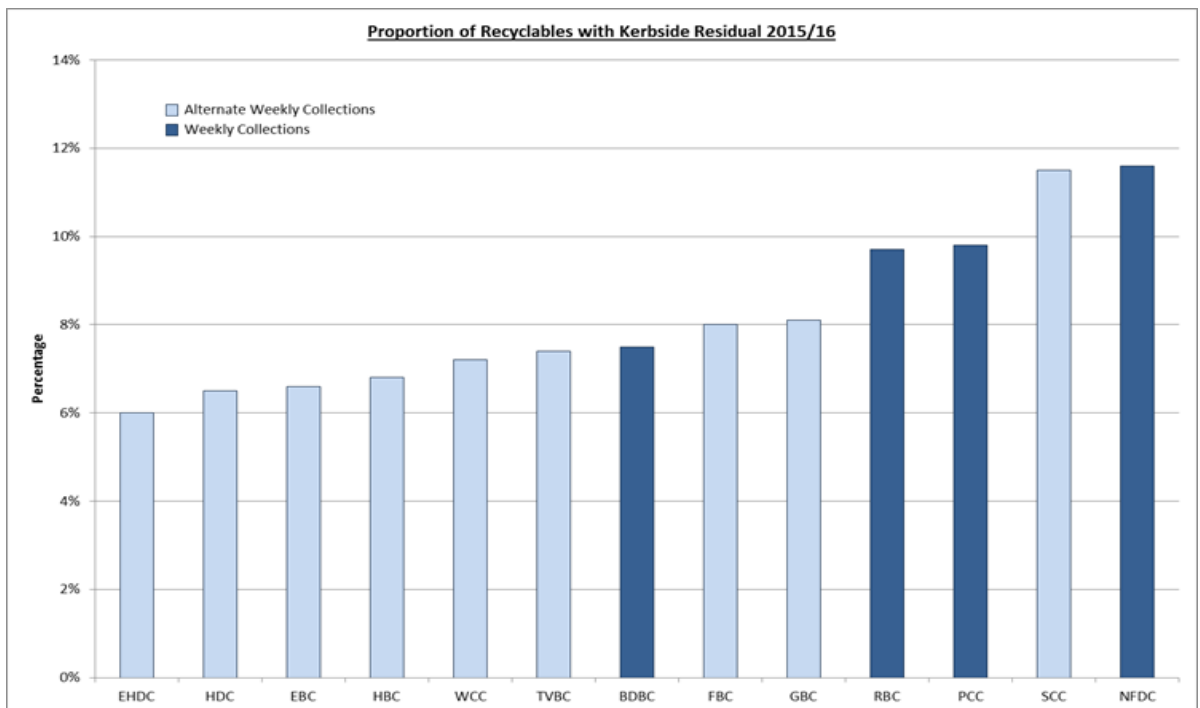
6.8 Alternate Weekly Collections/Weekly

6.8.1 The frequency of collection is known to affect the recycling performance of a district or borough. WRAP reports that “residual containment capacity” of which collection frequency is an element “was found to be significant in all datasets. More capacity is associated with lower recycling rates”⁹.

6.8.2 Fig 8 indicates that in Hampshire those authorities that operate on a weekly residential collection schedule tend to have higher quantities of targeted recyclable materials in their residual waste stream than those on Alternate Weekly Collections. It should be noted that Southampton City Council changed to an alternative weekly collection schedule in June 2017 and data is still being gathered on the impacts of this.

6.8.3 This loss of potentially recyclable material associated with collection methodology has financial implications for the Disposal Authority in terms of higher disposal costs and optimising capacity utilisation at both the ERFs and MRFs. There is also a loss of income for the Collection Authority, not to mention foregoing any cost reductions associated with operating a fortnightly service as opposed to a weekly service.

Fig 8 – Shows the percentage of residual waste which is targeted recyclable material and the collection frequency for 2015/16¹⁰



⁹ <http://www.wrap.org.uk/content/influencing-factors-local-authority-recycling-rates-identified>

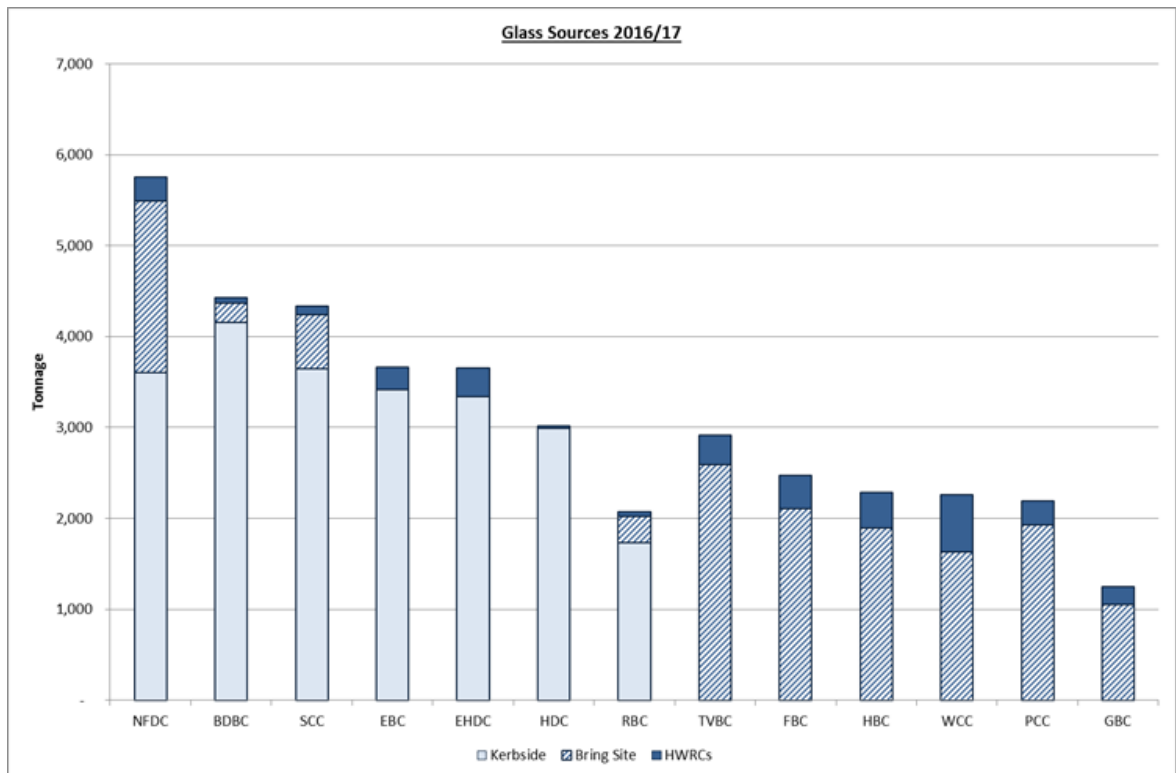
¹⁰ Note that the data was taken prior to Southampton City Councils switch to alternate weekly collections.

6.9 Kerbside Glass/Non Kerbside Glass

6.9.1 Glass is another material where there is variation in how it is collected , either via a kerbside collection service as provided by 7 PI Partners, or by “Bottle” Banks (provided by 5 PI Partners), with 4 providing both services. All the HWRCs also have bottle bank facilities but these are provided by the WDAs.

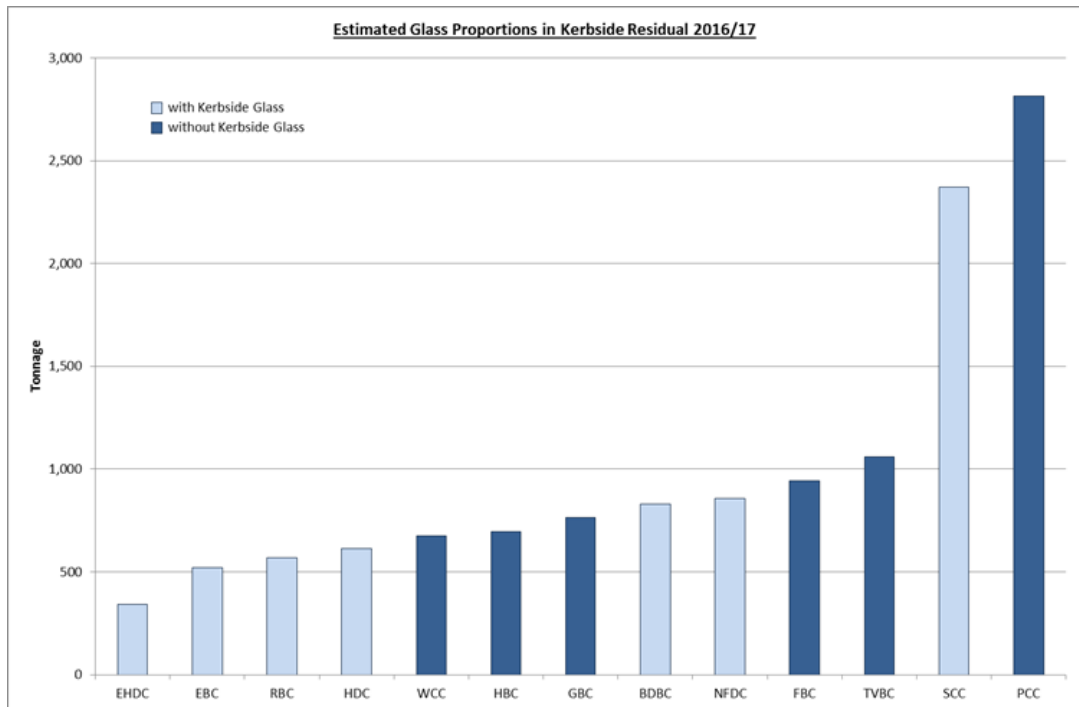
6.9.2 As can be seen in Fig 9, those districts offering a kerbside collection service generally have a significantly higher capture rate of glass that those only offering bottle banks. This in turn is reflected in the fact that those offering a kerbside collection service have on average a lower quantity of glass in their residual waste (see Fig 10).

Fig 9 Shows the amount of glass collected and the proportion of material by source for 2016-17



6.9.3 Glass remaining in the residual waste stream is sent for incineration. This tonnage (in excess of 10,000 tonnes per annum) takes up valuable capacity at the ERFs, as glass is unaffected by the thermal process and ends up in the incinerator bottom ash. It also misses out on a possible income from the sale of the recyclable cullet as well as the benefit in terms of recycling performance (%).

Fig 10 showing amount of Glass in remaining in residual waste by authority and whether or not they offer a kerbside collection service for 2016-17.



6.9.4 Project Integra is about to tender a new off-take contract for its collected glass and as part of the initial review of the service a county-wide collection contract was considered. However there was insufficient appetite amongst the partners to pursue this given their individual contractual or service delivery arrangements.

6.10 Bulky Waste Collections

6.10.1 Local Authorities' waste services are often considered the first point-of-call for residents who are looking to discard of their waste. District and Borough Authorities are allowed to charge for certain types of collection and includes the ability to charge for the collection of bulky household items. In general these items include white goods like fridges and cookers, and large furniture items such as 3 piece suites and wardrobes.

6.10.2 Unfortunately due to the nature of these services these items, which might initially have been reusable, end up as waste and once picked up as part of this service are destined for disposal by landfill. This is because the way in which the service is generally organised leads to residents placing items out for collection ahead of the collection date, subjecting them to damage by the weather. In addition the collection service itself is often a combined role with new bin deliveries, missed collections and other services. This means that space on vehicles is often limited and as a result items are stacked in such a way that does not preserve their condition.

6.10.3 Kerbside collected bulky waste, along with bulky residual from the HWRCs, makes up the majority of the material that currently goes to landfill and costs the disposal authority around £500,000 per annum. Some work has been

done with the Waste Collection Authorities to try to embed a revised Call Centre Script that encourages residents to contact local charities in the first instance. This is because if some of these items were collected and managed effectively it would offer the potential to increase their reuse and also support other corporate aspirations by providing a supply of furniture for those in need through charity partners.

6.10.4 However, there is a tension in a two tier authority area between the income generated as a result of the collection activity by the WCA against the disposal cost resulting to the WDA for having to dispose of items that could have been reusable if diverted to the second-hand market operated by charities.

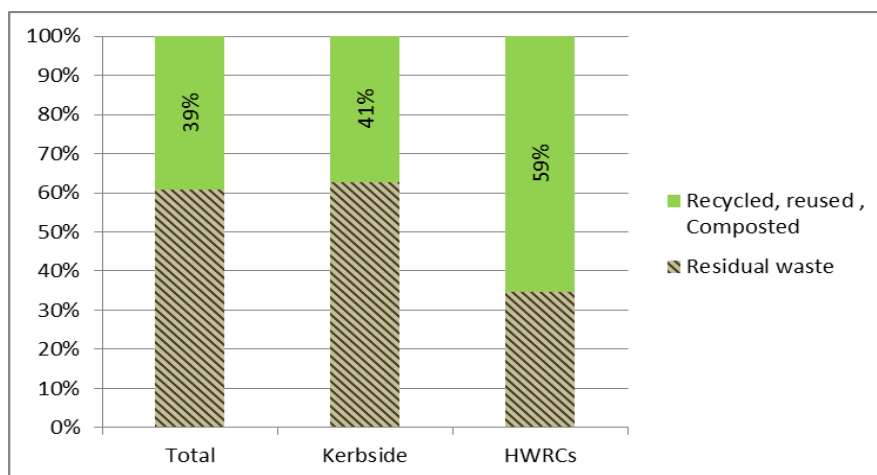
7. Household Waste Recycling Centres

7.1 The HWRC network is a much used and valued local service enabling residents to dispose of their bulky waste items free of charge in a convenient manner. The County Council provides a network of 24 sites, with Portsmouth and Southampton City Councils providing one each.

7.2 These facilities receive approximately 4 million visitors a year, and in 2015/16 handled 206,000 tonnes of waste of which 119,000 tonnes was recycled (57%).

7.3 The County Council's HWRC Service makes a significant contribution to the council's overall recycling rate of 39%. However, it does so from less than 30% of the total amount of waste, as shown in Figs 11 & 12.

Fig 11 – Shows the contribution to the Council's total recycling performance by the two key elements of the waste services



7.4 As set out in the Transformation to 2019 Programme –Revenue Savings Proposal report¹¹ presented to September's Environment and Transport

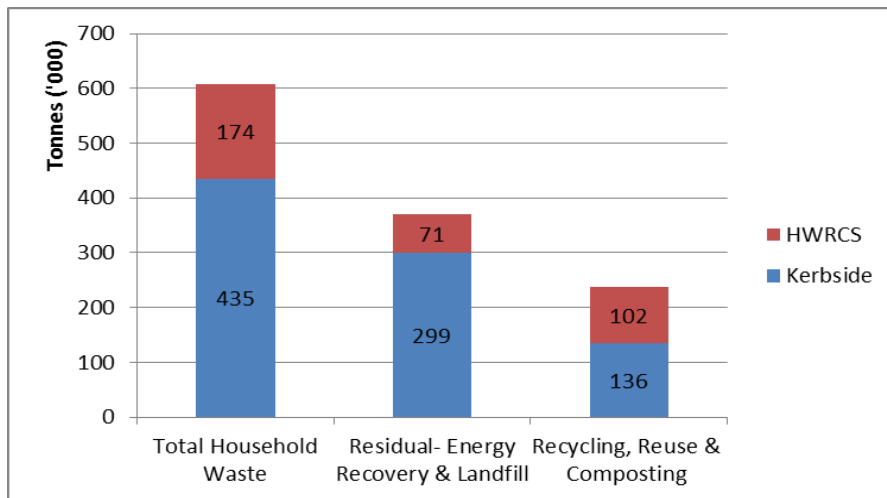
¹¹ http://democracy.hants.gov.uk/documents/s5800/Economic%20Development%20-%20T19%20Revenue%20Savings%20Proposals_HF000014734448.pdf

Executive Member Decision Day, a further £1.2 million of savings are required to be made from the HWRC Budget by April 2019. The current HWRC budget is approximately £10 million which is divided into management costs of just under £2 million (fees paid to the Contractor Veolia to manage the network of sites) and the waste disposal costs of just over £8 million.

7.5 Given that the need to achieve the necessary savings from previous Transformation programmes has led to the contract being re-tendered, opening hours reduced, and charges for non-household waste being introduced, there are limited options for further cost reduction. Options being explored include:

- Further opening hour reductions
- Day closures
- Expansion of the non-household waste charging scheme
- Full site closures
- Alternative operating models e.g. third sector involvement

Fig 12 - Shows the split in performance across the two key services areas in tonnage ('000) terms



7.6 There is also an opportunity, as part of the Joint Working described below (section 8.7) to review the relationship between collection services and the HWRC Services in order to maximise overall service effectiveness in terms of value for money and performance.

8. Strategic Direction

8.1 In summary, the identified issues and pressures are:

- The potential increase in the cost of waste disposal of up to £20 million per annum depending on delivery of expected housing growth and up to a 2% per annum increase in economically related waste growth
- Higher than average residual waste arisings, which is putting pressure on existing capacities before any future growth is factored in
- Low recycling performance
- High levels of contamination or non-targeted materials within the kerbside collected recyclables
- Inconsistent performance due to variable collection services across Hampshire leading to additional costs or loss of income across the partnership
- Anticipated waste growth due to increased housing numbers and other factors
- The need to make savings from stand alone budget functions e.g. the HWRC network

8.2 In response to these pressures this section sets out the proposed strategic actions that will be pursued in order to manage or mitigate them:

- A waste prevention programme
- Behavioural Insights work
- Develop a business case for new recycling infrastructure
- Investigate the need for additional disposal infrastructure
- Investigation of joint working opportunities

8.3 Waste Prevention Programme

8.3.1 Hampshire's waste prevention programme, Smart Living, began in 2015 as a measure to control increasing waste volumes and escalating disposal costs. The main objective of the programme is to educate and inspire Hampshire residents about small changes they could make to their lifestyle which will lead to much greater economic and sustainable benefits.

8.3.2 The proposed programme for 2017 – 2019¹² has been designed following a review of past and current waste disposal trends and costs, evidence of successful activities carried out by other Waste Disposal Authorities, waste prevention key performance indicators, and results from the waste prevention annual tracker surveys, as well as input from the waste prevention team.

¹² [2017-10-02 Waste Prevention ETE DMT Report - ITEM](#)

8.3.3 There are a number of elements to the programme including:

- Development of an insights-driven waste prevention approach that can be sustained and scaled Hampshire-wide over the long-term. The project will use innovative, values-led audience insights to reach targeted audiences, aimed at encouraging behaviours that aid more efficient waste management.
- A comprehensive waste compositional analysis to get a detailed understanding of what makes up the current residual waste stream in Hampshire.
- A reuse development service, working with HCC Troubled Families team to enhance collaborative working between reuse organisations and social welfare providers to futureproof the provision of local welfare support through furniture.
- Developing a centralised booking service for bulky waste to increase the amount of this material diverted for reuse by making the service easier and more convenient for residents.
- Developing a strategic partnership with a national food waste retailer to produce food waste prevention messages and interventions to appear at relevant points throughout the online shopping delivery service process.

8.3.4 In addition to the activities outlined above it is proposed to trial a grant scheme that will pump-prime new, or expand existing, waste prevention products and services similar to those already identified on the Smartliving webpages¹³ with the intention of ensuring activities are sustained beyond the funding period.

8.3.5 A lack of upfront funding is the main barrier noted for preventing these organisations from turning concepts into reality and from reaching a wider Hampshire audience. Increasing the scope and accessibility of products and services to Hampshire residents will also raise awareness of preventing waste and provide social benefits.

8.3.6 It is intended to open the application process for the grant during the European Week for Waste Reduction (18th – 24th November 2017) so that applications can be assessed and a recommendation of projects to fund can be made in time to meet the ETE Executive Member decision day on 13th March 2018. Funding for projects can then be released as of 1st April 2018.

8.3.7 The aim of the Waste Prevention Programme is to increase awareness of waste issues and effect a reduction in overall waste arisings, thus contributing to the saving Targets of the Transformation to 2019 programme

8.4 Behavioural Insights

8.4.1 It has been identified that, whilst there has in the past been a significant amount of traditional communication with residents about waste and

¹³ <https://www.hants.gov.uk/wasteandrecycling/smartliving/intheliving/reusesites>

recycling, this has not had the desired impact in terms of performance within the kerbside recycling systems.

8.4.2 In order to attempt to change this investment has been made in a behavioural insights led approach to engage with and change the way in which residents behave in relation to waste and recycling.

8.4.3 The initial research phase of the project has been completed and the target audiences have been identified. Work is now ongoing on the creative concepts ahead of testing those in certain areas within Hampshire.

8.4.4 It is intended to launch a range of creative, innovative pilots later this year and then measure how they are working, tweak them based on feedback and new insights, and then scale up the solution and roll it out across the County.

8.4.5 The interventions will be constantly evaluated, monitored and optimised to ensure that it creates a sustained impact.

8.4.6 The aim of the project¹⁴ is to drive consistent, targeted and relevant communications across Hampshire and with Project Integra partners to:

- Increase levels of recycling / divert recyclables from residual waste stream.
- Reduce contamination within recycling
- Reduce waste in the first place
- Maximise opportunities to influence behaviour around changes to infrastructure, waste services and other transitions.

8.5 Single Material Recovery Facility Opportunity

8.5.1 The existing contract with Veolia was extended in 2015 to an end date of 30 December 2030. This has meant that one of the two existing MRFs at Alton becomes scheduled for a refit, included in the existing contract cost. This has presented an opportunity to review, and potentially change, the current system where any change to infrastructure can be at least partially off set against the existing contractual cost.

8.5.2 Options have been investigated at a high level with Veolia, the long term disposal contract partner. Whilst a number of options have been explored, the preferred option is the development of 1 single MRF in a central location, the benefits of which include:

- the maximisation of the economies of scale;
- the ability to design for an increased range of collected materials i.e. Pots, Tubs and Trays and cartons (PTTs) without the space restrictions of the existing MRFs;

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[Waste Performance Improvement Programme DMT Feb 2017](#)

- no need to close the existing Hampshire MRFs during the development phase, thereby avoiding loss of income from sale of recyclables and potentially higher gate fees at MRFs outside of Hampshire.

8.5.3 Modelling has been carried out on options for delivery and what their relative costs would be. Table 3 below summarises the outcomes of this. It is currently believed that, on the basis of the current modelling, the option to deliver a single MRF provides the best balance of benefit to the community and reduced expenditure in the long term.

8.5.4 The expectation is that in delivering the new MRF infrastructure it will be possible to increase the range of recyclable materials collected at the kerbside, thus meeting a known political and resident aspiration, whilst increasing Partners' recycling performance and reducing overall costs by moving materials up the Waste Hierarchy.

8.5.5 Therefore it is proposed to develop a full business case for a single MRF solution with the intention, subject to the outcomes of the business case, to seek further approvals for the necessary funding, land acquisition, and project appraisal to implement and deliver new MRF capacity.

Table 3 – Summary of the cost and benefits of the MRF options

Option	Capital cost *	Transition cost	Revenue Cost	Recycling benefit
Refit Alton MRF	Included in existing contract	Potential loss of some of £6m p.a. income due to export of material during refit	No change. Cost rise due to poor performance and housing growth	None
Expand range at two existing MRFs	£10 Million	£7.25 Million p.a. in gate fees and loss of Income	£1 million p.a. in part to maintain quality of saleable materials	Yes
Expand range through single Alton MRF	£2-4 million	Loss of some of £6m p.a. income due to export of material during refit	Up to £1m in additional haulage transfer costs	Yes – but capacity for future growth is limited by size
Expand range through single central MRF	£10-25 million**	None	Depends upon location and design	Yes

* Veolia make a capital contribution in all scenarios equivalent to the refit of Alton MRF on a like for like basis.

** Range subject to site costs and site condition i.e. clear site or pre-existing building etc.

8.6 Additional Disposal infrastructure

8.6.1 As identified in Fig 5 the contract capacity at the ERFs is already being exceeded and whilst the Council does have call on the spare capacity, doing

so exposes it to increased costs both in terms of higher variable fee payments and a loss of income.

8.6.2 In light of these pressures it is proposed that further work is undertaken to assess the options open to the Authority for increasing disposal capacity, be that additional ERF capacity or pre-processing for export to other facilities outside of Hampshire as a refuse Derived fuel (RDF) or a Solid Recovered Fuel (SRF).

8.6.3 This work will take into account the impacts of other strategic actions such as increased diversion of recyclables to the MRFs and the impacts of the waste prevention programme, as well as the need to source alternative solutions for material which is presently landfilled.

8.6.4 Subject to resource, availability work will also be undertaken to ensure that other disposal options for material streams, such as Air Pollution Control residues (also known as Fly Ash) and Incinerator Bottom Ash, are optimised, with proposals for invest to save projects proffered subject to a business case.

8.7 Opportunities for Joint Working

8.7.1 The current relationship between the partners in Project Integra is overseen by the Project Integra Strategic Board with an elected Chairperson and representation from all partners by the waste portfolio holding Cabinet Member.

8.7.2 The relationship is underpinned by a Memorandum of Understanding that was originally agreed in Feb 1997, which in summary agrees that each partner will work together, but that each authority with waste responsibilities, be it for collection or disposal, manages their own budget for their provided service, and are able to make changes to that service even if such changes might have a detrimental impact on other or all partners.

8.7.3 This has led to numerous missed opportunities to benefit from economies of scale, consistency, and simplification.

8.7.4 As an example, the County Council and the two unitary authorities of Portsmouth and Southampton, as Waste Disposal Authorities, finance the costs associated with the provision and operation of the entire waste infrastructure, including responsibility for the costs associated with operating of the two MRFs. This includes a fee payable on each tonne of inputs and the disposal costs of any non-targeted material, contamination, or any process losses.

8.7.5 The income from the sale of the recyclable materials is then shared 50:50 between Veolia and the three Waste Disposal Authorities, with the County Council passing over its entire share to the 11 WCAs, without any consequence associated with its initial quality.

8.7.6 Rising contamination levels, which have gone from 7.55 to 11.44 percent over the last 10 years, costing the waste disposal authorities £1.2 million in 2015/16, are difficult to change as there is no incentive for the collection authorities to improve.

8.7.7 The proposed expansion of the range of materials to a single MRF will require a review of the Memorandum of understanding, and an Officers Working Group has been examining a number of options to deliver greater benefit to the community at less cost to the partnership overall.

8.7.8 This has included reviewing what other similar partnerships of authorities who are ahead of Project Integra in terms of their performance have done, and these include pooled budgets, formal joint governance, and delegated decision making, through to full integration of responsibilities as a single waste authority.

8.7.9 It is proposed that the County Council continues to work with the Chief Executive Group of the Hampshire and Isle of Wight Local Government Association (HIOWLGA), as has been the practice to date with respect to developing the MRF proposals set out in section 8.5, identifying and quantifying the options for the future structure of Household Waste Services in Hampshire, and learning from other authorities in order to improve services to the community at lowest overall cost.

9. Recommendations

9.1 That the overall strategic direction for waste management in Hampshire as set out in this report be approved and adopted.

9.2 That approval be given to produce a full business case for development of a single Material Recovery Facility (MRF) option including:

- A proposal for capital funding for land acquisition and full development;
- A full project appraisal to be considered by the Executive Member for Environment and Transport; and
- A land acquisition report to be considered by the Executive Member for Policy and Resources.

9.3 That approval be given to set up a grant fund of £65,000 to support local enterprise (charitable or otherwise) in establishing initiatives for the reuse of bulky household items.

CORPORATE OR LEGAL INFORMATION:**Links to the Strategic Plan**

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

Other Significant Links

Links to previous Member decisions:	
<u>Title</u> None	<u>Date</u>
Direct links to specific legislation or Government Directives	
<u>Title</u> Waste Framework Directive	<u>Date</u>

Section 100 D - Local Government Act 1972 - background documents

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

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

IMPACT ASSESSMENTS:

1. Equality Duty

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

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

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

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

1.2 Equalities Impact Assessment:

The change itself will have a neutral impact on all groups as the actual decision to progress with the business case will not itself result in a change for service users. If the outcome of the business case is positive then this will allow more materials to be recycled by all users.

2. Impact on Crime and Disorder:

2.1 Provision of a new MRF to process a wider range of materials from the kerbside collection service will not have any impact on crime and disorder.

3. Climate Change:

a) How does what is being proposed impact on our carbon footprint / energy consumption?

The ability to collect a wider range of materials at the kerbside would have a positive impact on carbon footprint by reducing the amount of material that is disposed of as residual waste, and enabling more material to be recycled. This in turn should reduce the need for use of virgin materials to produce the products we use.

- b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

Taking steps to increase the amount of recycling and reduced residual waste helps to reduce the need to rely on virgin materials for products.

	Residual waste frequency		Dry Recycling Frequency		Glass Collection			Food Waste Collected?	Garden waste	
	Weekly	Fortnightly	Weekly	Fortnightly	Fortnightly	Monthly	None		Free	Chargeable
Basingstoke and Deane Borough Council	✓			✓	✓					✓
East Hampshire District Council		✓		✓		✓				✓
Eastleigh Borough Council		✓		✓		✓		✓		✓
Fareham Borough Council		✓		✓			✓		✓	
Gosport Borough Council		✓		✓			✓			✓
Hart District Council		✓		✓	✓					✓
Havant Borough Council		✓		✓			✓			✓
New Forest District Council	✓		✓			✓				✓
Portsmouth City Council	✓			✓			✓			✓
Rushmoor Borough Council	✓			✓	✓					✓
Southampton City Council		✓		✓	✓					✓
Test Valley Borough Council		✓		✓			✓			✓
Winchester City Council		✓		✓			✓		✓	

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Environment and Transport
Date:	14 November 2017
Title:	Progress report on Household Waste Recycling Centre Cross Border Charging
Report From:	Director of Economy, Transport and Environment

Contact name: Sam Horne

Tel: 01962 832268

Email: sam.horne@hants.gov.uk

1. Executive Summary

- 1.1. The purpose of this paper is to provide an update on the work to establish a long term solution for cross border HWRC usage with neighbouring local authorities. This includes seeking to obtain approval to extend the transitional arrangements that have been made with West Berkshire Council to enable residents of North West Hampshire to retain a level of access to West Berkshire's Household Waste Recycling Centre (HWRC) service for a period of up to twelve months.
- 1.2. This paper seeks to update on the status of discussions with neighbouring authorities, set out the short term requirement to maintain service provision, and clarify its financial impact.

2. Contextual information

- 2.1. The issue of cross border usage of HWRCs is not new, with some authorities, initially in cities such as London, choosing either to ban non-residents from using their facilities, or to negotiate a subsidy from neighbouring authorities. With the increasing financial pressures being faced by waste disposal authorities, those making subsidy payments are now reviewing the continuing affordability of these arrangements, especially where service provision is available within that authority's boundaries.
- 2.2. Following the decision by West Berkshire Council to prevent residents from outside its area from accessing HWRCs at Newtown Road and Padworth, negotiations were commenced to maintain access for Hampshire residents.
- 2.3. At the Executive Member for Environment and Transport Decision Day in October 2016, approval was given to enter into a transitional solution to enable Hampshire residents to retain a level of access to West Berkshire's HWRC at Newtown Road whilst longer term solutions are considered.
- 2.4. A Hampshire resident permit was issued to Hampshire residents who lived more than 10 miles from a Hampshire HWRC and closer to the Newtown Road site in West Berkshire.

- 2.5. Just over 5,000 permits were issued, using information provided by Basingstoke and Deane Borough Council, enabling all of those residents free access to the Newtown Road site to recycle and dispose of their waste.

3. Neighbouring Authority engagement update

- 2.6. A workshop session has been held with all neighbouring local authorities to understand their current position with regards to cross border usage, and to discuss potential options for establishing a consistent long term approach.
- 2.7. Of the authorities that border Hampshire there are three key areas where cross border usage is of particular note, either outgoing or incoming, and these have been the focus.
- 2.8. The three local authorities are Dorset, West Berkshire, and Surrey, with Wiltshire having limited movement due to the location of sites in each area and the relative rurality of the areas between.
- 2.9. On the border between Hampshire and Dorset there is significant usage, over 50%, of the HWRC at Somerley by Dorset residents. In addition, a number of Hampshire residents use the site at Christchurch. Based on analysis of the visitor numbers there is a net inflow to Hampshire.
- 2.10. Initial discussions have been held with Dorset Waste Partnership (DWP), with an initial agreement for DWP to contribute towards the cost of running the Somerley HWRC in recognition of the percentage of Dorset Residents that use the site. However, the agreement was not finalised and no payments were made.
- 2.11. DWP has indicated that it is willing to contribute towards the cost of the Somerley HWRC due to the gap in its existing service provision, and the options for the funding mechanism are being considered.
- 2.12. In the north west of Hampshire there is an established service gap, with a number of Hampshire residents using the Newtown Road site in West Berkshire. This represents a significant outflow into West Berkshire.
- 2.13. West Berkshire introduced charging for non-household wastes in September 2017 and has been focused on ensuring that it is running smoothly prior to any further discussions about cross border usage.
- 2.14. Having introduced charging, there is now the facility on site to levy and charge allowing for the option to charge a standard access fee per visit to be considered. Once West Berkshire has embedded the non-household waste charging system, talks can continue about the longer term options.
- 2.15. Surrey County Council has recently approved proposals to reduce the cost of running its Community Recycling Centres (CRCs), which included considering banning non Surrey residents from the Camberley and Farnham sites, which are currently used by some Hampshire residents. The decision was made not to ban Hampshire residents to allow discussions on cross border usage to take place.
- 2.16. In addition there is usage of a number of Hampshire sites close to the border, Bordon and Farnborough, which are used by Surrey residents. Following a recent meeting it has been agreed that, as part of a site survey, postcode data

for both the Hampshire sites as well as the sites at Camberley and Farnham will be gathered to establish the true user percentage ahead of further discussion of the options. It is expected that the surveys will be undertaken in November with results analysed early in the New Year.

4. Transitional Permit Arrangements for West Berkshire Sites

- 4.1. There is a need for more time to establish a long term solution, and as a result there is also a need to consider short term service provision in North West Hampshire.
- 4.2. Continuation of the existing permit scheme that allows those Hampshire residents outside of the 10 mile radius of a Hampshire HWRC to access the Newtown Road HWRC in West Berkshire will maintain service provision while this work is completed.
- 4.3. The cost of providing the 5,000 transitional permits for the first twelve months was £160,000 (funded by early and over-achievement of savings on the waste budget), and it is anticipated that this cost will not change for an extended period of a maximum of 12 months and will be similarly funded.
- 4.4. It is proposed to reduce the administrative cost by not producing a new permit for the extended period.
- 4.5. A letter will be sent to the current permit holders using the existing database setting out the rules for permits and explaining that their existing permits will be extended.
- 4.6. The existing processes for dealing with lost, damaged, or stolen permits will be continued, and the County Council will continue to deal with all enquiries related to the permit scheme.

5. Equalities

- 5.1 This decision will deliver an interim solution to the issue of cross border usage in the north west of Hampshire, and essentially maintain the status quo for a period of up to twelve months in order to provide time to agree a long term solution. As there is no change to the current position there are neither negative nor positive impacts on any of the groups with protected characteristics.

6 Future direction

- 6.1 As outlined above discussions have been held with all neighbouring local authorities with regards to cross border arrangements to establish the current position and what options exist in terms of a more consistent approach.
- 6.2 The County Council's stated preferred option would be for a charge to be made for access to an HWRC outside of the authority area that the individual resides in. This would ensure that all residents would be able to access the sites nearest to them, but would also ensure that if the site in questions was outside the boundary of their authority of residence, the fee would help offset some of the costs associated with service provision, waste handling and treatment.

- 6.3 With the continued pressure on all local authority budgets and the differing timetable of budget reductions within each one, it has not been possible to reach a consistent agreement, hence the need for the extension to the existing arrangements.
- 6.4 Discussions are continuing with the key neighbouring authorities and the County Council is seeking to conclude these as soon as possible. A further report will be brought to the Executive Member for Environment and Transport for consideration once they are complete.

7 Recommendations

- 7.1 That the Executive Member for Environment and Transport gives approval for further engagement with all neighbouring authorities to deliver a permanent solution to the issue of cross border use of Household Waste Recycling facilities within 12 months.
- 7.2 That in order to enable time for the above discussions, the existing transitional permits for affected Hampshire residents are extended on the same terms as the current arrangement, by a period of up to a maximum of 12 months.
- 7.3 That authority is delegated to the Director of Economy, Transport and Environment to agree the details of the revisions to the transitional arrangements including any expenditure within existing Departmental resources, in consultation with the Executive Member for Environment and Transport.

CORPORATE OR LEGAL INFORMATION:**Links to the Strategic Plan**

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

Other Significant Links

Links to previous Member decisions:	
<u>Title</u> Cross Border Household Waste Recycling Centre Access	<u>Date</u> 12 Oct 2016
Direct links to specific legislation or Government Directives	
<u>Title</u> N/A	<u>Date</u>

Section 100 D - Local Government Act 1972 - background documents

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DocumentLocation

None

IMPACT ASSESSMENTS:

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

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

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

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

1.2. Equalities Impact Assessment:

Having completed an equalities impact assessment it has been determined that there are no disproportionate impacts on people with protected characteristics as a result of this proposal. The text from the assessment is set out below:

This decision will continue the interim solution to the issue of cross border usage in the north west of Hampshire and essentially maintain the status quo for a period of up to twelve months in order to provide time to agree a long term solution. As there is no change to the current position there are neither negative nor positive impacts on any of the groups with protected characteristics.

2 Impact on Crime and Disorder:

2.1 It is not anticipated that this decision will have any impact on crime and disorder.

3 Climate Change:

a) How does what is being proposed impact on our carbon footprint / energy consumption?

By ensuring that Hampshire residents can access the nearest HWRC it will ensure that car journeys are minimised and therefore reduce / maintain the carbon footprint and energy consumption.

- b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

The previous HWRC service provision review considered the options to adapt to climate change and this will be taken into account in future service developments

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Environment and Transport
Date:	14 November 2017
Title:	Countywide Civil Parking Enforcement Services
Report From:	Director of Economy, Transport and Environment

Contact name: Adrian Gray

Tel: 01962 846892

Email: adrian.gray@hants.gov.uk

1. Executive Summary

- 1.1. The purpose of this paper is to seek approval for changes to the County Council's approach to on-street parking, including enforcement and the delivery of associated parking controls across the County as part of the Transformation to 2019 savings proposals.
- 1.2. The report also seeks approval to progress the introduction of civil parking enforcement in Gosport, the only district or borough in the County currently without these powers.

2. Contextual information

- 2.1. Unregulated parking can cause disputes between neighbours, and between residents wanting to park outside their homes and commuters, students or others seeking free, long stay parking, and between adjacent businesses who require space for loading and unloading, but also convenient short term customer parking and all-day parking for staff close by. In many locations these competing demands can all be present, and parking controls may be in place to achieve the desired balance. These controls may regulate on-street parking to prioritise available space, for instance by allocating space for residents, or they may seek to provide limited waiting or short stay on-street parking, combined with long stay, off-street parking.
- 2.2. In some cases, off-street parking may be provided out of town as part of park-and-ride facilities to encourage visitors to not travel into already congested urban areas, freeing up limited town centre parking spaces and reducing the adverse impact of transport. In these locations, parking provision, pricing and regulation form part of a transport strategy seeking to balance environmental aims with sustaining a vibrant economy.
- 2.3. Unregulated parking can also cause disputes between road users, particularly where parked vehicles narrow the available carriageway forcing

traffic into the path of on-coming vehicles, or obstructing accesses. Road safety concerns may emerge, and preventing parking and loading/unloading entirely in some locations is necessary to remove conflict or provide adequate visibility, for instance at road junctions. Such parking restrictions inevitably put more pressure on the remaining road space, exacerbating other problems.

- 2.4. It is also necessary in some locations to allocate some road space available for parking for a specific purpose such as a disabled parking bay. Again, such a restriction will have implications for available parking. Similarly, residents seeking to provide off-street parking with access from the highway will reduce on-street parking, with or without specific access protection markings. The Highways service licenses residential vehicle accesses to balance the needs of individual residents with those of their neighbours. Nevertheless, conflict can arise where an access is obstructed or impeded by parked vehicles.
- 2.5. The County Council, as the Highway Authority, is responsible for on-street parking enforcement where civil parking enforcement exists. The County Council applied to the Department for Transport for civil parking enforcement powers on a district by district basis over a number of years, with the first application for Winchester in 1996 with the most recent being for East Hampshire in 2012. Gosport is currently the only district/borough in Hampshire where civil parking enforcement has not been implemented.
- 2.6. The district councils undertake parking enforcement on behalf of the County Council via agency agreements. The agreements were established to facilitate improved local parking enforcement compared with the police resources previously available, and were intended to be cost neutral. The majority of the agency agreements have not been significantly reviewed since their introduction.
- 2.7. Individual district and borough councils are able to implement areas of on-street, pay-and-display parking, and set charges to meet local needs. Any surplus after meeting the full costs of parking enforcement may be used to meet local transport objectives with the County Council's approval, and provided that these are consistent with relevant legislation. There is considerable discrepancy between the financial position of individual district and borough councils, with a number not being cost neutral as intended. It is therefore considered appropriate to review the delivery of civil parking enforcement in Hampshire to achieve a consistent service that is cost neutral, and which meets emerging policy objectives.

3. Proposal

- 3.1. The pressure on parking space is set to increase with anticipated development, and there may additionally be new requirements, for instance to provide roadside electric charging points, which collectively will place a new emphasis on parking management to protect the needs of residents

while supporting economic development. Providing an effective parking service that meets customer needs and delivers policy objectives will need additional resources and potentially new technologies to optimise available parking and provide improved customer information. To meet the associated costs of this service, it is anticipated that charging for on-street parking will need to be expanded beyond current levels, and charges for residents parking permits will need to reflect the full cost of their provision and enforcement.

- 3.2. The current agency agreements would be terminated under this proposal, but alternative options exist for meeting the objective of a consistent, cost neutral civil parking enforcement service, including new agency agreements with district and borough councils. It is envisaged that any new civil parking enforcement arrangements will in any event retain close collaboration with district and borough councils on overall parking provision (on-street and off-street) to reflect the joint nature of parking policy.
- 3.3. Any new arrangement will manage the parking service on a full cost recovery basis as it is no longer considered appropriate that the cost of providing, maintaining, enforcing and managing parking in a limited number of locations in Hampshire should be met from general resources.
- 3.4. Gosport is currently the only district/borough in Hampshire where civil parking enforcement has not been implemented. Earlier studies suggested civil parking enforcement in Gosport would operate a deficit, and as such it was not considered viable. Parking enforcement is instead undertaken by a police Traffic Warden under the day-to-day supervision of Gosport Borough Council, and is part funded by both the County Council and Gosport Borough Council (£15,000 each). The level of enforcement is constrained by the limited resource, with no service resilience in the event of leave or other absence. There have been regular requests to review the decision not to progress civil parking enforcement in Gosport due to concerns about unregulated parking and lack of flexibility due to the limited resources.
- 3.5. Increasing police resources in Gosport may be possible in the short term, but is not considered a long term option given policing priorities and the adoption of civil parking enforcement in every other district/borough in Hampshire. It is also likely that further funding from the County Council and Borough Council would be needed. It is therefore felt appropriate to progress an application to the Department for Transport for civil parking enforcement in Gosport.
- 3.6. Civil parking enforcement makes it easier to prosecute non-payment of parking charge notices (for infringing parking controls) and to recover excess charges in respect of on-street, pay-and-display parking. This will enable the County Council to develop improved parking controls and areas of on-street, pay-and-display parking that have previously not been possible, and which will enable a more flexible mix of off-street and on-street provision, particularly on the sea front.

- 3.7. The County Council would operate civil parking enforcement in Gosport, and it is not proposed at this time to consider an agency arrangement. This is primarily as a consequence of Gosport Borough Council not having the associated traffic management agency agreement that would enable the Borough Council to manage and maintain parking restrictions or respond effectively to new parking issues, and which therefore imposes a resource burden on the County Council for which revenue from civil parking enforcement and on-street parking should reasonably pay.
- 3.8. A further benefit of the County Council setting up and operating civil parking enforcement in Gosport is that it will establish the basic system required for the full countywide civil parking enforcement service during the termination period of the current agency agreements. This will enable the County Council to then take over responsibility for civil parking enforcement if required. It would also provide a scalable service that may be expanded to deliver civil parking enforcement as required in the event that new agency arrangements are developed with other district/borough councils, but ultimately cannot be agreed or are subsequently terminated. This will provide essential resilience in the future.
- 3.9. It is also intended to establish an enforcement system for bus lane contraventions, and the basic system for civil parking enforcement in Gosport (and elsewhere) will provide the required functionality for a countywide bus lane enforcement service.

4. Other key issues

- 4.1. There is a full two financial year notice period to terminate the civil parking enforcement agreements. This requires the County Council to serve notice on these by 31 March 2018 to enable a new countywide civil parking enforcement system to be in place from 1 April 2020.
- 4.2. Currently traffic management agency agreements are in place with 9 of the 11 district/borough councils. These traffic management agency agreements support the management of civil parking enforcement as they enable the district/borough councils to maintain carriageway markings and signs to implement the associated traffic regulation orders. They also enable the district/borough councils to respond to emerging issues and introduce new or amended parking regulations.
- 4.3. Only Gosport Borough Council and Fareham Borough Council do not have traffic management agency agreements. Hampshire County Council delivers these activities direct in these areas. Fareham Borough Council has however retained its civil parking enforcement agency.
- 4.4. Fareham Borough Council withdrew from the traffic management agency agreement in 2017, and it is too early to determine the full impact on the parking service of separating these two service activities. It is however felt to be generally beneficial and efficient to combine these functions.

- 4.5. If approval is given to terminating the civil parking enforcement agency agreements then the remaining traffic management agency agreements may also be terminated in the future to enable a traffic management support function to be developed to better support the prevailing civil parking enforcement system in Hampshire.

5. Options

- 5.1. The County Council, as Highway Authority, is ultimately responsible for civil parking enforcement (all district areas except Gosport). It currently fulfils its obligation through separate agency arrangements. In the event that an agency arrangement is terminated, responsibility for civil parking enforcement in that agency area will continue to rest with the County Council. There is no mechanism for the County Council to hand back civil parking enforcement to either the districts or pass responsibility to the Police. Consequently the County Council must continue to provide the service in perpetuity.
- 5.2. Alternative options exist for the County Council to fulfil this obligation. It may continue with agency arrangements in their existing form, seek to amend these or replace them with new agency agreements, or provide a civil parking enforcement system directly.
- 5.3. This report recommends terminating the existing agency arrangements as they are no longer considered appropriate for the current financial position of the authority. There is considerable disparity in the individual agencies' financial returns, but the majority are not cost neutral as intended. Delivering an effective and consistent countywide parking service in the future will need to be on a full cost recovery basis, and the agency arrangements in their existing form do not provide the means of achieving this. The full cost of the parking service needs to include the costs of the associated traffic management and highway maintenance functions.
- 5.4. Following termination of the existing agency arrangements, the County Council will work with district/borough councils to assess the opportunity to replace them with revised agency agreements in a new parking partnership.
- 5.5. If it is not possible to agree revised agency arrangements that deliver a consistent countywide parking service on a full cost recovery basis then the County Council will implement a system to provide civil parking enforcement in Hampshire directly.
- 5.6. It is proposed to provide a new civil parking enforcement system directly in Gosport. This is a separate activity as there is no civil parking enforcement in Gosport at this time.
- 5.7. The future of the current traffic management agency agreements will depend on the outcome of the option assessment for a new countywide civil parking enforcement service.

6. Finance

- 6.1. The County Council is not liable for any in-year or cumulative deficit arising through the current civil parking enforcement agency agreements. Nevertheless, the continuing deficit and inconsistency in the agency services is a cause for concern as the County Council is ultimately responsible for civil parking enforcement.
- 6.2. The County Council's Transformation Programmes provisionally identifies a £900,000 contribution to the functions associated with a parking service. This figure is a surplus above the direct cost of civil parking enforcement, and reflects the cost of those activities that support the delivery of the service.
- 6.3. The £900,000 identified in the County Council's Transformation Programmes is in addition to rebalancing civil parking enforcement to remove the current deficit. It is anticipated that charging for on-street parking will need to be expanded beyond current levels, and that charges for residents parking permits will need to reflect the full cost of their provision and enforcement in order to achieve this financial outcome.
- 6.4. The cost of setting up a civil parking enforcement service will depend on the scale of the deployment, and will vary from the lowest cost of establishing a service limited to Gosport up to a full, countywide civil parking enforcement service. In all cases, the costs could be recovered over time from revenue income i.e., the contribution to the functions associated with a parking service identified above.
- 6.5. The costs of that expanding on-street parking may also be recovered over time from this revenue income, but may additionally be met from the capital programme as appropriate.
- 6.6. The estimated cost of implementing civil parking enforcement in Gosport is £200,000. This cost can be met from existing resources as part of transforming countywide civil parking enforcement services. A revised business case will be developed as part of the application to the Department for Transport, and this will consider how the service can be set up to operate on a cost neutral basis.
- 6.7. TUPE is anticipated to apply for civil parking enforcement staff should the current agency agreements end and not be replaced with a new agency arrangement. The costs of TUPE have been identified and provision made as part of the financial arrangements put in place to support the transformation of countywide civil parking enforcement services.

7. Consultation and Equalities

- 7.1. Terminating the civil parking enforcement agency agreements would not affect the fundamental provision of the services, and therefore no specific public consultation is required.

- 7.2. Individual public consultation is undertaken for the introduction of any new or amended traffic regulations. Proposals for future restrictions and/or areas of on-street, pay-and-display parking would be subject to specific consultation.

8. Future direction

- 8.1. An Executive Member decision to terminate the remaining traffic management agency agreements will be required if the County Council determines to deliver civil parking enforcement in Hampshire directly. There is a one year notice period to terminate the traffic management agreements, and the County Council would need to serve notice on these agreements one year in advance of introducing a new countywide civil parking enforcement system for the associated traffic management support function to be in place.
- 8.2. An Executive Member decision to vary the current traffic management policy, approved in May 2016, may also be required should the County Council deliver civil parking enforcement in Hampshire directly. The current traffic management policy prioritises service activity to casualty reduction, recognising that parking services are currently delivered by the district/borough councils under agency agreement, but may need to reflect the additional priority activities in support of a countywide parking service should parking services be delivered directly in the future.

9. Recommendations

- 9.1. That the Executive Member for Environment and Transport approves establishing civil parking enforcement in Gosport.
- 9.2. That civil parking enforcement in Gosport will not be delegated through an Agency Agreement at present, but that preparations are made, and arrangements put in place for the County Council to implement and operate the core functions required.
- 9.3. That arrangements put in place to support civil parking enforcement in Gosport retain the option to be 'scaled up' to provide the capacity to cover other district/borough areas in the future if required.
- 9.4. That suitable temporary enforcement arrangements are put in place to provide an interim solution, prior to establishing civil parking enforcement in Gosport, and that authority be delegated to the Director of Economy, Transport and Environment, in consultation with the Executive Member for Environment and Transport to make the necessary arrangements.
- 9.5. That authority be delegated to the Director of Economy Transport and Environment, in consultation with the Executive Member for Environment and Transport, to implement proposals for areas of pay-and-display, on-street parking in Gosport to provide an appropriate mixture of on-street and

off-street, paid for parking, to meet established County Council policy objectives.

- 9.6. That the Executive Member for Environment and Transport approves the termination of current district/borough council agency arrangement for civil parking enforcement and authorises the serving of appropriate notices for this change to come into effect no later than 1 April 2020, with alternative arrangements for a civil parking enforcement service put in place to provide a consistent countywide service in accordance with County Council policy objectives.
- 9.7. That the Executive Member for Environment and Transport delegates authority to the Director of Economy Transport and Environment to work with District and Borough Councils to explore alternative arrangements for a consistent countywide civil parking enforcement service, with confirmation of decisions in respect of potential, revised agency agreements required by 1 April 2019 to allow sufficient time for alternative arrangements to be established.
- 9.8. That the Executive Member for Environment and Transport approves the development and implementation of a system for bus lane enforcement, as part of revisions to the enforcement service in the county.
- 9.9. That the Executive Member for Environment and Transport delegates authority to the Director of Economy Transport and Environment to put in place suitable temporary bus lane enforcement arrangements to provide an interim solution prior to establishing final countywide bus lane enforcement arrangements.

CORPORATE OR LEGAL INFORMATION:**Links to the Strategic Plan**

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

Section 100 D - Local Government Act 1972 - background documents

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

Document

Location

None

IMPACT ASSESSMENTS:

1. Equality Duty

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

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

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

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

1.2. Equalities Impact Assessment:

It is considered that the proposal will have a neutral impact on groups with protected characteristics. Measures provided in response to specific needs e.g. disabled parking bays, will continue to be provided where appropriate.

2. Impact on Crime and Disorder:

2.1. Unregulated parking can cause disputes. An effective parking enforcement service will help reduce conflict. Civil parking enforcement can help reduce demand for police resources to respond to parking related issues, freeing up those resources for other crime and disorder issues.

3. Climate Change:

a) How does what is being proposed impact on our carbon footprint / energy consumption?

The proposal in itself has no impact on climate change. There is scope to reduce fuel consumption and the carbon footprint of car travel by the use of

effective traffic management measures, which includes parking. Individual parking projects may be devised and implemented through the Capital Programme.

- b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

It is considered that the proposal will have no impact on the need to adapt to climate change and be resilient to its longer term impacts.

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Environment and Transport
Date:	14 November 2017
Title:	Publication of the Hampshire Concessionary Travel Scheme 2018-19
Report From:	Director of Economy, Transport and Environment

Contact name: Kevin Ings

Tel: 01962 846986

Email: kevin.ings@hants.gov.uk

1. Executive Summary

- 1.1. The purpose of this paper is to seek approval to continue the current range of concessions contained within the Hampshire Concessionary Travel Scheme for 2018/2019.
- 1.2. This paper seeks to set out the background to the scheme and proposes the scheme for 2018/2019. It also reviews the changes made to the renewal arrangements for the Older Person's Concessionary Pass during 2017/18.

2. Contextual information

- 2.1. This report concerns the administration of concessionary travel, for which the County Council acquired responsibility in April 2011, and is distinct from a proposal by the County Council to lobby Central Government to change legislation in order to introduce a nominal charge for pass renewal, and to run a 'concessionary fare pilot scheme', post 2019, which would involve a nominal charge for concessionary fares to reinvest and sustain services going forward.
- 2.2. Hampshire County Council acquired responsibility for the administration of concessionary travel in April 2011.
- 2.3. The published scheme is updated annually and the County Council is required to publish details of its draft Concessionary Travel Scheme for 2018/2019 by 1 December 2017. The final details of the scheme have to be published by 3 March 2018, 28 days prior to implementation on 1 April 2018. This report seeks approval from the Executive Member for Environment and Transport to continue the current range of concessions.
- 2.4. The statutory scheme provides for free travel between 0930 and 2300 on Monday to Friday, and at all times on weekends and on Bank Holidays, for

eligible older and disabled persons. The County Council has not been notified of any changes. Reimbursement rates are calculated by the retained consultants based on Department for Transport (DfT) guidance.

2.5. Since it commenced on 1 April 2011, the Hampshire scheme has incorporated a number of enhancements for those with disabilities. This followed a detailed Equalities Impact Assessment. These were included in the scheme which was approved by the Executive Member for Environment on 19 November 2010.

2.6. The enhancements to the statutory scheme are as follows:

- **FREE travel at all times for Disabled Hampshire Pass holders** on journeys commencing in Hampshire to destinations in England;
- **COMPANION TRAVEL** – The Scheme will allow certain Hampshire pass holders who have been issued with a ‘Companion pass’ to be accompanied by a companion who is eligible for the same free travel benefits as the pass holder. The companion may be anyone whom the pass holder considers appropriate to provide assistance;
- **Half Fare Travel** on Community Transport Services such as Dial-a-Ride and Call & Go providing that the pass holder meets all relevant eligibility criteria; and
- **ALTERNATIVE DISCRETIONS** - Travel vouchers worth £32 are offered as an alternative concession for those entitled to a disabled person’s pass. These are only valid on participating taxis, voluntary car schemes, Dial-a-Ride and Call & Go.

3. Renewal Arrangements for the Older Persons Concessionary Pass

3.1. Older Person’s Concessionary Passes are initially awarded for up to five years after which time they are subject to automatic renewal. Prior to renewal a number of safeguarding checks are undertaken to try to ensure that the County Council does not incur the cost of issuing passes to people who have either died or moved away from the area. Despite these checks a significant number of re-issued passes are still returned to the council.

3.2. In order to reduce the unnecessary cost of passes which are no longer being used, it was agreed for the 2017/18 scheme that an Older Person’s Concessionary Pass would not be issued automatically if it was not being used. Approval was given not to automatically renew a pass if it had not been used in the six months prior to its renewal. So far this has only been applied where passes have not been used in the previous 12 months, as analysis of renewals in March 2017 suggested that a larger than average number of pass holders would be affected, and at that time the anticipated resulting queries could not be accommodated with ease. It is recommended that six months continues to be the target, to be met once processes are established to accommodate resulting enquiries within acceptable timeframes and standards.

However, regardless of the non-usage period applied, there is no impact upon a person's entitlement to a pass, and anyone who contacts the council to say they have not received their new pass is issued with one. The change came into effect for renewals after 1 January 2017.

- 3.3. Some 40,000 passes were due for renewal in March 2017 and of these 30,000 were old format cards for which no journey information was available. 10,000 cards provided usage information, and of these 3,355 passes were not automatically renewed due to lack of card usage. To date 1,270 (38%) passes have subsequently been requested by those people who did not automatically have their Older Person's pass renewed. A further 34,000 passes due to be renewed in the months before the next bulk renewal in March 2018 are being dealt with in the same manner.
- 3.4. The cost to the council of issuing a pass and keeping it active for five years with no travel is £2.40. The change of process has generated an initial saving of £5,000 for the County Council in production costs as well as a further saving of £5 per pass where passes are returned by post and records updated manually. This is in addition to any distress avoided for relatives where the passholder has died, and also reduces the risk of potential fraud where a pass is used by someone else.
- 3.5. There are currently a further 45,000 passes due for renewal in March 2018, and it is proposed that approval to not automatically renew an Older Person's Concessionary Pass which has not been used during the previous six months should continue for the 2018/19 scheme. Disabled Persons' passes continue to be renewed automatically subject to any appropriate review of eligibility.

4. Ensuring that passes are used properly

- 4.1. During 2018, Hampshire County Council will introduce electronic hotlisting of invalid passes to reduce the risk of improper use and the resultant cost to the County Council. A misused pass could cost the County Council £568 in a year.
- 4.2. Bus passes will be hotlisted only in the following circumstances:
 - the original pass has been reported either lost or stolen and been replaced with a new pass, or
 - a passholder has been written to and the letter has been returned by the Royal Mail indicating the pass holder has moved address, or
 - a passholder has been written to, asking for up to date proof of eligibility or to return the pass and they have not done so.
- 4.3. An invalid pass will be withdrawn and retained by the bus driver. If a pass is withdrawn and the driver is satisfied that the user is the person identified on the pass, the user will still be able to make that journey. However,

subsequent journeys will need to be paid for until either the correct pass is used or a new valid pass obtained.

- 4.4 Currently invalid passes are withdrawn when identified by bus company staff, and this change would utilise the Smartcard capability of the new ticket machines.

5. Finance

- 5.1. The overall size of the budget is £13.9 million. This covers the cost of issuing concessions and reimbursement costs to operators for concessionary travel. The proposal in this report is to continue the current scheme and is expected to have a cumulative saving of at least £25,000 in production costs over the five year pass renewal cycle, but a clearer picture will appear as the cycle progresses.

6. Recommendations

- 6.1. That the Hampshire Concessionary Travel Scheme for 2018/2019 maintains the range of concessions currently provided, and that this forms the basis of the draft scheme published on 1 December 2017.
- 6.2. That non-automatic renewal of Older Person's Concessionary Passes which have not been used in the six months prior to their expiry shall continue to be the target for the 2018/19 Hampshire Concessionary Travel Scheme, but on request an Older Person will be issued with a pass for the 2018/19 Scheme.
- 6.3. That authority is delegated to the Director of Economy, Transport and Environment to make any variations to the final scheme from April 2018 that may be required, in consultation with the Executive Member for Environment and Transport.

CORPORATE OR LEGAL INFORMATION:**Links to the Strategic Plan**

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

Other Significant Links

Links to previous Member decisions:	
<u>Title</u> Executive Member – Environment Agenda item 1: Concessionary Fares	<u>Date</u> 19 November 2010
Direct links to specific legislation or Government Directives	
<u>Title</u> Transport Act 2000 as amended by the Concessionary Bus Travel Act 2007	<u>Date</u> 2000, 2007

Section 100 D - Local Government Act 1972 - background documents

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

IMPACT ASSESSMENTS:

1. Equality Duty

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

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

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

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

1.2. Equalities Impact Assessment:

The proposals in this report have been developed with due regard to the requirements of the Equality Act 2010, including the Public Sector Equality Duty and the Council's equality objectives. As the proposals will not amend existing eligibility, there should be no impact upon those groups with protected characteristics.

2. Impact on Crime and Disorder:

2.1. It is considered that the decision will have no impact on crime and disorder.

3. Climate Change:

a) How does what is being proposed impact on our carbon footprint / energy consumption?

The concessionary scheme enables eligible residents to use public transport as an alternative to the private car.

- b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

The concessionary scheme supports use of public transport which minimises carbon emissions.

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Environment and Transport
Date:	14 November 2017
Title:	Review of Economy, Transport and Environment Service Charges
Report From:	Director of Economy, Transport and Environment

Contact name: Paula Shergold

Tel: 01962 846747

Email: paula.shergold@hants.gov.uk

1. Executive Summary

1.1 This report seeks delegated authority for the Director of Economy, Transport and Environment (ETE) to:

- a) Revise the rate of charges made for Economy, Transport, and Environment services to a level that enables the County Council to recover the full costs of provision;
- b) Implement a charge for some services currently provided free of charge, to a level that enables the County Council to fully recover the costs of provision;
- c) Implement new chargeable services, complementary to existing services, at rates that enable the County Council to recover the full costs of provision;
- d) Approve a phased approach on individual price revisions where it is felt that a single transition to full cost recovery would be inappropriate;
- e) Implement any policy changes as a result of revised charges.

2. Contextual information

2.1 Initial results of the recent Shaping Hampshire consultation indicate that residents would prefer Hampshire County Council to close the gap in its budget through the revision of charges for services over cost-saving or council tax measures. This was the preferred option for 67% of respondents.

2.2 The County Council is required to save £19.005million from its Economy, Transport, and Environment budget as part of the current transformation programme. Given the indicative conclusions of the Shaping Hampshire consultation, a review of the prices for chargeable services is proposed, as well as the development of new chargeable, value-adding services, to help protect and maintain core Economy, Transport and Environment service provision.

- 2.3 Detailed analysis has shown that for many Economy, Transport and Environment services, the service charge made does not fully recover the cost incurred for provision.
- 2.4 This conclusion was supported through a benchmarking exercise which showed that other local authorities are often charging for the same services at a significantly higher rate, acknowledging that other local authorities will have varying cost structures.
- 2.5 In addition, there is potential to introduce a number of new, value-adding Economy, Transport, and Environment services, for which a service charge could be made.
- 2.6 It should be noted that the majority of services that will be reviewed are services Hampshire County Council provides for other organisations, such as developers, solicitors and utility companies.
- 2.7 The proposal is to revise service charges up to an amount which reflects the full cost of providing that service, and introduce new services through the Transformation programme to 2019 period. Where it is felt that a single transition to the fully cost reflective price is inappropriate, a phased approach will be taken. Any service charges made will be in accordance with legislation.
- 2.8 For reasons of business efficiency, it is recommended that the Executive Member for Environment and Transport delegates authority to the Director of Economy, Transport and Environment to authorise service price revisions and the implementation of new, complementary services within prevailing County Council guidelines.

3 Scope of Service Charges

- 3.1 The services under consideration for revised charges, or introduction on a chargeable basis, will predominantly be those provided to Utility Companies and professional organisations engaged in development. These tend to be charges made for services accessed on a one-off basis, rather than provided on an ongoing or contractual basis to service users. These include such services as licensing to replace and retain apparatus in the highway, the provision of “H” bar markings across private accesses to prevent use by the general public for parking purposes, and expedited highways searches detailing the extent of the public highway in specific locations to interested Legal Practices.

4 Future direction

- 4.1 It is expected that the first set of price revisions will take place in January 2018, with further sets of price revisions, capturing a wider set of services, taking place through 2018/2019.
- 4.2 After the initial review, on an ongoing basis service charges will be reviewed to ensure the charge continues to reflect the cost of providing that service.

5 Recommendations

5.1 That authority is delegated to the Director of Economy, Transport and Environment, in consultation with the Executive Member for Environment and Transport, to:

- a) Revise the rate of charges made for Economy, Transport, and Environment services to a level that enables the County Council to recover the full costs of provision;
- b) Implement a charge for some services currently provided free of charge, to a level that enables the County Council to fully recover the costs of provision;
- c) Implement new chargeable services, complementary to existing services, at rates that enable the County Council to recover the full costs of provision;
- d) Approve a phased approach on individual price revisions where it is felt that a single transition to full cost recovery would be inappropriate;
- e) Implement any policy changes as a result of revised charges.

CORPORATE OR LEGAL INFORMATION:**Links to the Strategic Plan**

Hampshire maintains strong and sustainable economic growth and prosperity:	Yes
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- 1.1 The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:
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 - Advance equality of opportunity between persons who share a relevant protected characteristic (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, gender and sexual orientation) and those who do not share it;
 - Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

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

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

1.2 Equalities Impact Assessment:

An Equalities Impact Assessment has been carried out and can be viewed in full [here](#).

The findings of this assessment were that the proposals would have a generally neutral impact, with the possibility of low impacts in some cases on residents less able to pay, and on those with disabilities requiring access to potentially affected services. Mitigation measures will be considered in certain cases as possible and appropriate.

2. Impact on Crime and Disorder:

- 2.1. None specified.

3. Climate Change:

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

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Environment and Transport
Date:	14 November 2017
Title:	Waterside Interim Transport Policy
Report From:	Director of Economy, Transport and Environment

Contact name: Hannah Roper

Tel: 01962 832239

Email: hannah.roper@hants.gov.uk

1. Executive Summary

- 1.1. The purpose of this paper is to seek endorsement of an interim transport policy which sets out the County Council's emerging view on transport infrastructure requirements for the Waterside area of South Hampshire in light of potential future growth.
- 1.2. An interim policy is needed to support the Local Planning Authorities in the New Forest in developing their Local Plans and to aid planning for strong and sustainable economic and housing growth.
- 1.3. It will also provide clear guidance on the scale and type of transport infrastructure developers may be expected to provide should development proposals come forward in the meantime.

2. Contextual information

- 2.1. The need for an interim transport policy arises from the potential for large developments to come forward quickly along the Waterside and a need to understand what this would mean in terms of the performance of the transport network and the need for new infrastructure. Potential growth includes housing within Totton, Marchwood, and Fawley of up to 4,000 new homes and the longer term potential expansion of port activity at Marchwood Military Port and on land owned by the Association of British Ports (ABP).
- 2.2. The New Forest District Council is consulting on possible development sites in the New Forest, which includes several sites on the Waterside. Total housing numbers could be in excess of 3,500 homes. The New Forest National Park has lower level housing numbers.
- 2.3. The former Fawley power station site is currently being considered for development including potential for 1,500 homes and 2,000 jobs. A planning application is expected to be submitted in the near future.
- 2.4. Port intensification plans are potentially coming forward for Solent Gateway (the intensification of Marchwood military port) and expansion on the ABP

strategic land reserve. ABP has confirmed in its recent Port Masterplan consultation that capacity in the port of Southampton is full and that it is considering the business case for expanding operations on the Waterside.

- 2.5. There is much the County Council and even the promoters do not know about the exact nature of the potential housing and port growth plans. As such the policy promoted in this paper is interim pending further clarity on some key issues. Such issues include considerations like the nature of port growth. This is important because the impact on transport infrastructure for containers is very different to those generated by bulk goods, energy generation or car export uses. In due course and as issues like this become clearer the County Council will seek to include these in a Waterside transport strategy.
- 2.6. In a regional context there are infrastructure schemes outside of the Waterside area that would be required to maximise the economic benefits of port intensification and expansion. For highways they include investment in the M27, M3 Junction 9 and A34 (to motorway standard). For railways, similar supported investments of strategic importance are the Woking Flyover, rail freight bypasses at Basingstoke, capacity improvements generally, and the electrification of tactically important rail freight corridors (Basingstoke to Reading).
- 2.7. It will also be important to ensure that when the planning authorities consider the environmental and amenity impacts of developments, there is clarity on the transport requirements, so that these can also be factored into consideration of the impacts, in what is a highly sensitive landscape and natural environment, with significant national and international conservation designations.

3. Transport Evidence Base

- 3.1. In order to understand the transport infrastructure requirements of the potential growth proposals in the Waterside, the County Council has undertaken data collection and a range of traffic assessments. The data and assessment form a robust technical evidence base on which to develop an interim policy. The findings from the evidence work are:
 - 3.2. Highways
 - 3.2.1 The Waterside is served by the A326 which is the main highway access to and from the strategic road network. The peninsular nature of the Waterside means there are no reasonable alternatives. As a result, the Waterside settlements are dependent on the A326 working effectively.
 - 3.2.2 Following collection of traffic data and capacity analysis, it is clear that the A326 is already at its theoretical capacity at many of its junctions and some of its links. This applies more so to the junctions and links north of Applemore and Dibden. With further growth, traffic modelling shows that without physical intervention these problems will worsen.
 - 3.2.3 There are likely to be Environmental issues associated with increasing the capacity of the A326. If development comes forward then these will need to be investigated in detail, and considered carefully alongside the environmental and amenity impacts of the developments themselves.

3.3. Movement

3.3.1 The evidence base includes telephone surveys with over 500 residents (asking about travel attitudes and behaviours), analysis of Census travel to work journeys and traffic count data. From this it is clear that the car remains the dominant mode choice for all journey types and that alternative options are not considered convenient by many residents. However, there is a great deal of movement contained within the Waterside area suggesting that local improvements to public transport, walking and cycling infrastructure could have some benefits. Census data shows there are small numbers currently using active travel modes but telephone surveys revealed that 7% of those surveyed said that better pavements would encourage greater walking within the local area and 22% said that more cycle lanes and paths may encourage them to cycle.

3.4. Buses

3.4.1 Data collected included journey time reliability data. There are currently no dedicated bus priority facilities along the A326 Waterside corridor. As a result buses are subject to the same journey time delays as general traffic. Total bus use for journeys to work is around 4% of Waterside residents. Some 19% of residents stated in telephone interviews that more frequent services would encourage them to use the bus and 15% said that shorter journey times would also help. Of those travelling to Southampton there is a 10% mode share by bus. Together these data sources suggest that an improved bus offer would have some benefits.

3.5. Ferry and New Passenger Rail

3.5.1 Data from surveys and census showed that the current Hythe Ferry has a limited catchment area and is primarily used for leisure activities. Passenger numbers are low compared to bus.

3.5.2 A previous rail study conducted by Hampshire County Council indicated a very poor business case for the re-introduction of passenger rail on the Waterside due to the lack of demand. As a result, the Executive Member for Economy Transport and Environment formally agreed on 21 January 2014 “not to commit further funding or resources” to the project unless “there are **significant** changes in either future funding arrangements for rail projects or local circumstances.” A new proposal and business case for a passenger rail service is being undertaken by the Fawley Waterside developer but has not yet fully concluded so at this time there is no evidence to suggest a viable business case can be made for passenger rail.

4. **Interim Transport Policy**

4.1 In light of the above robust evidence base, the following interim policy is proposed:

- The A326 to J2 M27 is the preferred route to the strategic road network from the Waterside and will need to be improved to accommodate future growth;
- If port expansion plans utilising ABP’s strategic land reserve come forward they should be accessed directly from the A326 by the shortest, least

environmentally impactful route, and not involve traffic routing through residential areas;

- Future port expansion proposals should include comprehensive freight routing, enforcement and management strategies and lead to a high mode share of freight on rail;
- Future transport proposals will need to consider impact on the Clear Air Zone designation on the Western Approach to Southampton;
- In the short to medium term, appropriate and proportionate bus, walking and cycling improvements will be developed and secured through the development control process. These should focus on making bus services quicker and more reliable, connecting waterside settlements (and the National Park) by improving the quality of the pedestrian environment for day to day trips and a direct cycle corridor; and
- Until further evidence is forthcoming, the current County Council Position on reopening passenger rail services on the Waterside remains unchanged.

5 Finance

- 5.1 The transport evidence base report was funded in 2016/17 and so there are no further financial implications in this respect.

6 Recommendation

- 6.1 That the interim transport policy outlined in paragraph 4.1 be approved.

CORPORATE OR LEGAL INFORMATION:**Links to the Strategic Plan**

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

Other Significant Links

Links to previous Member decisions:	
<u>Title</u>	<u>Date</u>
Waterside Rail	21/01/2014

Section 100 D - Local Government Act 1972 - background documents

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

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

IMPACT ASSESSMENTS:

1. Equality Duty

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

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

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

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

1.2 Equalities Impact Assessment:

It is considered that there will be neutral impact on groups with protected characteristics. This is primarily a progress report concerning activities and tasks to develop a transport strategy. Delivery of any major transport scheme that arises from the strategy will be subject to an individual equality impact assessment.

2 Impact on Crime and Disorder:

2.1 No impact.

3 Climate Change:

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

Recommendations in this report relate to the development of a transport strategy and early investigation of schemes, rather than delivery, and therefore have no direct impact on climate change. The impacts of specific schemes will be assessed as part of project development.

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Environment and Transport
Date:	14 November 2017
Title:	ETE Capital Programme Monitoring
Report From:	Director of Economy, Transport and Environment

Contact name: Amanda Beable

Tel: 01962 667940

Email: amanda.beable@hants.gov.uk

1. Executive Summary

- 1.1. The Economy, Transport and Environment department's (ETE) capital programme contains a diverse array of projects including, but not limited to: highways maintenance, transport improvements, flood alleviation, bridge strengthening, town centre improvements, and highway safety.
- 1.2. This paper provides a short narrative summary of progress and delivery within the capital programme. The two appendices to this report provide more detailed information and are referenced in this report, where relevant.
- 1.3. This paper concludes with the recommendation that the Executive Member for Environment and Transport notes the progress made in the capital programme to date in 2017/18.

2. Expenditure and Finance

- 2.1. This section provides an update on the capital programme expenditure and finance since the beginning of 2017/18.
- 2.2. Gross spend across the capital programme from 1 April to 31 August 2017 is £28.40million. Appendix 1 shows where expenditure is being made across ETE's programme.
- 2.3. Planned expenditure for 2017/18 of £85million was forecast in January (Appendix 2 of the report to Executive Member for Environment and Transport). A comprehensive review of planned expenditure will be undertaken through the autumn, which may result in a change to the planned figure, in particular due to approval by The Executive Member for Environment and Transport for the Structural Maintenance and Bridges programme to be increased by £7.391million to £45.184million to reflect the addition of the Highways Maintenance Incentive Fund and the National Productivity Investment Fund funding streams. This review will help inform

the next 3-year programme which will be submitted for approval in January 2018.

- 2.4. ETE has been successful in its bid for funding from the Highways England Growth and Housing Fund towards the £19.6 million total costs of implementing improvements to M27 Junction 9 and Parkway South Roundabout at Whiteley. Following this award of funding by Highways England, the breakdown of funding for the Scheme, as approved by the Executive Member for Environment and Transport in September 2017, is as follows:
- £9.9 million to be provided from the Highways England Growth and Housing Fund (GHF);
 - £3 million to be provided from the Highways England's Congestion Relief Fund;
 - £4.2 million to be provided from future Section 106 receipts from the 'North Whiteley' development;
 - £1.844 million to be provided from existing Section 106 receipts allocated and held by the County Council; and
 - £0.656million to be provided from Local Transport Plan (LTP) funding held by the County Council.
- 2.5. In September 2017 ETE successfully applied to the Executive Member for Policy and Resources for funding from the County Council's Market Town Fund to support the delivery of two key schemes in Romsey - Bell Street (£180,000) and Market Place (£500,000). The Market Town fund was established by Hampshire County Council in February 2017 and is held by the Executive Member for Policy and Resources. It was established to support the diverse, complex and crucial role market towns play in driving Hampshire's economic growth. It is expected that further applications will be made by ETE in 2017/18 and 2018/19 for funding to support schemes relating to market towns in other areas of the county.
- 2.6. In addition, in September 2017 The Executive Member for Environment and Transport approved a revised Project Appraisal for Bell Street – Romsey of £1,052,000. This reflects the additional costs, to be covered by £180,000 Market Towns fund, to enable the scheme to be undertaken in a staged manner. This will help minimise the impact to local businesses, residents and visitors, while supporting the extent and quality of the works. The scheme's entry in the capital programme will be revised accordingly to reflect the revised PA value.
- 2.7. The Executive Member for Environment and Transport has approved a Project Appraisal for Ringwood Road Totton for £290,000. This is an increase of £50,000 from the current entry in the capital programme; the capital programme entry will be revised accordingly.
- 2.8. ETE's share of 2016/17 capital receipts has now been allocated, resulting in £0.188 million additional capital resources.

- 2.9. In accordance with the Cabinet decision on 15 September 2017, ETE has submitted Housing Infrastructure Fund Forward Funding applications for transport infrastructure schemes in Welborne - Junction 10 of M27 and Manydown. The outcome of these outline application submissions is expected in late autumn 2017. If successful, the next step will be to develop detailed business case submissions. In addition, ETE is supporting Marginal Viability bids developed by district councils in respect to Botley Bypass and housing developments at Basingstoke and Eastleigh.

3. Delivery

- 3.1. This section provides an update on significant points concerning the delivery of the elements of the capital programme since the beginning of 2017/18.
- 3.2. Major transport improvement schemes across the county are progressing well, as detailed in the summary below:

Whitehill and Bordon

Phase 1 of the Whitehill and Bordon Relief Road and Spur Road has been successfully completed and significant progress made towards completing construction of Phase 2.

Detailed design works for the A325 Integration Works is fully underway to enable construction to commence in 2018 following the opening of the Relief Road Phase 2.

Total value of these schemes in this area is in excess of £31 million.

Basingstoke area:

A substantial programme of work continues in the Basingstoke area: work continues on the A33 corridor to the total value of over £14 million, with Phase 1 (A33/A339 Ringway junction and A33/Popley Way junction) substantially complete. In August, works to improve capacity and reduce delays commenced on the next phase along the strategically important A33 corridor at Crockford Roundabout and Binfield Roundabout. Detailed design works for the remaining phase along the A33 corridor (Thornhill Way Junction Improvement) are progressing successfully, with construction due to commence in 2018/19.

Additionally, the A30 corridor of works has seen completion of the Winchester Road Roundabout scheme. The balance of funds for this scheme has been transferred to A30 Thornycroft Roundabout, and work is progressing on the design of this scheme at a total value in excess of £11 million across the two phases.

Fareham and Gosport

Schemes have been successfully completed at Newgate Lane North, Peel Common Roundabout and St Margaret's Roundabout. The St Margaret's Roundabout scheme was completed significantly under budget, with savings achieved by utilising the competitive rates available via the County Council's contracts framework and the reduced requirement for public utility diversions, with one particular service saving £850,000.

Three further schemes are currently under construction at the A27 Segensworth to Titchfield widening, A27 Gudge Heath Lane, and Newgate Lane South. Work to acquire land and develop the detailed design for the Stubbington Bypass is progressing successfully to commence construction in 2019/20.

The total value of these schemes is in excess of £73 million.

- 3.3. A number of small amendments have been made to this year's integrated transport delivery programme. These are listed in the record of delegated approvals set out in Appendix 2.
- 3.4. Turning to the Structural maintenance programme, the new Hampshire Highways Service Contract commenced on 1 August 2017 and is progressing well. ETE planned for a slight reduction in maintenance during the transitional period, and to mitigate for this reduction 65% of schemes programmed for 2017/18 were completed in the first four months of 2017/18. Delivery of the remaining programme is, however, being disrupted by third-party statutory undertaker-initiated postponements and cancellations. Given this, it is expected that work in the region of £2 million value will be carried forward for completion in 2018/19. Spend on the National Productivity Investment Fund and the Pothole Fund is currently on target.
- 3.5. The Safety engineering scheme programme is on schedule, with 41 of the 114 schemes programmed for 2017/18 being completed by end of July 2017.
- 3.6. Bridge schemes such as Tunbridge concrete repairs and Redbridge Causeway are being progressed with early Contractor involvement. Work on Holmsley bridge and New Milton station footbridge replacement is ongoing with the latter having recently received outline approval from Network Rail, allowing design to progress.
- 3.7. The main elements of the flood alleviation scheme at Hambledon were completed last year. The final resurfacing of the footways is currently being undertaken.
- 3.8. The remainder of the Flood Risk and Coastal Defence 'Main' and 'Pipeline' programme are moving forward. Additional funding of £6 million required to support the development and delivery of schemes within the programme was approved by Cabinet on 3 February 2017. A recommendation to

transfer this funding to ETE was approved by Cabinet on 18 July 2017, enabling funding for flood risk and coastal defence to be managed within one budget. The approval enables delegated authority to be given to the Executive Member for Environment and Transport to make decisions on the programme of works supported by that £6 million, in line with agreed priority areas identified by the council and as set out in the approved Flood Risk and Coastal Defence Programme, and Flood Risk Management Plans.

- 3.9. Significant progress is being made on the development of flood alleviation measures for Romsey and Buckskin in Basingstoke. The funding package, and overall investment package from national Flood Defence Grant in Aid, Local Levy, and partnership contributions for both projects was approved by the Executive Member for Environment and Transport on 19 September 2017. Work is expected to commence on the implementation of measures in 2018/19, with entry to the capital programme and Project Appraisals submitted later in 2017/18. A Project Appraisal for a first phase of flood alleviation work at Lower Farringdon was also approved at the same decision meeting, and this work will start this autumn.

4. Programme changes and decisions

- 4.1. This section details the amendments and additions recommended for approval.
- 4.2. A list of amendments (approved under delegated authority) is included in Appendix 2. There are no additional amendments recommended for approval in this report.
- 4.3. Work is now underway to prepare the next 3-year capital programme. This will be submitted to the Executive Member in January 2018, for ongoing recommendation to Cabinet in February 2018.
- 4.4. In the light of a recent decision by the Department for Transport not to award Government Challenge Fund funding to the Redbridge Causeway scheme, urgent work is underway to review all existing highways maintenance programmes to identify further funding to progress early stages of this major scheme. The Executive Member for Environment and Transport is asked to endorse this approach.

5. Recommendations

- 5.1. That the Executive Member for Environment and Transport is asked to note the progress made in the capital programme to date in 2017/18.
- 5.2. That the Executive Member for Environment and Transport endorses the approach to undertake a review of all existing highways maintenance programmes to identify further funding to progress the early stages of the Redbridge Causeway scheme.

CORPORATE OR LEGAL INFORMATION:**Links to the Strategic Plan**

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

Section 100 D - Local Government Act 1972 - background documents

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

Document

Location

None

IMPACT ASSESSMENTS:

1. Equality Duty

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

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act;
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- b) Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- c) Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

1.2. Equalities Impact Assessment:

This is primarily a progress report, looking back to delivery of agreed projects. Amendments to individual schemes within each programme will have been made following consultation and will have their own project appraisals (if over £50,000) and associated equalities impact assessments. The decisions in this report are financial and for in-house management of the capital programme accounts.

2. Impact on Crime and Disorder:

2.1. The provisions in this report are not considered to have any direct impact on the prevention of crime.

3. Climate Change:

a) How does what is being proposed impact on our carbon footprint / energy consumption? No specific proposals.

- b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts? No specific proposals.

TABLE OF EXPENDITURE ACROSS ETE CAPITAL PROGRAMME IN 2017/18

Gross Expenditure	To 30 June 2017 Periods 1-3 £	To 31 July 2017 Periods 1-4 £	To 31 August 2017 Periods 1-5 £
Structural Maintenance	12,983,116	16,567,620	17,742,295
Integrated Transport Programme	6,202,688	7,345,343	10,098,843
Flood & Coastal Defence Management	112,568	252,330	431,538
Solent Enterprise Zone	29,881	46,332	48,190
Community Transport	0.00	16,522.70	16,522.70
PRIP	52,797	57,227	63,786
TOTAL	19,381,050	24,285,374	28,401,175

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

2017/18 Ringwood / Christchurch Road Accessibility Improvements – new entry £152,000

2017/18 Crookham Park to Gally Hill Road Cycle Route - new entry £200,000

2017/18 Harts Farm Way/Southmoor Lane Junction, Havant – new entry £173,000 this includes the virement of £80,000 funding from the Structural Maintenance programme so that funding is held within a single programme

2017/18 Scratchface Lane (West) Ped and Cycle improvements, Bedhampton – defer to 2018/19 capital programme and increase value by £48,000 to £248,000

2017/18 Bedhampton to Havant Ped and Cycle improvements – new entry £181,000 and increase to £251,000 to include the virement of £70,000 from Structural Maintenance programme to include work and funding into a single programme

2017/18 RTPI Winchester Bus Station – new entry £53,977

2017/18 Hampshire Safer Road Fund Programme (externally funded) – new entry £798,000

2017/18 Wells in the Fields Footway, Whitchurch – deletion from the Capital Programme

2018/19 Duttons Road Crossing, Romsey – New entry £120,000

2018/19 Viking Way Crossing, Andover – New entry £110,000

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Environment and Transport
Date:	14 November 2017
Title:	Land surplus to requirements at Shetland Road, Basingstoke
Report From:	Director of Economy, Transport and Environment

Contact name: Phil Yexley

Tel: 01962 846956

Email: phil.yexley@hants.gov.uk

1. Executive Summary

- 1.1 The purpose of this paper is to seek approval for land at Shetland Road, Basingstoke, as coloured red on the attached plan, (“the Land” and “the Plan”) to be declared surplus to highway requirements.
- 1.2 This paper seeks to:
 - explain the reason for the County Council’s ownership of the Land;
 - describe the proposed direction of the scheme for which the Land was originally acquired; and
 - confirm the Land is surplus to highway requirements.

2. Contextual information

- 2.1. The whole area of land was purchased in the 1970s for a proposed fire station site, but the area coloured red, the Land, was appropriated for possible future highway purposes.
- 2.2. The fire station was not constructed and therefore the County Council is currently disposing of the land coloured green on the Plan.
- 2.3. The Land held for highway purposes is not needed in the future and no highway rights exist.
- 2.4. Declaring the Land surplus to highway requirements has been delayed until after the A33 Binfields improvement works started on site in August 2017, in case it was needed for a contractor’s site compound. In the event the compound is north of Shetland Road/Carpenters Down, with access from the Crockford Lane cul-de-sac.
- 2.5. The local member, Councillor Frankum, has been notified and made aware of the recommendation made in this report.

3. Finance

- 3.1. Financial details will be provided at the appropriate Executive Member for Policy and Resources Decision Day, as and when recommendations for disposal of the Land are presented.

4. Future direction

- 4.1. From a highways and transport perspective it has been confirmed the Land is surplus to highway requirements.

5. Recommendation

- 5.1. That the Executive Member for Environment and Transport declares the land at Shetland Road, Basingstoke, as coloured red on the attached plan (“the Land” and “the Plan”) surplus to highway requirements.

CORPORATE OR LEGAL INFORMATION:**Links to the Strategic Plan**

Hampshire maintains strong and sustainable economic growth and prosperity:	no
People in Hampshire live safe, healthy and independent lives:	no
People in Hampshire enjoy a rich and diverse environment:	no
People in Hampshire enjoy being part of strong, inclusive communities:	no
OR	
This proposal does not link to the Strategic Plan but, nevertheless, requires a decision because:	
<p>Declaring the land surplus to requirements may subsequently allow disposal of the land, rationalising the County Council's asset holding and where appropriate, releasing the monetary value for use in its services.</p>	

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

IMPACT ASSESSMENTS:

1. Equality Duty

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

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

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

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

1.2. Equalities Impact Assessment:

An Equalities Impact Assessment, (Ref: EIA 1136100), has been carried out specifically for this proposal, to declare this land surplus to highway requirements. It is considered that this decision would have no impact on any groups with protected characteristics.

2. Impact on Crime and Disorder:

2.1. No impact



3. Climate Change:

- a) How does what is being proposed impact on our carbon footprint / energy consumption ? No impact

- b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts ? No impact



Land At Shetland Road,
Chineham, Basingstoke

-  the Land
-  other County Council land



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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Environment and Transport
Date:	14 November 2017
Title:	Land surplus to requirements adjoining Dix Hill Cottage, Main Road, Tadley
Report From:	Director of Economy, Transport and Environment

Contact name: Phil Yexley

Tel: 01962 846956

Email: phil.yexley@hants.gov.uk

1. Executive Summary

1.1 The purpose of this paper is to seek approval for land adjoining Dix Hill Cottage, Main Road, Tadley as coloured red on the attached plan, (“the Land” and “the Plan”) to be declared surplus to highway requirements.

1.2 This paper seeks to:

- explain the reason for the County Council’s ownership of the Land;
- describe the proposed direction of the scheme for which the Land was originally acquired
- confirm the Land is surplus to highway requirements.

2. Contextual information

2.1 The Land was acquired in 1968 for a proposed widening of the A340. The A340 was widened, but on the opposite side of the road, and therefore this land was never used.

2.2 The two local members concerned, Councillors Mellor and Vaughan, have been notified of the recommendation made in this report and have no objections.

3. Finance

3.1. Financial details will be provided in full at the appropriate Executive Member for Policy and Resources Decision Day, as and when recommendations for disposal of the Land are presented.

4. Future direction

4.1. From a highways and transport operational perspective it has been confirmed the Land is surplus to highway requirements.

5. Recommendation

- 5.1. That the Executive Member for Environment and Transport declares the Land adjoining Dix Hill Cottage, Main Road, Tadley, as coloured red on the Plan, (“the Land” and “the Plan”) surplus to highway requirements.

CORPORATE OR LEGAL INFORMATION:**Links to the Strategic Plan**

Hampshire maintains strong and sustainable economic growth and prosperity:	no
People in Hampshire live safe, healthy and independent lives:	no
People in Hampshire enjoy a rich and diverse environment:	no
People in Hampshire enjoy being part of strong, inclusive communities:	no
OR	
This proposal does not link to the Strategic Plan but, nevertheless, requires a decision because:	
<p>Declaring the land surplus to requirements may subsequently allow disposal of the land, rationalising the County Council's asset holding and where appropriate, releasing the monetary value for use in its services.</p>	

Section 100 D - Local Government Act 1972 - background documents

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

DocumentLocation

None

IMPACT ASSESSMENTS:

1. Equality Duty

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

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

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

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

1.2. Equalities Impact Assessment:

An Equalities Impact Assessment has been carried out specifically for this proposal (Ref: EIA 1109696). The proposal is to declare that this property is surplus to highway requirements. It is considered that this decision would have no impact on any groups with protected characteristics.

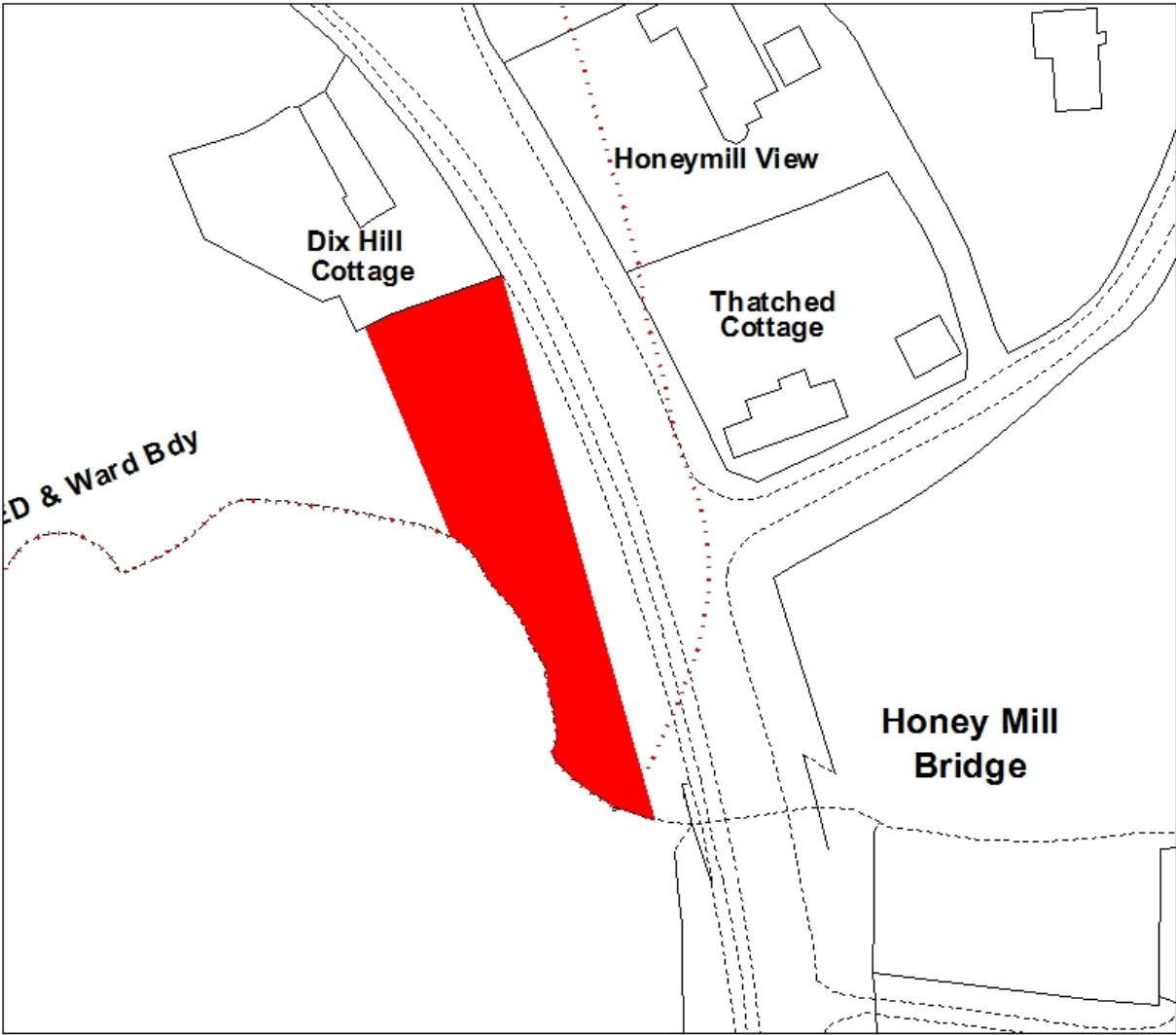
2. Impact on Crime and Disorder:

2.1. No impact.


3. Climate Change:

- a) How does what is being proposed impact on our carbon footprint / energy consumption? No impact.
- b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts? No impact.

The Plan



Land adjoining Dix Hill Cottage, Main Road, Tadley

 The Land

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Environment and Transport
Date:	14 November 2017
Title:	Land surplus to requirements between Warsash Road, Schooners Way and Dibles Road, Warsash
Report From:	Director of Economy, Transport and Environment

Contact name: Phil Yexley

Tel: 01962 846956

Email: phil.yexley@hants.gov.uk

1. Executive Summary

- 1.1 The purpose of this paper is to seek approval for the land between Warsash Road, Schooners Way and Dibles Road, Warsash, as coloured red on the attached plan, (“the Land” and “the Plan”) to be declared surplus to highway requirements.
- 1.2 This paper seeks to:
 - explain the reason for the County Council’s ownership of the Land;
 - describe the proposed direction of the scheme for which the Land was originally acquired; and
 - confirm the Land is surplus to highway requirements.

2. Contextual information

- 2.1 The Land, the former Warsash Motors site, was acquired in 2005 for the construction of the Fareham Western Wards, Western Distributor Phase 3. However the two parcels of land concerned were not used for the scheme and remain as severed land.
- 2.2 The Land does not form part of the existing operational highway, is not needed for future highway purposes and no highway rights exist.
- 2.3 The local member, Councillor Evans, has been notified and made aware of the recommendation made in this report.

3. Finance

- 3.1. Financial details will be provided in full at the appropriate Executive Member for Policy and Resources Decision Day, as and when recommendations for disposal of the Land are presented.

4. Future direction

- 4.1. From a highways and transport operational perspective it has been confirmed the Land is surplus to highway requirements.

5. Recommendation

- 5.1. That the Executive Member for Environment and Transport declares the land between Warsash Road, Schooners Way and Dibles Road in Warsash, as coloured red on the attached plan, (“the Land” and “the Plan”) surplus to highway requirements.

CORPORATE OR LEGAL INFORMATION:**Links to the Strategic Plan**

Hampshire maintains strong and sustainable economic growth and prosperity:	no
People in Hampshire live safe, healthy and independent lives:	no
People in Hampshire enjoy a rich and diverse environment:	no
People in Hampshire enjoy being part of strong, inclusive communities:	no
OR	
This proposal does not link to the Strategic Plan but, nevertheless, requires a decision because:	
<p>Declaring the land surplus to requirements may subsequently allow disposal of the land, rationalising the County Council's asset holding and where appropriate, releasing the monetary value for use in its services.</p>	

Section 100 D - Local Government Act 1972 - background documents

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Document

Location

None

IMPACT ASSESSMENTS:

1. Equality Duty

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

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

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

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

1.2. Equalities Impact Assessment:

An Equalities Impact Assessment has been carried out specifically for this proposal (Ref: EIA 1109713). The proposal is to declare that this property is surplus to highway requirements. It is considered that this decision would have no impact on any groups with protected characteristics.

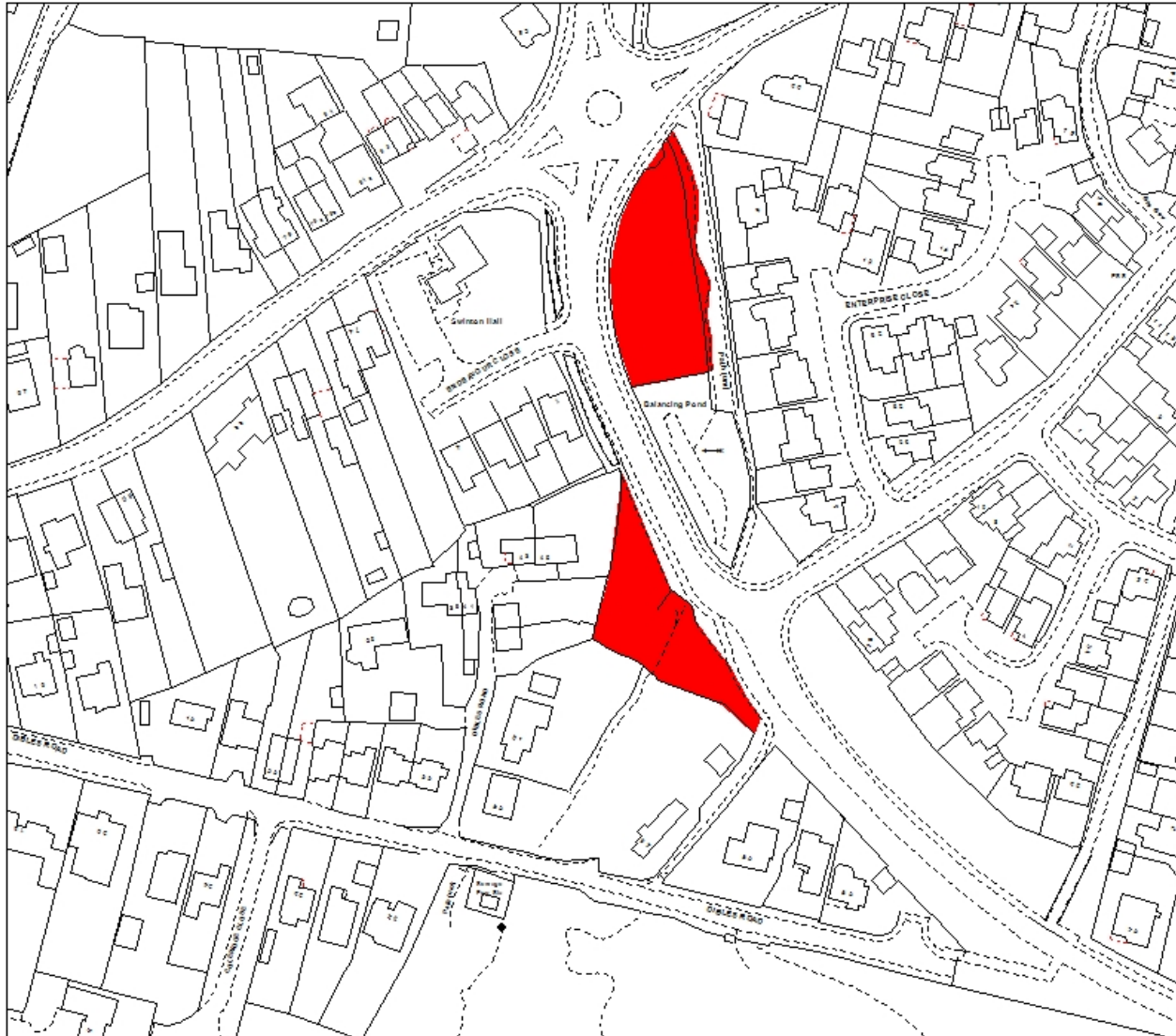
2. Impact on Crime and Disorder:

2.1. No impact.

3. Climate Change:

- a) How does what is being proposed impact on our carbon footprint / energy consumption? No impact.
- b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts? No impact.

The Plan



Land at Warsash Road and
Dibles Road, Warsash

The Land



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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Environment and Transport
Date:	14 November 2017
Title:	A3025 Hamble Lane Improvements
Report From:	Director of Economy, Transport and Environment

Contact name: Jason Tipler

Tel: 01962 667978

Email: jason.tipler@hants.gov.uk

1. Executive Summary

1.1. The purpose of this paper is to seek approval to undertake a public consultation exercise on the extent and nature of potential improvements to the A3025 Hamble Lane, between the Windhover Roundabout up to and including the Portsmouth Road junction (“the Scheme”), as shown on the plan at Appendix 1. Approval is also requested to consult the public on the potential for wider travel-planning and behavioural change initiatives for the Hamble Peninsula.

1.2. This paper will:

- Set out the background to and requirement for the Scheme;
- Look at the key issues associated with any improvement scheme; and
- Consider the future direction of the Scheme.

2. Introduction

2.1. Hamble Lane currently experiences significant traffic congestion, particularly during peak periods. The congestion is most pronounced on the A3025 section of Hamble Lane between Windhover roundabout to the north and the A3025 Portsmouth Road to the south. This section experiences the highest traffic flows as traffic routing to/from Southampton via the A3025 Portsmouth Road is combined with traffic routing to/from Hamble-le-Rice and Netley via the B3397 Hamble Lane.

2.2. To the south of Windhover roundabout there are three main junctions along the A3025 section of Hamble Lane: a three-arm roundabout at the Tesco store access; a three-arm roundabout at the Jurd Way junction; and a priority T-junction at Portsmouth Road, with Portsmouth Road giving way to traffic on Hamble Lane. There are two lanes in each direction on Hamble Lane between Windhover and the Tesco access, but between Tesco and Portsmouth Road there is only a single lane in each direction.

2.3. In a northbound direction congestion on the A3025 Hamble Lane is caused by high traffic flows and by right-turning traffic from both the Tesco access and Jurd Way, which has priority over northbound traffic. Northbound congestion is

also caused by a lack of capacity at the Windhover roundabout for traffic entering the junction from Hamble Lane, and on occasion congestion at Windhover is also caused by congestion at M27 Junction 8 and the A3024 Bursledon Road/Botley Road junction, both of which can cause queues to block back to Windhover and impede traffic looking to exit Hamble Lane.

- 2.4. In a southbound direction, congestion on the A3025 Hamble Lane is again caused by the high traffic flows and is largely related to a notable lack of capacity for right-turning traffic at the junction with Portsmouth Road. Congestion is also exacerbated by traffic turning right from Hamble Lane into both the Tesco access and Jurd Way, which has priority over southbound traffic. At times, queuing traffic resulting from the southbound congestion on Hamble Lane can block back to and through Windhover roundabout and interfere with the operation of the junction, and at times this queueing can also block back towards Junction 8 of the M27.

3. Contextual Information

- 3.1. The potential for improvements to this section of Hamble Lane was first identified as part of the *Eastleigh Strategic Transport Study Interim Report – Issues and Options*, produced by the County Council in December 2015, in support of the emerging Eastleigh Borough Council Local Plan 2011-2036. This document outlined a series of possible concept options to improve both link and junction capacity along the A3025 section of Hamble Lane. As outlined in the report, some high-level transport modelling was undertaken on these concept options, but the conclusion was that further work was required to fully understand the impact of the potential options on traffic flows on both Hamble Lane and the wider highway network.
- 3.2. In the interim, the County Council has been working closely with Highways England to develop a solution to the congestion currently experienced at M27 Junction 8 and the Windhover roundabout, both of which (as outlined above) can have a knock-on impact on traffic flows on Hamble Lane, particularly in a northbound direction. Highways England recently undertook a public consultation exercise on the preferred improvement schemes for these two junctions under the banner of the 'M27 Southampton Junctions' project. The M27 Southampton Junctions project also includes capacity improvements along the length of the A3024 Bursledon Road corridor, including the junction with Botley Road, which as outlined above can also contribute towards congestion on Hamble Lane.
- 3.3. In light of the above, it is now important to build upon and add value to the Highways England improvement schemes by developing a complementary scheme for the A3025 section of Hamble Lane. The Highways England scheme for Windhover and M27 Junction 8 should make a significant contribution towards improving northbound traffic flow on the A3025 Hamble Lane, and the scheme to be developed by the County Council will seek to primarily improve southbound traffic flow on Hamble Lane whilst also further improving northbound traffic flow where possible.
- 3.4. Development sites that have recently been permitted in the local area, including along or in the vicinity of Hamble Lane, reinforce the need for additional capacity so as to accommodate both existing and forecast future traffic along

Hamble Lane. Given that Hamble Lane is already largely operating at or above capacity in the peak hours, further traffic demand would be likely to contribute to additional congestion and peak spreading, whereby the congestion is experienced for a longer period of time in both the morning and evening peak periods.

3.5. Given the cul-de-sac nature of the Hamble Peninsula, the use of private vehicles for journeys to and from work is relatively high, compared to other parts of Hampshire. For example based on 2011 Census data for the Eastleigh 015 MSOA (which includes Hamble):

- For journeys to work **in** the Hamble area approximately 84% of people use a car or van, 6% travel on foot, 4% use a bicycle, 3% use a bus/minibus/coach, 1% use the train, and 1.5% use a motorcycle; and
- For journeys to work **from** the Hamble area approximately 77% of people use a car or van, 10% travel on foot, 4% use a bicycle, 4% use a bus/minibus/coach, 4% use the train, and 1% use a motorcycle.

4. Other Key Issues

4.1. In relation to any potential improvement scheme along the A3025 section of Hamble Lane there are several constraints to note, which are likely to influence the type of scheme that can be developed and the overall magnitude of improvement that can be provided. One such constraint is the new housing development on the western side of this section of Hamble Lane, the boundary of which abuts up close to the current highway boundary and which limits the potential for carriageway widening along this section.

4.2. On the eastern side of Hamble Lane, between the Tesco access and Jurd Way, the back gardens of residential properties abut the highway boundary, and this again limits the potential for any carriageway widening that could take place on this side of the road. Between Jurd Way and Portsmouth Road there are residential properties located on both sides of the road, some of which access directly on to Hamble Lane, including a private access road (Manor Crescent). Again, this may limit the potential for carriageway widening or other improvements that can take place.

4.3. To the south of Jurd Way on the eastern side of Hamble Lane there are several significant trees, and depending upon the status of these trees this could also limit the level of improvement that can be achieved.

4.4. Given the strategic nature of the route and the fact it provides the main access road to/from the Hamble Peninsula, it is also likely that a significant amount of utility service apparatus is located underneath Hamble Lane. Whilst this may not limit the type of scheme that can be developed, it may incur significant additional cost to any scheme due to a requirement for protection or diversion of this apparatus.

4.5. As outlined in Sections 2 and 3 above, there is an interaction between traffic flows on Hamble Lane and traffic flows on Windhover roundabout, M27 Junction 8, and the A3024 Bursledon Road. It is therefore necessary to look at solving the congestion at all locations concurrently, rather than considering the issues in isolation. Now that Highways England has consulted on the preferred schemes for the other locations, the County Council is in a position to

commence consultation on the extent and nature of a scheme for the A3025 section of Hamble Lane.

- 4.6. In light of the above a key point to note is that Hamble Lane is a constrained corridor and as such any improvement scheme is unlikely to be able to create a large amount of additional traffic capacity. However it is clear that improvements on the A3025 section of Hamble Lane will be vital to ensure that the full benefits of the Highways England schemes for Windhover roundabout, M27 Junction 8, and the A3024 Bursledon Road can be realised and that improvements to traffic flows in the area are maximised.
- 4.7. Due in part to the anticipated limited opportunities to dramatically increase traffic capacity on Hamble Lane, but also due to transport policy and the existing journey to work mode share for the Hamble area, it is proposed that the public consultation exercise should also include questions relating to behavioural change and travel-planning initiatives. This is in order to try and reduce reliance on the private car for travel to/from the Hamble peninsula, and to promote the use of more sustainable modes. If such measures were supported and widely taken up, they could play a significant role in improving traffic flow and reducing congestion along Hamble Lane, by reducing the number of trips made by private car.

5. Future Direction

- 5.1. Subject to the approval of this report, a public consultation exercise will be undertaken during November/December 2017 regarding the extent and scope of improvements to the A3025 Hamble Lane. This will seek to ascertain the public's views on the nature of potential improvements and what they believe the improvements should entail. It will also include questions relating to behavioural change and travel-planning initiatives for the wider Hamble peninsula.
- 5.2. Following the consultation, the feedback will be analysed and an improvement scheme will be developed and tested, with different options considered where appropriate. If supported, more details of potential travel planning and behavioural change initiatives will be worked up. Once this process has been completed another public consultation exercise will be undertaken, in order to present the preferred improvement scheme and initiatives and to ascertain the public's views on these. It is currently intended that the second consultation exercise will be undertaken in spring 2018.
- 5.3. Following the second consultation event the feedback will be analysed and reported to the Executive Member for Environment and Transport. Then further work will be undertaken to refine the preferred scheme, if appropriate, as part of the progression of design and development work towards implementation. In conjunction, any identified and supported travel planning/behavioural change initiatives will also be developed.
- 5.4. At this stage it is too early to ascertain a potential timescale for the delivery of any scheme that may be identified. Going forward the County Council will continue to work closely with Highways England regarding its M27 Southampton Junctions improvement schemes, to ensure that the impact of the two schemes is considered in tandem.

6. Finance

- 6.1. The finance for undertaking the public consultation exercise and the investigation of potential improvement options, as well as the subsequent future development of a preferred option for further consultation, is to be provided by the Strategic Transport Major Schemes Development budget.
- 6.2. Developer contributions are already identified towards an improvement scheme along this section of Hamble Lane, so there is money available to be put towards the construction of a scheme that is subsequently developed. Further contributions will continue to be sought.

7. Recommendations

- 7.1. That approval be given to undertake a public consultation in autumn 2017 on the A3025 Hamble Lane, between Windhover Roundabout to the north, up to and including the Portsmouth Road junction to the south (as shown on the plan at Appendix 1), in order to seek views upon the extent and nature of potential improvements, the potential for behavioural change and wider travel-planning initiatives, and the preferred way forward.
- 7.2. That approval be given to develop a preferred scheme option following analysis of consultation feedback.

CORPORATE OR 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:	N/A
People in Hampshire enjoy being part of strong, inclusive communities:	Yes

Section 100 D - Local Government Act 1972 - background documents

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

Document

Location

None

IMPACT ASSESSMENTS:

1. Equality Duty

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

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

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

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

1.2. Equalities Impact Assessment:

The proposed Scheme will aim to provide positive benefits for all local residents and road users, regardless of gender, race, religion or mobility. It will reduce congestion and delay and associated levels of driver stress. Benefits will apply to all users of the junctions.

The proposals will have neutral impact upon groups with protected characteristics, and any detailed proposals arising will be subject to separate equalities impact assessments, as appropriate.

2. Impact on Crime and Disorder:

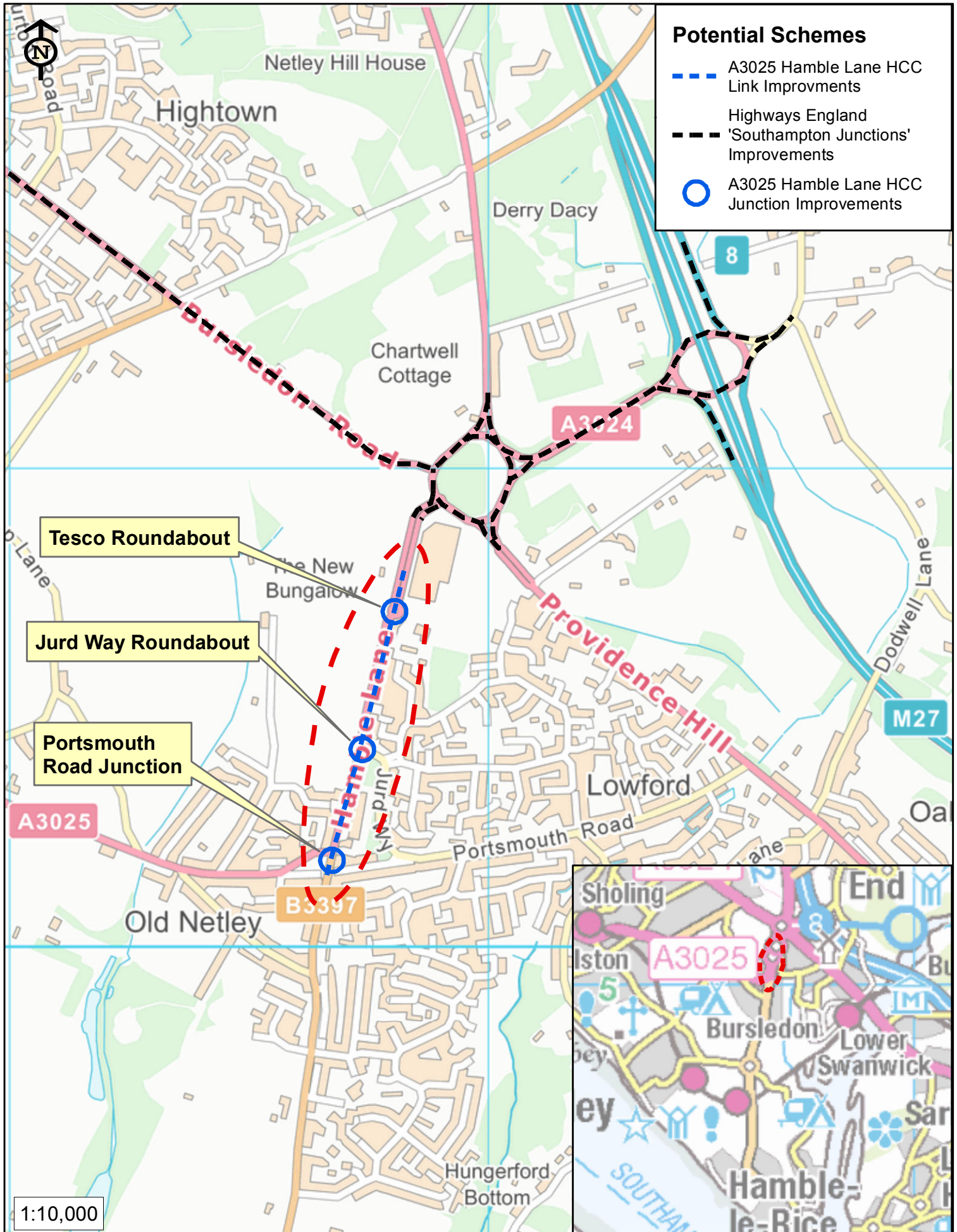
2.1. The decision will not have any direct impact upon crime and disorder.

3. Climate Change:

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

The proposed Scheme will aim to reduce congestion and delay and will therefore help to improve air quality, due to a reduction in the volume of queuing vehicles.

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**A3025 Hamble Lane
Improvements Overview Plan
Page 109**



Economy, Transport and Environment Department

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Environment and Transport
Date:	14 November 2017
Title:	Farnborough Growth Package and Blackwater Valley “Gold Grid”
Report From:	Director of Economy, Transport and Environment

Contact name: Philip Marshall

Tel: 01962 847122

Email: philip.marshall@hants.gov.uk

1. Executive Summary

- 1.1. The purpose of this paper is to seek approval for public engagement and consultation on the outline scheme proposals emerging for the Farnborough Growth Package and Blackwater Valley Gold Grid. These schemes have provisionally secured funding through the Enterprise M3 Local Enterprise Partnership’s (EM3 LEP) Local Growth Deal in order to support economic growth in Farnborough and the wider Blackwater Valley area, with delivery anticipated over the period to 2021.
- 1.2. Feasibility work has identified scheme proposals for both the Farnborough Growth Package and Blackwater Valley Gold Grid. The feasibility work has not been constrained by the currently available funding, and has identified a comprehensive range of interventions that could be implemented in support of both projects. It is important that in-principle support is secured from the public and key stakeholders for both the overall proposals and how these should be prioritised for implementation within current funding availability. Once this is established, the prioritised scheme proposals will be developed to a greater level of detail and subject to further consultation and engagement with key stakeholders and the general public.
- 1.3. This report outlines the overall scheme proposals that should be taken forward to public consultation, together with the recommended prioritisation for implementation.

2. Contextual information

- 2.1. The EM3 LEP has identified Farnborough as one of its four “Growth Towns”, which are a focus for economic and housing growth. The Farnborough Growth Package will deliver a package of transport interventions that will accommodate increased future travel demands in order to minimise congestion and support the economic growth aspirations for the area. The

EM3 LEP has provisionally allocated £6.7 million of Local Growth Fund, matched by £2 million of local contributions, giving a total package of £8.7 million.

- 2.2. The Blackwater Valley Gold Grid is a package of sustainable transport improvements, which aims to increase connectivity across the wider Blackwater Valley area. The EM3 LEP has provisionally allocated £8 million of Local Growth Fund, matched by £13 million of local contributions. Gold Grid includes a joint project with Surrey County Council to implement infrastructure enhancements to the Stagecoach Gold Route, which runs between Aldershot and Camberley, via Farnborough. The level of funding available for the Hampshire component of this project is yet to be agreed. Match funding has been provided by Stagecoach's investment in new vehicles.
- 2.3. Feasibility work has been undertaken to identify the range of potential interventions that could be delivered for both the Farnborough Growth Package and Gold Grid. The area considered by the work is illustrated in Figure 1 and is focussed on:
 - The A325 corridor running north/south through Farnborough;
 - Farnborough Town Centre; and
 - The A3011 Lynchford Road from Queen's Roundabout to the A331 Blackwater Valley Relief Road. This would build on previous investment to increase capacity at Queen's Roundabout.

3. Finance

- 3.1. The EM3 LEP has provisionally allocated £6.7 million of Local Growth Fund to the Farnborough Growth Package. This is matched by a minimum of £2 million of local contributions, giving a total package of £8.7 million.
- 3.2. The £2 million of local contribution is Section 106 funding that has been secured. In addition, it is expected that a further local contribution will be secured from Rushmoor Borough Council in support of the proposed new access into Invincible Road.
- 3.3. The EM3 LEP has provisionally allocated £8 million of Local Growth Fund to the Blackwater Valley Gold Grid, matched by £13 million of local contributions. The level of funding available for the Hampshire component of the Gold Grid project is yet to be confirmed. However, local contributions have been made through Stagecoach's investment in new vehicles on the Gold Route One.
- 3.4. Local Growth Funding allocations for both schemes are provisional at this stage and are subject to the submission of a detailed Business Case.

4. Consultation and Equalities

- 4.1. Whilst this report seeks approval to undertake a public consultation on the emerging proposals for the Farnborough Growth Package, early engagement has already been undertaken with key stakeholders, including local businesses, schools and colleges. This has identified a number of key issues:
 - Traffic congestion within the study area during the AM and PM peak;
 - Lack of cycle facilities; and
 - Cost/lack of public transport.
- 4.2. The proposed public consultation, which will also include key stakeholders, will seek to secure approval to the principles for both the Farnborough Growth Package and the Gold Grid, including the elements that should be prioritised for implementation with the currently available funding. In advance of this, ongoing consultation is taking place with key stakeholders.
- 4.3. It is proposed that the outcomes of this consultation will be reported back at a subsequent meeting, with recommendations on which components should progress forward to detailed design and implementation. These components would also be subject to further detailed public and stakeholder consultation, once the designs have been developed further.

5. Feasibility Work

- 5.1. Feasibility work has been commissioned from Atkins to develop proposals for both the Farnborough Growth Package and Gold Grid projects, within the Study Area, illustrated in Figure 1. The methodology of the feasibility work was as follows:
 - Collection of relevant data for the study area, including traffic surveys, pedestrian and cycle routes, and activity and road safety data;
 - Develop six concept design packages for high level assessment against a range of project objectives in order to shortlist three packages for more detailed appraisal;
 - Build a calibrated and validated micro-simulation model for the A325 Corridor, to assess the performance of the three shortlisted packages in terms of journey times; and
 - Undertake more detailed appraisal of three shortlisted options, including an assessment of performance using the micro-simulation model.
- 5.2. The initial shortlisting work identified the following three packages for more detailed appraisal work:
 - Town Centre Development;
 - Active Mode Connectivity; and
 - Balanced for all Modes.
- 5.3. Following a more detailed appraisal, including an assessment of journey times using the micro-simulation model, the “Balanced for all Modes” and “Town Centre Development” packages provide the best overall performance.

The latter package is inevitably focussed in the Town Centre, whereas the “Balanced for All Modes” package includes measures within the full study area.

- 5.4. Following a direct request from Rushmoor Borough Council, further feasibility work has been undertaken on providing a new access from the Invincible Road industrial estate onto the A327 Elles Road, east of Sulzer’s Roundabout. This is to address the significant congestion problems in this area, as access is currently only possible via Solartron Road to/from Sulzer’s Roundabout.
- 5.5. In terms of the Gold Grid project, direct engagement with Stagecoach South, which has provided the match funding for the project through investment in new vehicles, would like to prioritise improvements at Farnborough Main Station to increase capacity for buses and improvements to the quality of bus stop facilities along the Gold Route. Further detailed feasibility work is necessary to fully understand costs and deliverability of these schemes.
- 5.6. The total cost of all the proposals (> £40m) significantly exceeds the amount of funding currently available, and it will therefore be necessary to prioritise which interventions should be delivered at this stage.

6. Scheme Prioritisation

- 6.1. The current levels of funding availability mean that only a relatively small proportion of the identified interventions can be implemented in the short term, over the period to 2021. It is therefore important to prioritise which elements should be considered for early implementation, taking account of their relative need and deliverability.
- 6.2. It is recommended that, subject to deliverability, the initial priorities should focus on the following components, with the following justification:

- Targeted capacity improvements in Lynchford Road;

Lynchford Road has been identified as a capacity hotspot, through both the work supporting the Farnborough Growth Package and the transport appraisal work in support of Rushmoor Borough Council’s Local Plan Review. It provides an important access route between the Blackwater Valley Relief Road and key employment areas in Farnborough, including Farnborough Business Park. It will provide the main vehicular access route to/from Farnborough International Limited’s new conference and exhibition centre, which is due to open in 2018.

- Improved access to Invincible Road Industrial Estate;

This scheme will address some significant capacity issues that are affecting the Invincible Road Industrial Estate area and impacting on its attractiveness as a business location.

- Improvements to Farnborough Main Station forecourt and bus stop infrastructure (Gold Grid project).

These schemes are supported by Stagecoach South as the best short term way to improve the attractiveness and reliability of the Route One service between Aldershot and Camberley.

- 6.3. There are still some potential deliverability issues in relation to these prioritised schemes. Some of the improvements in Lynchford Road will require the acquisition of MoD land, and the Gold Grid proposals for Farnborough Main Station will require the full agreement of the new South Western Railway franchise.
- 6.4. It is therefore recommended that work continues to develop other components of the Farnborough Growth Package that have fewer deliverability risks as a contingency option. In parallel with the consultation, work will continue to address the deliverability issues. If there's a requirement to re-prioritise the scheme components for short term delivery, this will be reported to a subsequent meeting.

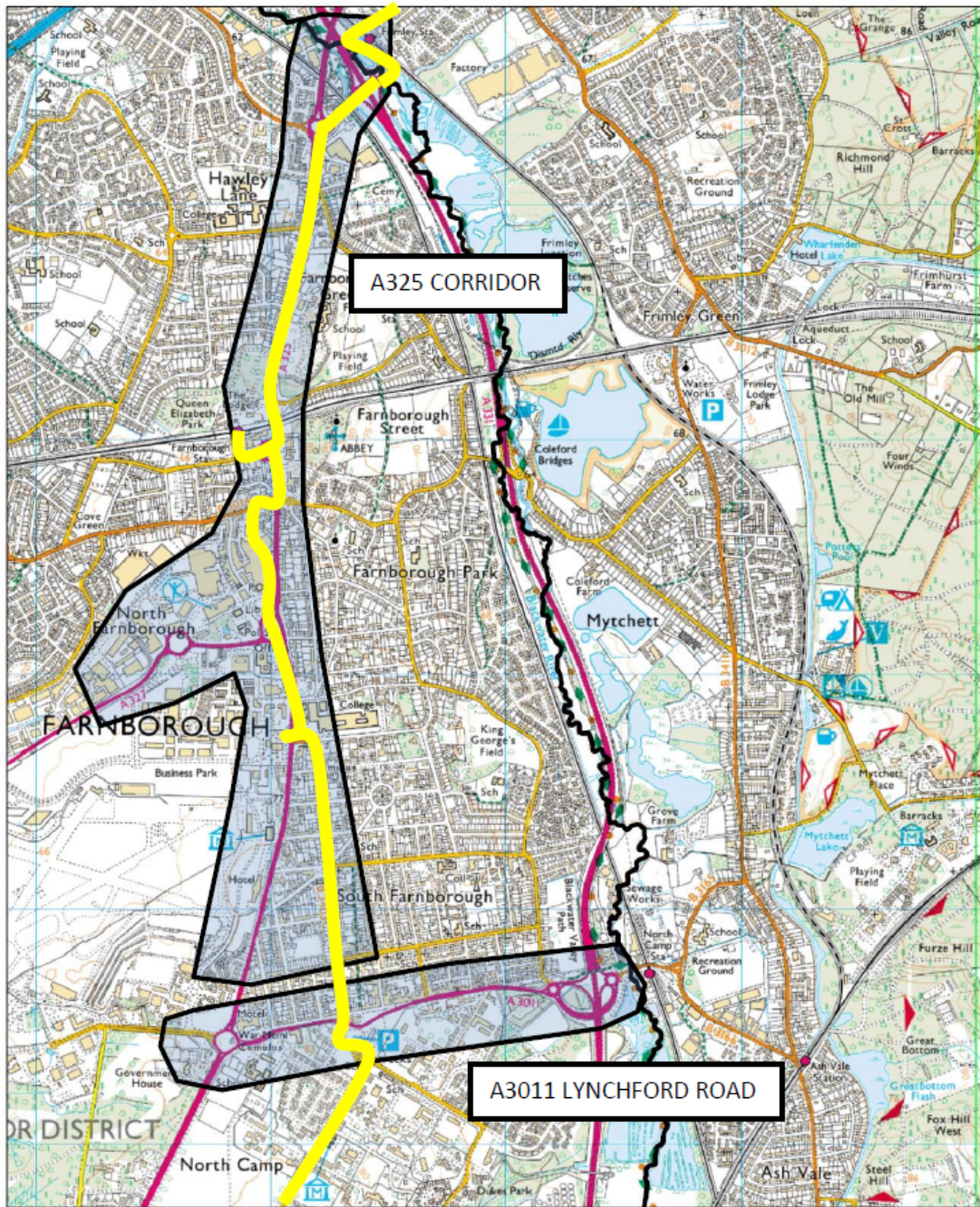
7. Future direction

- 7.1. Following this initial public and stakeholder consultation on the overall scheme principles for the Farnborough Growth Package and Gold Grid projects, it is intended that the prioritised components (together with reserve schemes as appropriate) will be taken forward to more detailed design and implementation. This will include further public and stakeholder consultation.

8. Recommendations

- 8.1. That approval be given for public consultation to be undertaken on the outline scheme proposals for the Farnborough Growth Package and Blackwater Valley Gold Grid.
- 8.2. That the ongoing consultation and liaison with key stakeholders on the outline scheme proposals for the Farnborough Growth Package and Blackwater Valley Gold Grid be noted.

Figure 1 – Study Area



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— Stagecoach Gold Route One

CORPORATE OR LEGAL INFORMATION:**Links to the Strategic Plan**

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

Section 100 D - Local Government Act 1972 - background documents

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

Document

Location

None

IMPACT ASSESSMENTS:

1. Equality Duty

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

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

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

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

1.2. Equalities Impact Assessment:

The decision relates to a consultation process, which in itself should have no impact upon people with protected characteristics. As proposals develop, further impact assessments will be carried out as appropriate.

2. Impact on Crime and Disorder:

2.1. The projects are expected to have limited impact on crime and disorder.

3. Climate Change:

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

The decision relates to a consultation process, which in itself should have no impact upon people with protected characteristics. As proposals develop, further impact assessments will be carried out as appropriate.

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Environment and Transport
Date:	14 November 2017
Title:	Coastal Pollution Disposal Contract Procurement
Report From:	Director of Economy, Transport and Environment

Contact name: Sam Horne

Tel: 01962 832268

Email: sam.horne@hants.gov.uk

1. Executive Summary

1.1 The purpose of this paper is to set out the need for procurement of a retainer contract to provide waste management services for storage, onward transport, and disposal of material resulting from a coastal pollution event.

1.2 This paper seeks to;

- Set out the context for the Authority's statutory responsibility in relation to coastal pollution;
- outline the proposed procurement solution and the financial implications of these arrangements; and
- highlight the potential for a partnership approach with other local authorities in Hampshire and the benefits this would provide.

2. Contextual information

2.1 The County Council has a duty under the Civil Contingencies Act 2004 to "maintain plans for the purpose of ensuring that if an emergency occurs or is likely to occur the person or body is able to perform his or its functions so far as necessary or desirable for the purpose of,

- i) Preventing the emergency;
- ii) Reducing, controlling or mitigating its effects; and
- iii) Taking other action in connection with it."

2.2 In response to this and the requirements of the National Contingency Plan for Marine Pollution (NCP) and associated national guidance documents produced by the Maritime and Coastguard Agency (MCA), with particular reference to Scientific, Technical and Operational (STOp) Notice no. 3/15, the County Council has developed its own Coastal Pollution Plan.

2.3 The Waste Management Strategy has been developed in fulfilment of the requirements set out in 2.1 above, and provides operational guidance for the storage, movement, processing and final disposal options for wastes likely to

be recovered from coastal and estuarial waters of Hampshire as a result of Tier 1, 2 and 3 maritime pollution incidents.

- 2.4 A number of options have been considered in consultation with colleagues from legal services and procurement to identify the most appropriate procurement route. This includes consideration for procuring through either the Waste Disposal or Term Highways contracts and looking at existing frameworks.
- 2.5 Due to the specialist nature of the service, and the limited market, there are no existing frameworks that can be accessed, and the scope of the service required is outside that of the existing Waste Disposal Contract.
- 2.6 The option to procure the contract via the Term Highways Contract was considered and rejected. The cost to Hampshire County Council of mitigating the potential financial risks that Skanska would have to take on was greater than the benefit that would be derived through putting the limited amount of annual spend through it.

3 Procurement of Services

- 3.1 In the event of a Tier 2 (regional) or Tier 3 (national) scale of pollution incident, there is a likelihood that considerable volumes of waste will have to be managed, stored and recovered or disposed of, creating responsibilities significantly in excess of the functions of Hampshire as a statutory Waste Disposal Authority.
- 3.2 There are a limited number of specialist organisations in the UK who offer services that enable local authorities and other relevant bodies to carry out their duties, as set out in the NCP, in the event of such an incident by providing equipment and/or specialist manpower. This capability and capacity is not held in-house by the Authority, as the requirement to respond to such incidents is infrequent and requires specialist skills and services.
- 3.3 Research has shown that these services are normally procured on a retainer basis, where the authority in question pays a fee of approximately £5 – 8,000 per annum to retain the services of the contractor, which in turn provides a suite of equipment and manpower options which can be “called off” from a pre-defined price list in the event of an incident occurring.
- 3.4 The retention of these services considerably enhances the County Council’s ability to respond in an appropriate and timely manner in the event of a pollution incident. Reputational risk is mitigated by establishing relationships and securing priority access to equipment and manpower. The economic risk of exposure to higher prices, if forced to call upon similar services outside of a contractual relationship, is also greatly reduced.
- 3.5 It is proposed to enter into a contract for a period of 12 years. This will align it with the end of the current Waste Disposal Contract, providing an opportunity to include this service within the specification for that contract going forward, if desirable to do so at that time.
- 3.6 The anticipated cost of the contract will be £5,000 - £8,000 per annum and this cost will be shared with the partnering Authorities listed below on a proportionate basis, thus reducing the total cost to the County Council. The

cost to the County Council of this contract will be met from within existing resources.

4 Partnership Approach

4.1 Local authority responsibilities, in the event of a pollution incident vary:

- District Councils with coastal interface have responsibilities with regards to beach and shoreline clean-up;
- County Councils have responsibility for the disposal of waste resulting from a maritime pollution incident; and
- Unitary Authorities have responsibilities for both clean-up and disposal of waste resulting from a maritime pollution incident.

4.2 The likelihood is that in the event of a Tier 2 or Tier 3 incident, multiple authorities will be impacted. For example, with a pollution incident in the Solent it is probable that more than one district or unitary authority will have its shoreline impacted, and there will be waste management requirements in both Hampshire and the Isle of Wight. The specialist organisations within the market all offer services relevant to both shoreline clean up and management of waste. Research indicates a willingness of providers to enter into contractual relationships with multi-authority partnerships.

4.3 In the current financial climate, it would be sensible for the local authorities around the Solent to jointly procure these services, thereby enabling the sharing of costs, and guaranteeing access to a co-ordinated, specialist response to an incident. However, it should be noted that Southampton City's coastline is already provided for by the Port Authority's coastal pollution plan and contract, and therefore would not need to be included in such an arrangement.

4.4 The other authorities concerned have been consulted and have agreed to be party to the contract and contribute towards the retainer fee. Work will be undertaken on a partnering agreement to reflect these arrangements, to be completed in parallel with the tendering of the retainer contract.

5 Pollution Incident Spend

5.1 Should a pollution incident occur, the retained contractor will mobilise and deploy the necessary resources and equipment as required by the nature of the incident.

5.2 Hampshire County Council will be required to pay for the costs incurred in dealing with the incident, and then apply for those costs to be reimbursed by the Marine and Coastguard Agency which would be responsible for identifying and holding the polluter to account.

5.3 As the costs associated with an incident could vary significantly from a few thousand pounds right up to a multi million pound event, the funding would need to be drawn from Corporate Resources rather than departmental funds.

5.4 The spend required would depend on the incident, and authorisation would follow established County Council procedures.

6 Recommendations

- 6.1 That approval be given to tender for a retainer contract to provide the County Council with the necessary provisions for storage, onward transport, and disposal of material resulting from a coastal pollution event.
- 6.2 That this retainer contract is procured in partnership with Portsmouth City Council and the four District Councils with significant coastal responsibilities (New Forest, Fareham, Gosport and Havant) – subject to a partnership agreement from these parties – for the purpose of sharing costs and pooling responsibilities under the wider principles of mutual aid and co-operation that are already in place via the Hampshire & Isle of Wight Local Resilience Forum.
- 6.3 That the Director of Economy, Transport, and Environment is given delegated authority to agree any variations to the items approved in consultation with the Executive Member for Environment and Transport.

CORPORATE OR LEGAL INFORMATION:**Links to the Strategic Plan**

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

Other Significant Links

Links to previous Member decisions:	
<u>Title</u> N/A	<u>Date</u>
Direct links to specific legislation or Government Directives	
<u>Title</u> Civil Contingencies Act National Contingency Plan for Marine Pollution	<u>Date</u> 2004

Section 100 D - Local Government Act 1972 - background documents

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

<u>Document</u>	<u>Location</u>
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IMPACT ASSESSMENTS:

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

1.2 Equalities Impact Assessment:

This decision is related to the procurement of a retainer contract to mitigate against the impact of a coastal pollution event and therefore has a neutral impact on all of the groups considered.

2 Impact on Crime and Disorder:

- 2.1 This decision will have a positive impact on crime and disorder.
- 2.2 By ensuring that arrangements are in place to deliver effective waste management in the event of a coastal pollution incident it will reduce the potential for any theft or use of material involved for other criminal activities.

3 Climate Change:

- a) How does what is being proposed impact on our carbon footprint / energy consumption?

Provision of effective waste management through robust contractual arrangements in the event of a coastal pollution event will ensure that the environmental impact of any event is minimised.

- b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

Each individual coastal pollution event will vary depending on the situation, and this includes the impacts of climate change.

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HAMPSHIRE COUNTY COUNCIL

Executive Decision Record

Decision Maker:	Executive Member for Environment and Transport
Date of Decision:	14 November 2017
Decision Title:	Appointments to Statutory Joint Committees and Outside Bodies
Report From:	Director of Transformation and Governance - Corporate Services

Contact name: Katy Sherwood

Tel: 01962 847347

Email: katy.sherwood@hants.gov.uk

1. The Decision (PROPOSED):

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

OUTSIDE BODIES AND OTHER ORGANISATIONS

	<u>Name of Body</u>	<u>Description</u>	<u>Previous representatives</u>	<u>Appointment(s) until May 2021</u>
1.	North of Whiteley Development Forum 2	The Forum is to act as an informal advisory body to discuss and engage with the public on various issues, and advise the relevant authorities accordingly	Woodward, Stallard (Stallard to be replaced)	
2.	Blackwater Valley Countryside Partnership	The general aims for the Valley are as follows: <ul style="list-style-type: none"> · Maintenance of the Valley as an open gap with enhanced landscape · Wildlife conservation · Improved quality of the River Blackwater · Recreation and access as the major use of the Valley · Co-ordination of recreation and conservation initiatives · Use of the Valley for sustainable transport links 	(Shared Body with CCBS) Glen (on behalf of ETE)	

2. Reason for the decision:

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

3. Other options considered and rejected:

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

4. Conflicts of interest:

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

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

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

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

7. Statement from the Decision Maker:

Approved by:

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

**Date: 14 November
2017**