

## NOTICE OF MEETING

<b>Meeting</b>	Executive Member for Environment and Transport Decision Day
<b>Date and Time</b>	Tuesday, 16th January, 2018 at 2.30 pm
<b>Place</b>	Chute Room - HCC
<b>Enquiries to</b>	members.services@hants.gov.uk

John Coughlan CBE  
Chief Executive  
The Castle, Winchester SO23 8UJ

## FILMING AND BROADCAST NOTIFICATION

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## AGENDA

### Key Decisions

- 1. BOTLEY BYPASS - WAY FORWARD AND LAND ACQUISITION**  
(Pages 3 - 20)
- 2. STUBBINGTON BYPASS - PROCUREMENT STRATEGY** (Pages 21 - 28)
- 3. PROJECT APPRAISAL: CAPACITY IMPROVEMENT A33/THORNHILL WAY JUNCTION CHINEHAM** (Pages 29 - 38)

### Non Key Decisions

- 4. 2018/19 REVENUE BUDGET - ENVIRONMENT AND TRANSPORT**  
(Pages 39 - 48)
- 5. ETE CAPITAL PROGRAMME MONITORING** (Pages 49 - 58)
- 6. ETE PROPOSED CAPITAL PROGRAMME 2018/19, 2019/20 AND 2020/21** (Pages 59 - 78)
- 7. PARISH LENGTHSMAN SCHEME UPDATE** (Pages 79 - 84)
- 8. APPOINTMENTS TO OUTSIDE BODIES** (Pages 85 - 86)

**ABOUT THIS AGENDA:**

**On request, this agenda can be provided in alternative versions (such as large print, Braille or audio) and in alternative languages.**

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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

<b>Decision Maker:</b>	Executive Member for Environment and Transport
<b>Date:</b>	16 January 2018
<b>Title:</b>	Botley Bypass – Way Forward and Land Acquisition
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Heather Walmsley

**Tel:** 01962 846089

**Email:** heather.walmsley@hants.gov.uk

#### 1. Recommendations

- 1.1. That authority be delegated to the Director of Economy, Transport and Environment to progress all design and development work for the proposed Botley Bypass (“the Scheme”) and to progress all enabling and environmental works, to ensure that delivery of the Scheme can commence in a timely manner, either in its entirety or as a phased scheme.
- 1.2. That the Executive Member for Environment and Transport confirms the approved alignment of the Scheme, as detailed in **Appendix 1**, which was the subject of a recent grant of Planning Permission.
- 1.3. That authority be delegated to the Director of Economy, Transport and Environment and the Head of Legal Services to progress any appropriate Orders, Notices, or Statutory procedures and obtain any consents, rights or easements that are necessary for the Scheme.
- 1.4. That the Executive Member for Environment and Transport recommends that the Executive Member for Policy and Resources provides authority to acquire all third party interests in any land and any necessary rights required for or to facilitate/enable the delivery of the proposed Scheme by agreement.
- 1.5. That, in order to ensure the delivery of the Scheme in a timely manner, the Executive Member for Environment and Transport recommends to the Executive Member for Policy and Resources that a Compulsory Purchase Order is made for the land required to deliver the Scheme, as detailed in **Appendix 2**, to run in parallel with negotiations to acquire all third party land interests by agreement, on the basis that the areas of land identified in **Appendix 2** will not be extended but may be revised or minimised.

#### 2. Executive Summary

- 2.1. The purpose of this paper is to ensure that scheme development and enabling works for the proposed Botley Bypass road scheme (“the Scheme”) can be progressed to a point whereby a Project Appraisal can be submitted and the delivery of the Scheme (either as a single or phased programme of works) can commence in a timely manner. This includes the progression of appropriate

Orders, Notices or Statutory Procedures under the powers of the Highways Act 1980 that are associated with the Scheme.

- 2.2. This paper seeks approval to progress the formal negotiations to seek to acquire the necessary third party interests by agreement to enable the construction of the Scheme.
- 2.3. In order to ensure the delivery of the Scheme in a timely manner, it is proposed that a Compulsory Purchase Order should be made, following approval by the Executive Member for Policy and Resources, to run in parallel with negotiations to acquire all third party land by agreement.

### **3. Contextual Information**

- 3.1. In November 2016 a report to the Executive Member for Environment and Transport regarding 'Botley Bypass Public Consultation and Preferred Route' recommended that the preferred route as outlined in the report be approved and that work should be progressed to finalise details of the scheme and enable the timely submission of a Planning Application. Further to this recommendation, preliminary and early detailed design work was progressed in relation to the layout for the Scheme, developed along the preferred route alignment approved in November 2016.
- 3.2. Botley experiences a significant amount of through traffic using the A334 Botley High Street between the Fareham area and the wider Eastleigh, North Hedge End areas, and Winchester in the north. Traffic congestion, particularly during peak periods, contributes towards air quality problems and severance for pedestrians. The High Street has been identified by Eastleigh Borough Council as an Air Quality Management Area (AQMA).
- 3.3. Forecast levels of new development in the wider Botley area over the next 20 years, combined with traffic growth generally, will only compound existing traffic problems in the area. The completion of Whiteley Way, associated with the build out of the proposed North Whiteley development, is also likely to increase through traffic in the Botley area. For these reasons the justification for a bypass for Botley is now much greater than in previous years. The approved scheme is shown on the drawing included at **Appendix 1**.
- 3.4. The scheme objectives are:
  - To improve the amenity of Botley village centre by reducing the volume of through traffic and numbers of heavy goods vehicles in the High Street;
  - To reduce noise and vibration in the village centre;
  - To improve air quality in the village and within the identified AQMA;
  - To improve the environment for pedestrians and cyclists, and to reduce severance throughout Botley Village; and
  - To enhance connectivity across the wider area by providing improved highway linkages for through traffic from existing and planned areas of housing to existing and planned areas of employment, including that at Whiteley and Hedge End.

3.5. A Planning Application for the Scheme was submitted in July 2017 and was approved by the County Council's Regulatory Committee on 15 November 2017 and a formal notice of Planning Permission was issued thereafter.

#### **4. Outline of the Preferred Scheme**

4.1. The following is a summary of the proposals, which is consistent with that submitted and approved as part of the planning application for the scheme:

- Provision of a new single carriageway 7.3 metre wide road between Woodhouse Lane north of 'Glenfield' and the A334/A3051 junction, passing to the north and east of Botley and crossing the River Hamble, with a 3metre wide shared use footway/cycleway on the southern side;
- On-line widening of Woodhouse Lane to 7.3 metre wide between the Bypass and a point just north of the A334 'Maypole' roundabout;
- New roundabout junctions at either end of the Bypass;
- A new ghost island priority junction at the intersection with Winchester Street with access only possible to/from Winchester Street to the south of the Bypass; and
- Complimentary traffic management measures through Botley village on the A334.

#### **5. Scheme Development and Enabling Works**

5.1. Further design, development and enabling works now need to be progressed to advance the scheme to a point whereby a Project Appraisal can be submitted and main works can be commenced. These works include:

- additional survey work to inform the completion of the next levels of the design process;
- the progression of environmental mitigation work including the creation of new habitat;
- archaeological surveys; and
- work required to satisfy other planning conditions.

5.2. The scheme has been designed so that delivery can take place either in one or two phases. Whilst ideally it would be preferable for the scheme to be progressed as a single phase, dependent upon funding availability, it may be necessary for works to be progressed as two phases. Furthermore in order to facilitate access to a potential new secondary school on land to the west of Woodhouse Lane, it is intended that works will be completed on Woodhouse Lane in advance of the potential school opening date of September 2020. Dependent upon funding availability the remainder of the scheme could then follow on.

5.3. Prior to the Scheme being constructed it will be necessary to have all Orders in place. To this end it will be necessary to establish the need for Orders or Notices where appropriate, and to progress, under the powers of the Highways Act 1980.

## 6. Third Party Land

- 6.1. To the east of the River Hamble the scheme traverses predominantly third party land, while the land immediately adjacent to the Hamble on both sides is also owned by a third party. The Scheme traverses land owned by the County Council for the vast majority of its route to the west of the River Hamble. In relation to the on-line widening of Woodhouse Lane there are a number of relatively small parcels of third party land required on the eastern and western sides. Initial informal discussions with landowners affected by the scheme have taken place. Initial discussions have also taken place with tenant farmers who farm the land crossed by the new road.
- 6.2. To provide certainty of delivery in a timely manner, and in the event that negotiations to acquire all third party land by agreement are unsuccessful, it will be necessary to make and progress a Compulsory Purchase Order (CPO) to secure the necessary land. Given that it can take around two years to complete the CPO process, including confirmation by the Secretary of State, it is proposed to commence this process as soon as is reasonably possible.
- 6.3. Land interest plans for the Scheme are provided in **Appendix 2**, which show land essentially required to deliver the scheme and which will form the basis of the CPO.

## 7. Legal Context

- 7.1. The County Council has the power to progress any appropriate Orders or Notices under the powers of the Highways Act 1980 that are associated with or necessary for the Scheme.
- 7.2. The County Council has the power to make CPOs and in relation to this road construction Scheme, the enabling power is the Highways Act 1980.
- 7.3. The Compulsory Purchase Process Guidance from the Department for Communities and Local Government (CPO Guidance) states that a compulsory purchase order should only be made where a) there is a compelling case in the public interest and b) the purposes for which the CPO is made justify interfering with the human rights of those with an interest in the land affected. Particular attention should be given to these considerations.
- 7.4. The public interest test is met due to the proposed acquisition delivering necessary infrastructure to improve access to Botley and the wider Eastleigh and Winchester area, and to encourage much needed economic development, as well as to maximise the wellbeing of residents, particularly in Botley village centre, by reducing congestion and delays and improving air quality.
- 7.5. This will help to enhance the prosperity of the area overall as well as the quality of place. It should also be noted that the Scheme would run through an area that is predominantly undeveloped, so as to cause the least disruption to residents and therefore to have the least impact on their human rights.
- 7.6. The County Council has also had regard to the provision of Article 1 of Schedule 1 Part II (the First Protocol) of the Human Rights Act 1998. This right relates to the protection of property and is a qualified right that needs to be balanced against the public interest. In the light of the significant public benefit that would arise from the delivery of the Scheme it is considered that it would

be appropriate to acquire the land through compulsory purchase, should that prove necessary, and that to do so would not constitute an unlawful interference with individual property rights.

- 7.7. Article 6 of Schedule 1 Part I (the Convention Rights and Freedoms) of the Human Rights Act 1998 secures an absolute right to be given a fair hearing by an independent and impartial tribunal when civil rights may be affected by a decision. In this instance, this requirement is satisfied by means of the CPO process including the holding of an inquiry should any objections be made which cannot be overcome and the ability to challenge any CPO in the High Court.

## **8. Finance**

- 8.1 An October 2017 Cabinet Report identified a Hampshire County Council local contribution of £6 million towards the delivery of Phase 1 of the Scheme on Woodhouse Lane.
- 8.2 It is currently anticipated that the remaining £20million Scheme costs (total Scheme cost £26 million) will be funded via a mixture of local public and private sector contributions along with funding secured via bids to central government. To this end a bid has recently been submitted to the Housing and Infrastructure Fund (HIF) for £10 million, the outcome of which will be advised prior to Spring 2018.

## **9. Consultation and Equalities**

- 9.1. The County Council has followed good practice by consulting early in the design process to enable public comments to influence the design, and by setting out how comments have led to the present design. Public consultation associated with the Botley Bypass scheme was carried out in June and July 2016, the results of which were reported in the Executive Member for Environment and Transport report of November 2016. Overall 410 (82%) of respondents supported the principle that Botley should have a bypass, of which 62% of respondents supported the preferred bypass route.
- 9.2. The support identified above was distributed across the Botley and Hedge End area, with the main clusters of support located in Botley around the centre of the village. Objection to the scheme included several clusters of objection near to where the proposed bypass route intersected Woodhouse Lane and Winchester Street.
- 9.3. At least 80% of respondents regarding the Bypass were generally satisfied that the main issues of traffic, accessibility, road safety and the environment identified in the questionnaire had been taken into account, notwithstanding additional comments which may have been made seeking clarification or identifying areas of concern. A number of comments were received regarding the locally desired Bishops Waltham Bridle Way route and about general pedestrian and cycling issues in the area.
- 9.4. Public consultation also took place as part of the Planning Application between July and September 2017, with a total of 36 responses from members of the public. Out of the 36 responses, 15 supported the bypass while 14 were against specifying various issues such as the route location.

## **10. Future Direction**

- 10.1. The October 2017 Cabinet report identified £6 million as a local public sector contribution which will ensure that works on a potential Phase 1 can be undertaken as soon as the land acquisition and design and procurement processes have been completed. Dependent upon the availability of additional funding, a decision will need to be taken regarding whether the Scheme will be progressed in one or two phases. The progression of Phase 2 of the Scheme will be subject to securing the additional £20 million, and the recent HIF funding bid, if successful, would provide a major contribution to this sum.
- 10.2. In either delivery scenario it will be necessary to progress the potential Phase 1 on-line widening works along Woodhouse Lane as soon as possible, in order to ensure the completion of the works in advance of the opening of the potential secondary school in September 2020. The need to complete the Woodhouse Lane works in advance of 2020 is a key driver requiring the land acquisition process to start as soon as possible now that Planning Permission has been secured. An approximate two year window is allowed in the programme for the land acquisition and CPO processes to be completed. These need to be completed in advance of works starting, and other design and delivery programme phases are also dependent.
- 10.3. Subject to the approval of an appropriate Project Appraisal, it is currently anticipated that the Phase 1 works on Woodhouse Lane northern section, which do not require any third party land, could commence in summer 2019, and that works on the southern section of Woodhouse Lane could commence in early 2020, subject to the satisfactory completion of the land acquisition process. This timetable would enable completion of Phase 1 in advance of September 2020.
- 10.4. Following approval of this report, and approval by the Executive Member for Policy and Resources, formal negotiations will be entered into with all third party landowners and tenants, in order to seek to acquire by agreement all third party parcels of land necessary to construct the Scheme as approved. If negotiations are unsuccessful then the CPO process will be used to ensure the delivery of the Scheme in a timely manner.

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

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

**Other Significant Links**

<b>Links to previous Member decisions:</b>	
<u>Title</u>	<u>Date</u>
Botley Bypass Public Consultation and Preferred Route ref 7832	03/11/2016

**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 proposals will have no or low impact upon groups with protected characteristics. In the event that a CPO is required, the guidance published by the DCLG (Guidance on CPO process and The Crichel Down Rules for disposal of surplus land acquired by, or under the threat of compulsion) will be followed. The scheme will be accessible to all road users. Pedestrians, cyclists and horse riders will be catered for as part of the proposals to improve access, and mitigation has been identified to add value in terms of accessibility over and above the existing provision.

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

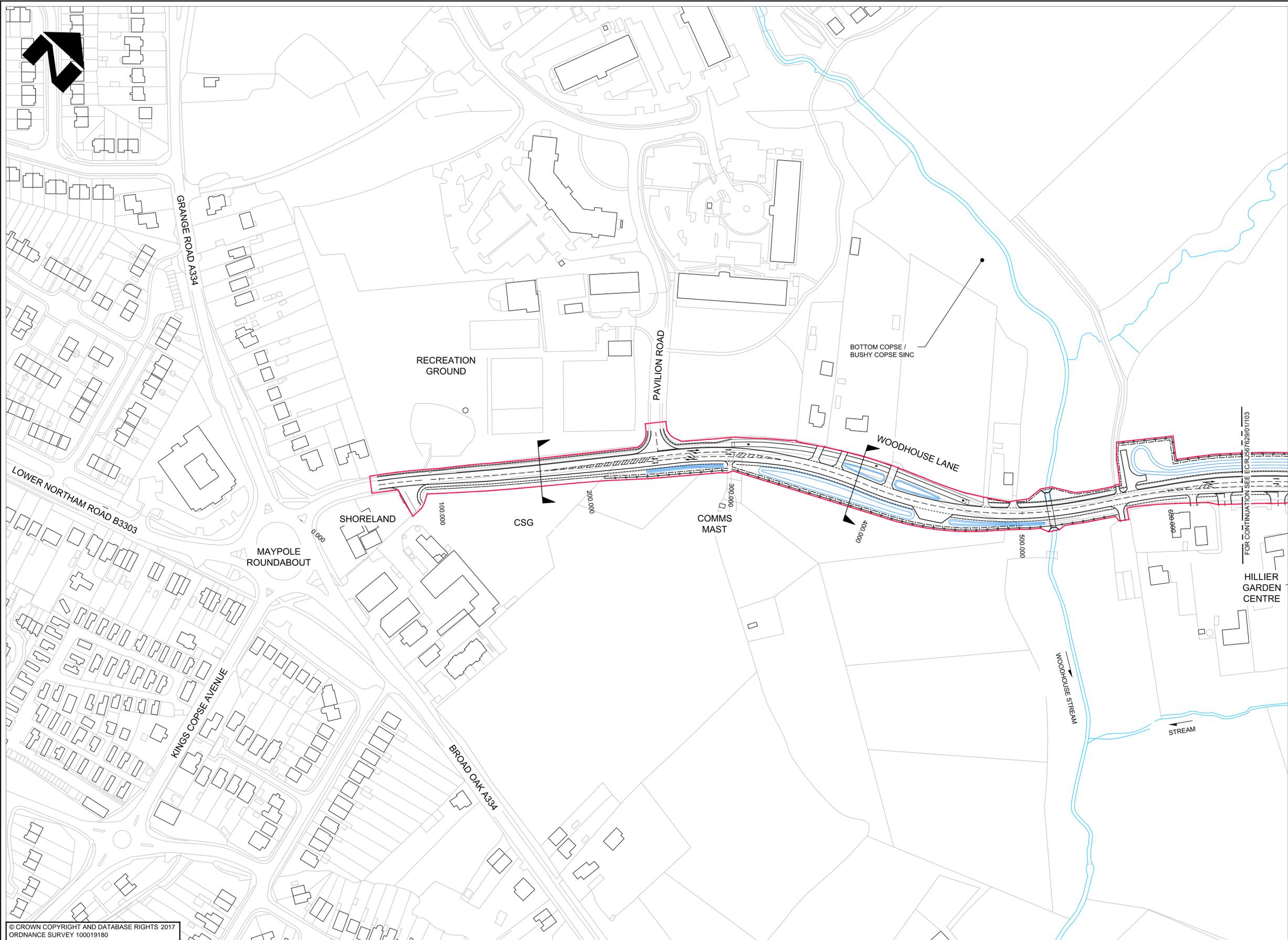
2.1. The decision will not have any direct impact upon crime and disorder.

### **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?

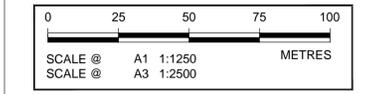
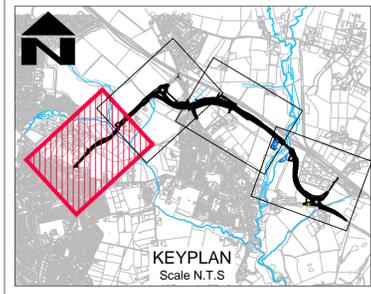
It is not anticipated that this decision will have any impact on climate change, but future decisions will be separately assessed, including in a future Project Appraisal.

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- LEGEND**
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  - DRAINAGE FEATURE
  - HIGHWAY BOUNDARY FENCE
  - HEDGE PLANTING
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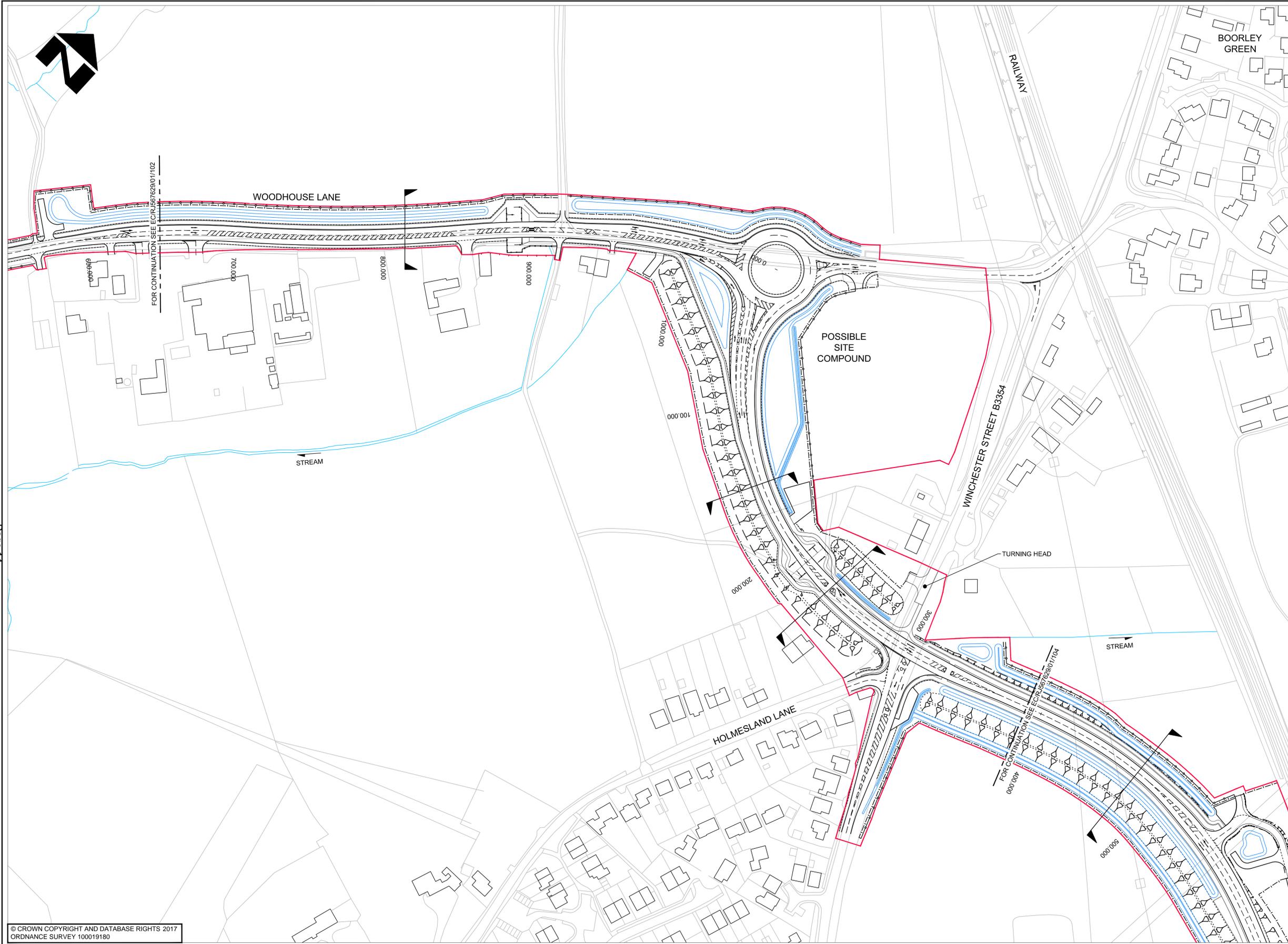
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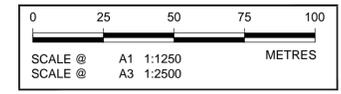
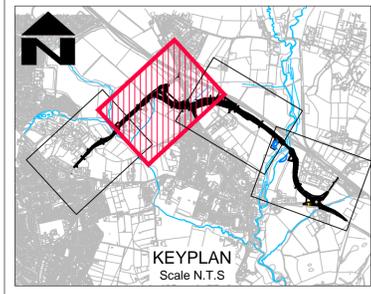
CONSULTANT  
**Hampshire County Council Engineering CONSULTANCY**  
STUART JARVIS BSc DipTP FCIHT MRTPI: DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT

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SCHEME: BOTLEY BYPASS  
JOB No.:  
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DATE: 12.06.2017  
SHEET NUMBER: 1 OF 4

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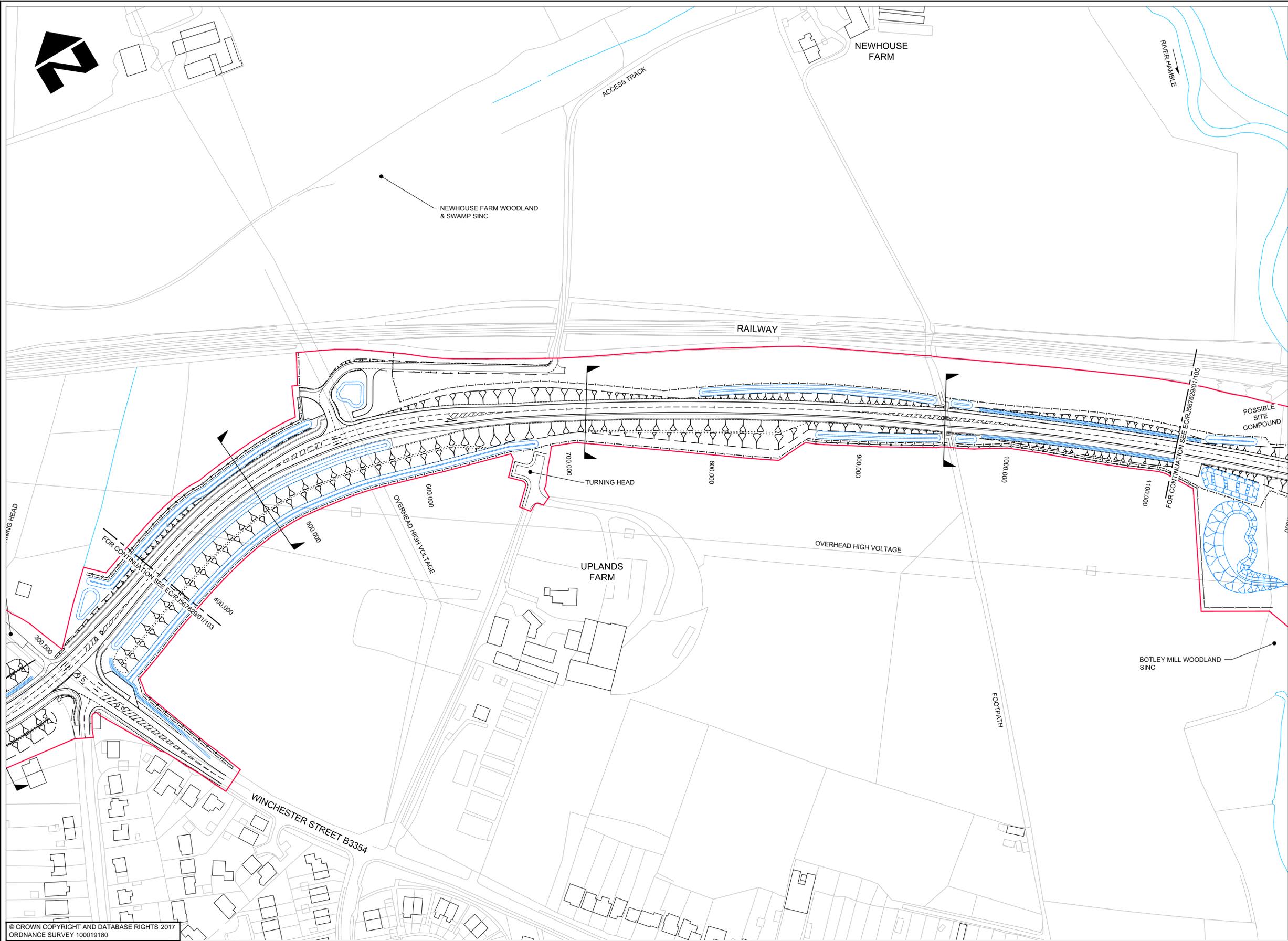
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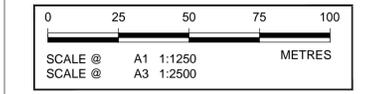
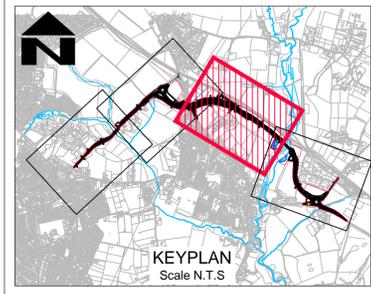
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SHEET NUMBER: 2 OF 4

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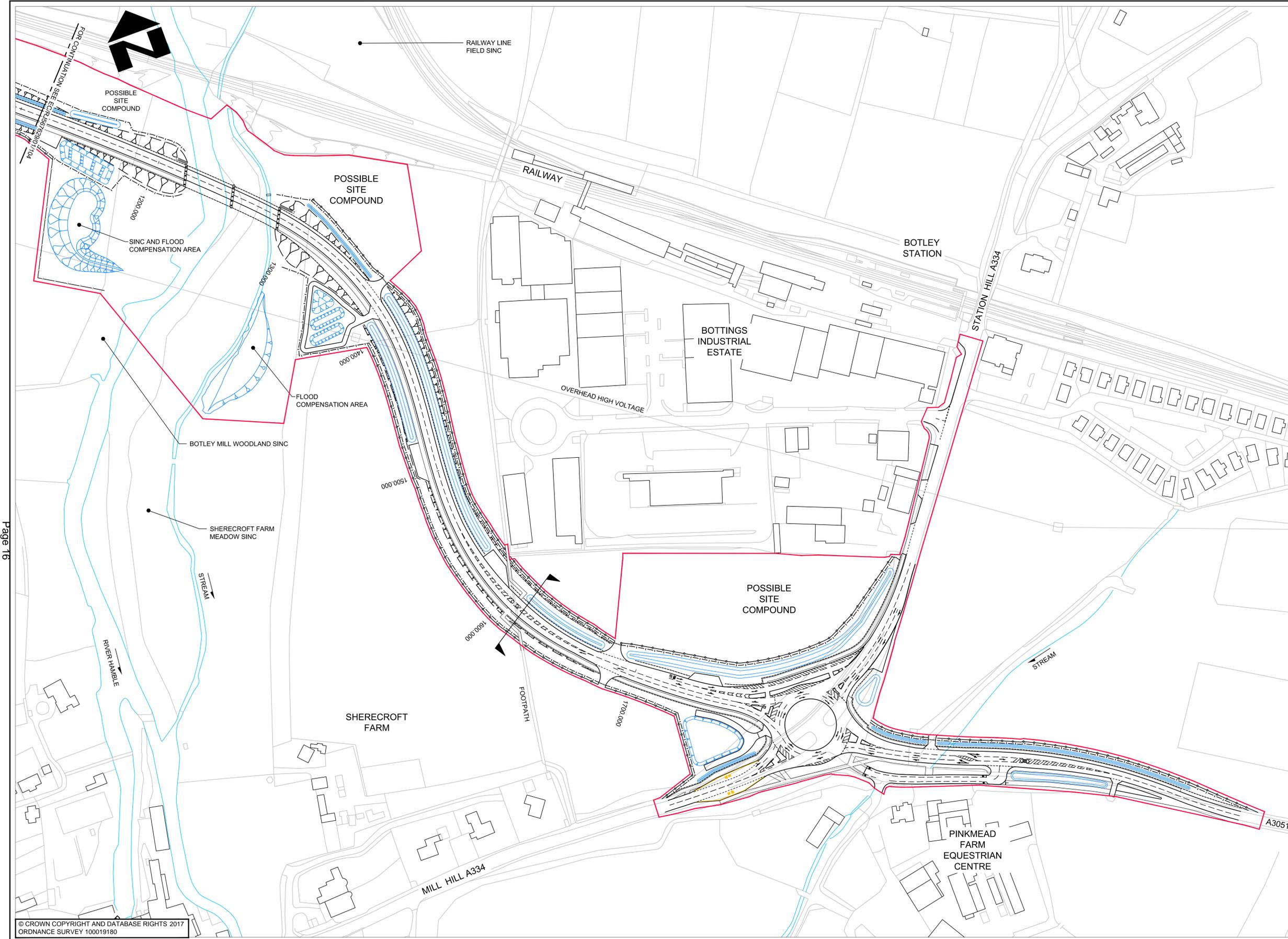
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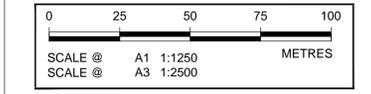
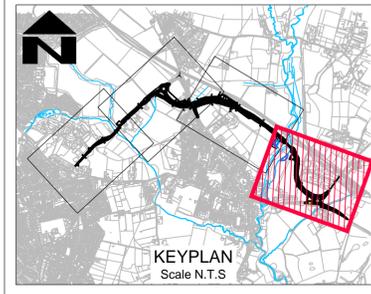
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SCHEME  
**BOTLEY BYPASS**

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12.06.2017

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4 OF 4

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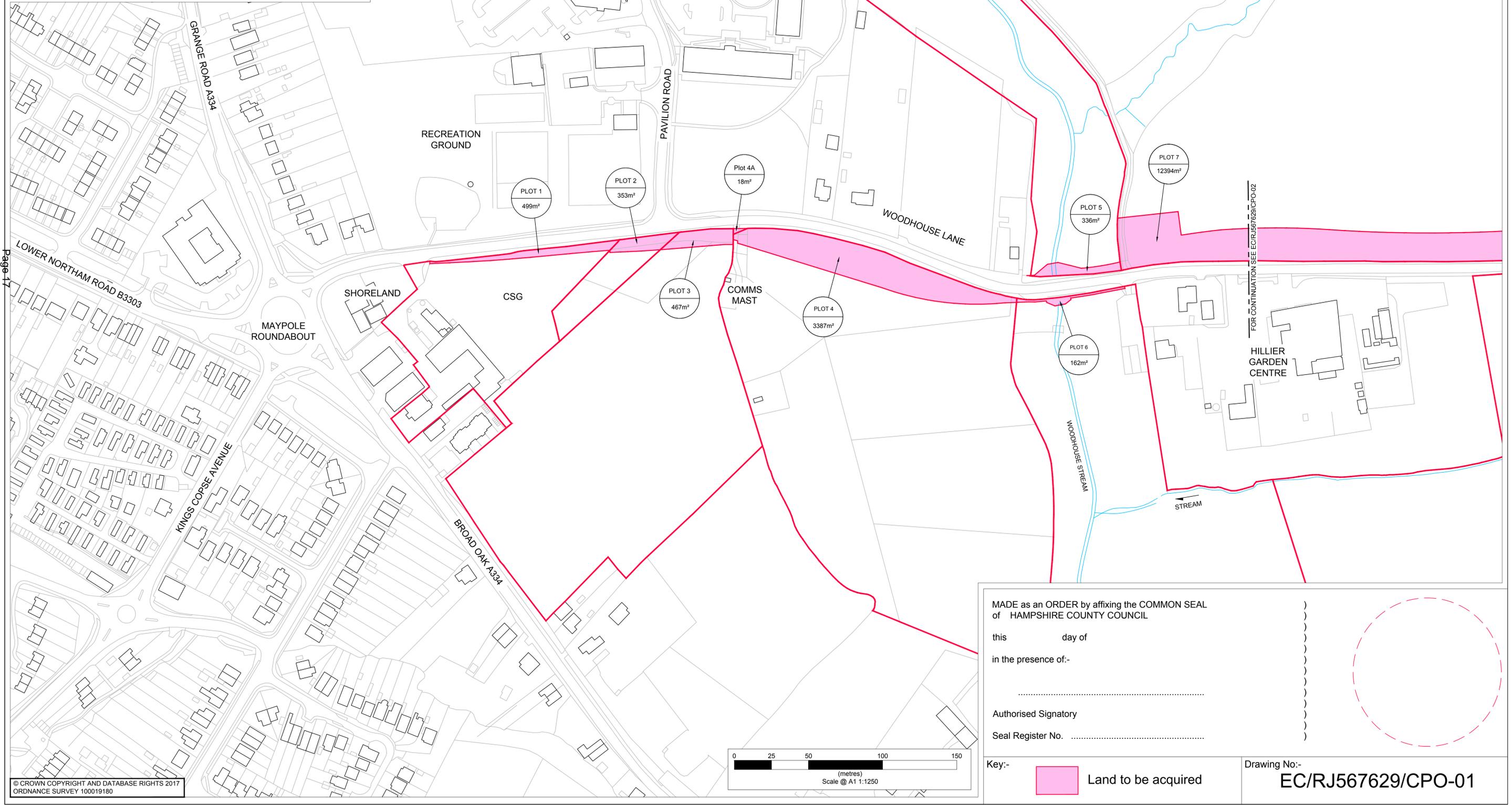
# Map Referred to in the Hampshire County Council Botley Bypass Compulsory Purchase Order 2017

## Plan 1 of 4



**Hampshire  
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HAMPSHIRE COUNTY COUNCIL  
ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT  
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FOR CONTINUATION SEE EC/RJ567629/CPO-02

MADE as an ORDER by affixing the COMMON SEAL  
of HAMPSHIRE COUNTY COUNCIL

this            day of

in the presence of:-

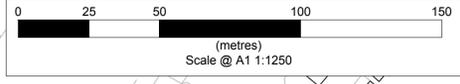
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Authorised Signatory

Seal Register No. ....

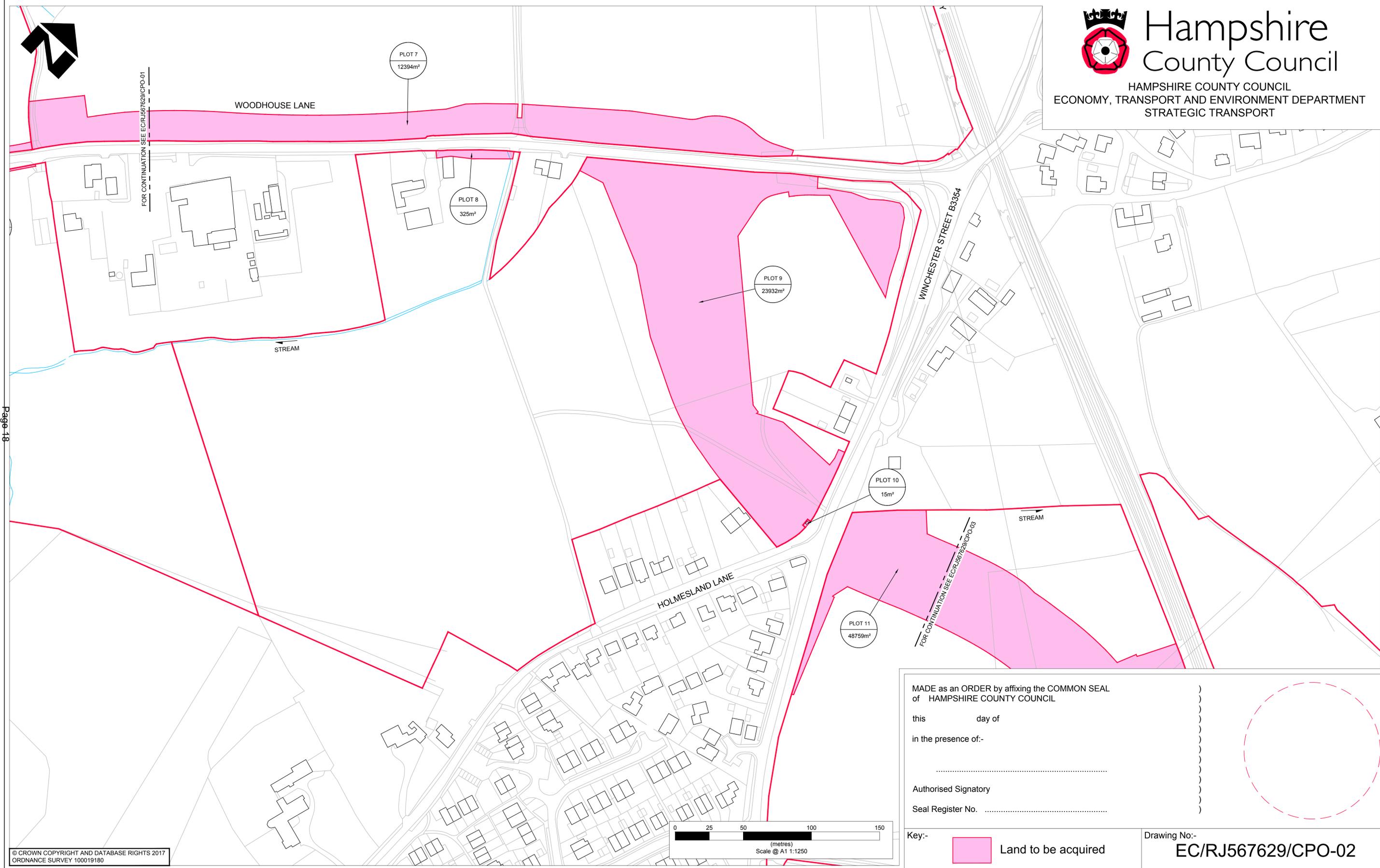
Key:-  Land to be acquired

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# Map Referred to in the Hampshire County Council Botley Bypass Compulsory Purchase Order 2017

## Plan 2 of 4



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# Map Referred to in the Hampshire County Council Botley Bypass Compulsory Purchase Order 2017

## Plan 3 of 4

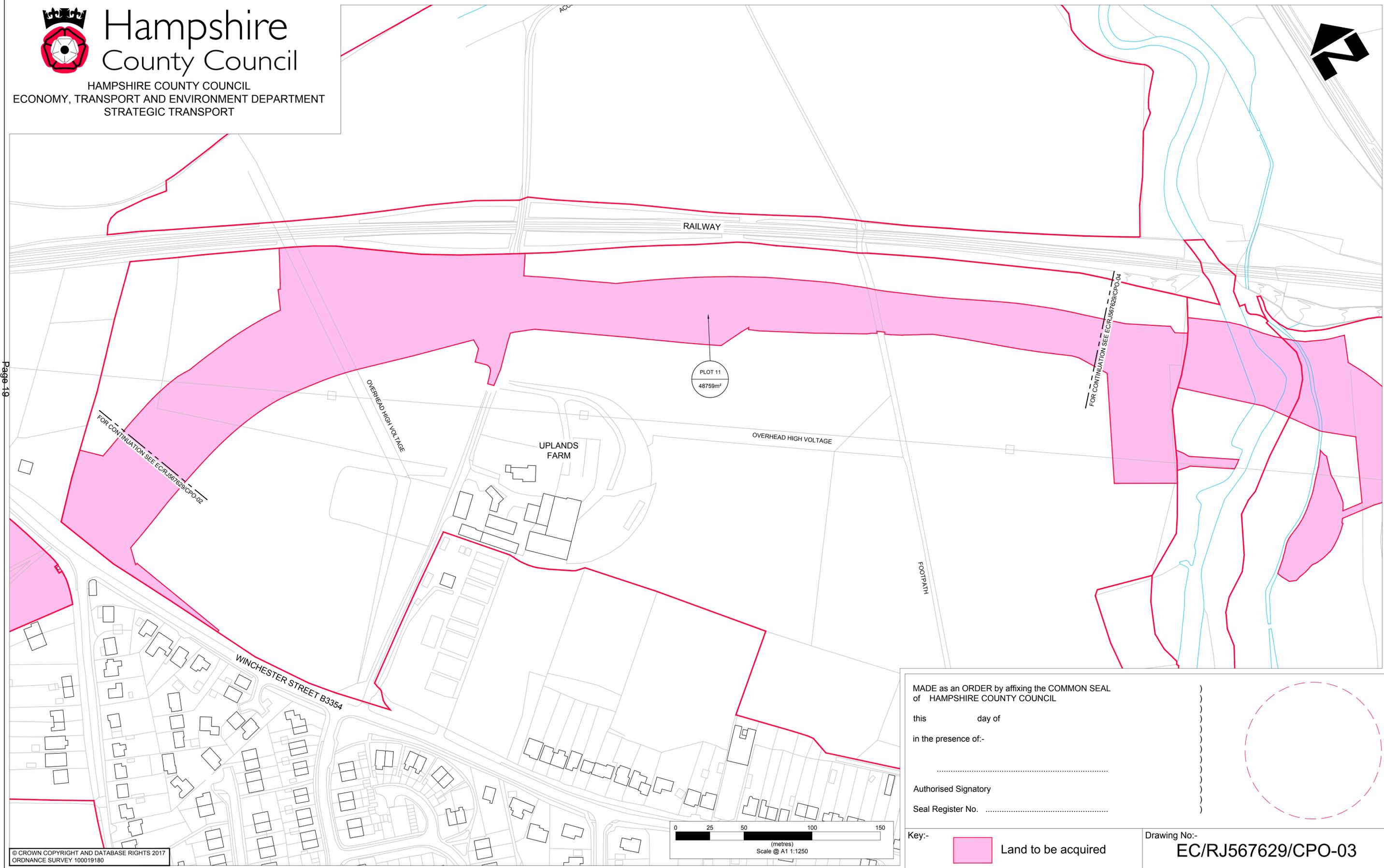


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ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT  
STRATEGIC TRANSPORT



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MADE as an ORDER by affixing the COMMON SEAL  
of HAMPSHIRE COUNTY COUNCIL

this            day of

in the presence of:-

.....

Authorised Signatory

Seal Register No. ....

Key:-  Land to be acquired

Drawing No:-  
**EC/RJ567629/CPO-03**



## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Environment and Transport
<b>Date:</b>	16 January 2018
<b>Title:</b>	Stubbington Bypass Procurement Strategy
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Andrew Tiffen

**Tel:** 01962 847215

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

### 1. Recommendations

- 1.1. That authority is delegated to the Director of Economy, Transport and Environment to progress the procurement of the Early Contractor Involvement (ECI) and subsequent construction of the Stubbington Bypass Road Scheme (“the Scheme”) under a two phase process: Phase one of the process to involve the provision by the successful supplier of construction and cost advice; Phase two to be for the main works construction.
- 1.2. That the Executive Member for Environment and Transport delegates authority to the Director of Economy, Transport, and Environment to make contingency arrangements ensuring that alternative options are available in the event that the successful contractor fails to deliver Phase One to a satisfactory standard.
- 1.3. That in addition to the £3.5million funding provided by the Solent LEP for land acquisition and enabling works, the additional £2million of DfT funding awarded to the Solent LEP for the scheme is used to further develop the business case and to cover scheme preparation costs subject to a funding agreement with the Solent LEP.

### 2. Executive Summary

- 2.1. This paper sets out the process to procure pre-construction advice and also the works contract to deliver the Scheme, and seeks approval to enter into a two phase tender process.
- 2.2. This paper also seeks approval to spend £2million of DfT funding once a funding agreement with the Solent LEP is in place. These funds have been provided to the Solent LEP for the development of the business case and scheme preparation costs.

### 3. Contextual information

- 3.1. The Scheme forms part of the wider strategy to improve access to Fareham and Gosport by reducing congestion on the existing highway network in order to support economic development and regeneration within the sub region. This

scheme forms one of the final parts of the package of schemes designed to improve access to Fareham and the Gosport Peninsula. It will follow the completed improvements to the northern section of Newgate Lane, the Peel Common roundabout, the St Margaret's roundabout, and the improvements to the A27 (between Segensworth and the Titchfield Gyratory) and the southern section of Newgate Lane, which are currently under construction. Together with these works, the Scheme aims to contribute towards the overall reduction of journey times and improved journey time reliability across the Peninsula, especially at peak times through the provision of increased road capacity and improved traffic management.

- 3.2. In November 2014 a report to the Executive Member for Economy, Transport and Environment regarding 'Improving Access to Fareham and Gosport', recommended that: 'the preferred schemes as outlined in the report are approved as Council policy, are formally safeguarded and are progressed with immediate effect.' Further to this recommendation, preliminary and early detailed design work was progressed in relation to the layout for the Stubbington Bypass, developed along the preferred option alignment identified following a public consultation exercise in summer 2014.
- 3.3. In July 2015 a report to the Executive Member for Economy, Transport and Environment confirmed the detailed alignment for the Stubbington Bypass and associated improvements to Gosport Road and Titchfield Road. The approved alignment is consistent with that submitted and approved as part of the planning application for the scheme.
- 3.4. In July 2017 a report to the Executive Member for Environment and Transport regarding 'Stubbington Bypass – Enabling Work and Land Approvals' recommended that all development work required to progress the Scheme to full DfT approval be undertaken. These included:
  - the acquisition of all third party interests in any land and any necessary rights required for or to facilitate/enable the delivery of the proposed scheme.
  - all enabling and environmental works for the scheme, to ensure that delivery can commence.
  - all appropriate Orders, Notices or Statutory procedures and any required consents, rights or easements.

#### **4. Finance**

- 4.1. A Funding Agreement was signed in March 2017 between the County Council and the Solent LEP for an initial advance of £3.5million up front funding provided for 2017/18 specifically to enable land acquisition, the making of a Compulsory Purchase Order, and enabling works to take place this year if possible.
- 4.2. The DfT have also provided a further £2million to the Solent LEP for development of the business case or scheme preparation costs. The LEP has agreed to signing a funding agreement with the County Council for these funds once the original £3.5million funding has been exhausted.
- 4.3. The first phase of the works contract can be funded by either of the above two funding agreements which form a total pot of £5.5million. Phase two of the

contract will not be progressed until full approval and funding for the scheme is in place and the Project Appraisal has been approved, and as such will be funded from the remaining £28.5million main scheme capital subject to separate award and approval processes.

## **5. The Procurement Process**

- 5.1. A procurement strategy has been designed to encompass particular constraints of the project with particular reference to funding requirements, design and construction periods, together with the planned acquisition of land and works associated with statutory services.
- 5.2. Following a procurement strategy workshop, a different procurement strategy from the traditional separate elements of design, tender and construction has been identified as the preferred approach. The approach involves the appointment of a contractor earlier in the process to enable the best use of collaborative knowledge regarding buildability, programming and technical expertise to be used during the design phase with both design and construction teams. This approach has been approved by the Project Board and the DfT have been made aware and are supportive.
- 5.3. The procurement route includes commercial and quality selection methods utilising the existing GEN 3-3 frameworks, which is the mechanism set up by Hampshire County Council to make efficient procurement of capital works on the highway. This will provide a transparent selection of the most suitable contracting partner. Once selected, joint production of the target with design and construction teams will be supplemented by appropriate incentives.
- 5.4. The first phase of the works contract will allow the County Council to engage in Early Contractor Involvement (ECI) and produce a target cost for the construction works. By working alongside the preferred contractor the authority will have the opportunity to reduce the risks associated with the construction phase, and will also gain a better understanding of the works cost prior to releasing the second phase of the works contract.
- 5.5. The second phase will not be released until: satisfactory completion of phase one; full approval has been given by the DfT; and the Project Appraisal has been approved by the Executive Member for Environment and Transport. Once approval has been granted and full funding is in place, the County Council will release phase two for award of the construction works and the contractor will commence the works.

## **6. Consultation and Equalities**

- 6.1. The public consultation exercise undertaken in Summer 2014 on Improving Access to Fareham and Gosport, the results of which were reported in the Executive Member for Economy Transport and Environment report of November 2015, identified that 75% of respondents supported the preferred route for the Stubbington Bypass.
- 6.2. The support identified above was distributed across the peninsula with the main clusters of support located in Stubbington Village and around the southern end of the Newgate Lane and Peel Common areas. Objection to the scheme included only one cluster of objection in Ranvilles Lane.

6.3. At least 70% of respondents regarding the Bypass were generally satisfied that the main issues of traffic, drainage, environment, ecology, landscape, proximity to properties, design, and accessibility identified in the questionnaire had been taken into account, notwithstanding additional comments which may have been made seeking clarification or identifying areas of concern. The biggest concern was the proximity of the route to properties.

## **7. Future direction**

7.1. The current intention is to go out to tender to procure pre-construction advice and the works contract in January 2018, and award the contract releasing phase one in April 2018. Phase two of the contract will be released towards the end of the 2018/19 financial year, following DfT Full Approval and the approval of the Project Appraisal.

7.2. In line with the Stubbington Bypass – Enabling Work and Land Approvals paper, which has already been approved, the following list highlights some of the enabling and environmental works that will take place throughout the ECI process in order to progress the Scheme to full business case approval and delivery to the agreed timescales.

- Water Vole habitat creation;
- Soil investigations;
- Trail hole investigations;
- Existing drainage CCTV investigation; and
- Archaeological surveys.

7.3. These enabling works are essentially required in advance of the main works contract to ensure that the timescales and seasonal constraints associated with environmental mitigation are met, that constraints are better understood, and that any identified risks can be mitigated prior to finalising the design and preparing the contract documents for the main works.

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

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

**Other Significant Links**

<b>Links to previous Member decisions:</b>	
<u>Title</u>	<u>Date</u>
EMETE Report ; Improving Access to Fareham and Gosport – Report of Consultation'	01 Nov 2014
EMETE Report : ' Stubbington Bypass Update Report'	09 Jul 2015
Capital Funding Approval (Item 10)	22 Sep 2016
Stubbington Bypass – Enabling Work and Land Approvals	11 Jul 2017
<b>Direct links to specific legislation or Government Directives</b>	
<u>Title</u>	<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:**

In itself, this decision has no impact on groups with protected characteristics as it concerns a procedural matter of procurement. However, all contract documentation will include clauses for the Council's equalities policies, procedures and standards. Suppliers will have to comply with these at all times. The Project Appraisal for the scheme will be subject to its own equality impact assessment.

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

2.1. None.

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

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

The proposed strategy to improve access to Fareham and Gosport seeks to reduce congestion and journey time delay, particularly in central areas, which can help to minimise carbon emissions.

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

Areas where traffic levels reduce will also experience significant benefit in terms of reduced air pollution.

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## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Environment and Transport
<b>Date:</b>	16 January 2018
<b>Title:</b>	Project Appraisal: Capacity Improvement - A33/Thornhill Way /Lillymill Chine, Chineham
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Andy Kitchin

**Tel:** 01962 826610

**Email:** andy.kitchin@hants.gov.uk

#### 1. Recommendations

- 1.1 That the Executive Member for Environment and Transport approves the Project Appraisal for A33/Thornhill Way Junction Chineham, as outlined in the supporting report.
- 1.2 That approval is given to procure and spend and enter into necessary contractual arrangements to implement the proposed improvements to the A33/Thornhill Way Junction, Basingstoke, at an estimated cost of £1.35million, to be funded from the Enterprise M3 LEP's Local Growth Fund, developer contributions, and Hampshire County Council's Capital Resources.
- 1.3 That authority to make the arrangements to implement the scheme, including minor variations to the design or contract, is delegated to the Director of Economy, Transport and Environment.

#### 2. Executive Summary

- 2.1 The purpose of this paper is to seek Executive Member approval to procure, spend and enter into the necessary contractual arrangements to implement the proposed improvements to the traffic signal junction at the A33/Thornhill Way, Basingstoke with an estimated cost of £1.35million.

#### 3. Project Outline

- 3.1 A scheme is needed to improve traffic flow and journey times on the A33 at the junction with Thornhill Way and Lillymill Chine in Chineham near Basingstoke.

- 3.2 The A33 forms an important arterial route between Basingstoke to the south and Reading in the north and is a strategic diversion route for the M3 and M4 traffic. The existing A33/Thornhill Way traffic signal junction currently experiences severe congestion and queuing traffic in the morning and evening peak periods, leading to operational and safety issues.
- 3.3 The proposed scheme will provide an increase in capacity for A33 traffic and help alleviate the existing congestion issues, and provide capacity to accommodate traffic associated with future developments.

#### **4. Detailed Proposals**

- 4.1 The scheme proposes widening the side road at Thornhill Way to increase the number of approach lanes from two to three, to allow the discharge rate from this arm to be maintained and the balance of time saved reallocated to increase the green time given to the A33 main road traffic.
- 4.2 The scheme requires the replacement of the traffic signal system, resurfacing of the junction and improvements to better manage cyclists and pedestrians crossing the northern arm of the A33.
- 4.3 In addition to the resurfacing of the junction necessary to deliver the scheme, the extent of resurfacing has been extended by 250m to the east to include repair of a failing transverse joint. A contribution of £90k from the Operational Resilience budget has been agreed to cover the additional surfacing.
- 4.4 To accommodate the widening of Thornhill Way, the existing Pelican crossing facility across the A33 will need to be realigned. To meet current standards the crossing will also need to be converted to a Puffin style facility.
- 4.5 To improve the management of cyclists and pedestrians, a pedestrian barrier /cycle chicane will be installed on the southbound footway to the crossing, and a "Cyclist Dismount" sign affixed to the barrier.

#### **5. Wider Strategy**

- 5.1 This scheme is intended as a further phase in the 'Basingstoke NE Corridor to Growth (A33)' strategy and will complement and follow the associated on-going capacity improvements to the south of the junction, at Binfields, Crockford and A339 Ringway roundabouts.
- 5.2 All these schemes are designed to improve peak journey times, and to sustain and promote opportunities for inward investment and growth.

#### **6. Programme**

- 6.1 The current forecast programme is for the scheme construction during the financial year 2018/19, and following completion of the on-going A33 Crockford and Binfields roundabouts improvement works.

## 7. Finance

7.1 All the required funding for the scheme has been secured through the EM3 Local Enterprise Partnership's (LEP) Local Growth Fund, developer contributions, Hampshire County Council's Local Transport Plan, and Hampshire County Council's Operation Resilience budget.

7.2	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	150	11	LGF	700
	Client Fee	50	4	Developer Contributions	410
	Supervision	100	7	LTP	150
	Construction	1,050	78	Op Res	90
	Land	0	0		
	<b>Total</b>	<u>1,350</u>	<u>100</u>	<b>Total</b>	<u>1,350</u>

7.3	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net <u>reduction</u> in current expenditure	1.7	-0.002%
	Capital Charge	121.0	0.077%

## 8. Consultation

8.1 Briefings for both Hampshire County Council and Basingstoke and Deane Borough Council members were provided by County Council officers in June 2017. No objections were received to the scheme.

8.2 A series of Public Exhibitions was held in July 2015 at various venues in Basingstoke regarding the proposed major highway improvement schemes, which included the improvements to this junction. These exhibitions were well attended and of the 112 responses two related specifically to this junction. One response requested it revert back to a roundabout, which is unfeasible due to the current traffic levels. The second response related to noise and air quality in the vicinity of the roundabout, neither of which will be adversely affected by the proposals.

8.3 As a whole, 64% of responders considered that the improvements proposed throughout Basingstoke would increase safety in the road network or had neutral opinion, and 63% considered that the schemes would encourage growth and investment in the area or had a neutral opinion about this aspect.

8.4 Public consultation also took place in 2011 via presentation of the Basingstoke Town Access Plan, where the concept of improvements to the junction were included and endorsed.

8.5 Local County Councillor, Elaine Still is aware of the scheme and fully supports the proposals.

## **9. Statutory Procedures**

9.1 This Scheme will not impact on any public rights of way, is not in a nature conservation area, and has no foreseeable impact on any areas of ecological, archaeological, or environmental significance.

## **10. Land Requirements**

10.1 There are no land requirements necessary to implement the Scheme, as the land needed is fully within the existing Highway Boundary.

## **11. Maintenance Implications**

11.1 The junction has been assessed for its suitability for High Friction Surfacing, and has been assessed as not requiring it. Instead, the junction will be resurfaced using high Polished Stone Value (denotes skid resistance) surfacing. The reduction in High Friction Surfacing will have a positive impact on the future maintenance of the junction.

11.2 The remaining materials to be used are standard highway materials and will match those existing at the site.

## LTP3 Priorities and Policy Objectives

### 3 Priorities

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

### 14 Policy Objectives

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

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

**Other**

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

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

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<b>People in Hampshire live safe, healthy and independent lives:</b>	Yes
<b>People in Hampshire enjoy a rich and diverse environment:</b>	No
<b>People in Hampshire enjoy being part of strong, inclusive communities:</b>	Yes

**Other Significant Links**

<b>Links to previous Member decisions:</b>	
<u>Title</u>	<u>Date</u>
1. EMETE- Local Enterprise Partnership Funding Scheme Update	04.11.2014
2. EMETE- Local Enterprise Partnership Funded Major Transport Scheme Update	15.09.2015

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

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

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

## **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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- 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 chicanes installed to slow bicycles on the approach to the junction will be mobility scooter friendly resulting in a neutral impact, but the inclusion of tactile paving and a tactile cone on the push button unit will have a positive impact on the visually impaired. The proposed improvements have been assessed as being neutral for all protected characteristics other than disability for which a positive impact has been identified. Other than this, none of the proposed improvements will have a disproportionate negative or positive impact on those with protected characteristics.

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

2.1. These proposals are not expected to impact on crime and disorder.

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

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

These proposals aim to offer an effective solution that will improve the management of traffic, reducing unpredictable journey times and congestion on the North East Corridor. As a result, this may lead to long term reductions in 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?

Maintaining the existing non-motorised user facilities and connection to local pedestrian and cycle routes will continue to promote the use of alternative travel methods.



## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Environment and Transport
<b>Date:</b>	16 January 2018
<b>Title:</b>	2018/19 Revenue Budget Report for Environment and Transport
<b>Report From:</b>	Director of Economy, Transport and Environment and Director of Corporate Resources – Corporate Services

**Contact name:** Stuart Jarvis  
Sue Lapham

**Tel:** 01962 845260      **Email:** stuart.jarvis@hants.gov.uk  
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#### 1. Recommendations

To approve for submission to the Leader and the Cabinet:

- 1.1. The revised revenue budget for 2017/18 as set out in Appendix 1.
- 1.2. The summary revenue budget for 2018/19 as set out in Appendix 1.

#### 2. Executive Summary

- 2.1. The purpose of this report is to set out proposals for the 2018/19 budget for Environment and Transport budgets in accordance with the Council's Medium Term Financial Strategy (MTFS) approved by the County Council in November 2017.
- 2.2. The deliberate strategy that the County Council has followed to date for dealing with grant reductions during the prolonged period of austerity is well documented. It involves planning ahead of time, making savings in anticipation of need and using those savings to help fund transformational change to generate the next round of savings.
- 2.3. In line with the financial strategy that the County Council operates, which works on the basis of a two year cycle of delivering departmental savings to close the anticipated budget gap, there is no savings target set for departments in 2018/19. Any early achievement of resources from proposals during 2018/19 as part of the Transformation to 2019 (Tt2019) Programme will be retained by departments to use for cost of change purposes.
- 2.4. The report also provides an update on the financial position for the current year. Overall the outturn forecast for the Environment and Transport services for 2017/18 is a planned saving towards Tt2019 of £3.1m recognising that not

all of the Department's required savings will be achieved in full by 2019/20 and that cash flow support needs to be built up in advance.

- 2.5. The proposed budget for 2018/19 analysed by service is shown in Appendix 1.
- 2.6. This report seeks approval for submission to the Leader and Cabinet of the revised budget for 2017/18 and detailed service budgets for 2018/19 for Environment and Transport budgets. The report has been prepared in consultation with the Executive Member and will be reviewed by the Economy, Transport and Environment Select Committee. It will be reported to the Leader and Cabinet on 5 February 2018 to make final recommendations to County Council on 22 February 2018.

### **3. Context and Priorities**

- 3.1. The current financial strategy which the County Council operates works on the basis of a two year cycle of delivering departmental savings targets to close the anticipated budget gap. This provides the time and capacity to properly deliver major savings programmes every two years, with deficits in the intervening years being met from the Grant Equalisation Reserve (GER) with any early achievement of savings proposals retained by departments to use for cost of change purposes, cashflow the delivery of savings or offset service pressures.
- 3.2. The County Council's early action in tackling its forecast budget deficit over the prolonged period of austerity and providing funding in anticipation of further reductions, has placed it in a very strong position to produce a 'steady state' budget for 2018/19, giving itself the time and capacity to develop and implement the Tt2019 Programme to deliver the next phase of savings totalling £140m. This also avoids the worst effects of sudden and unplanned decisions on service delivery and the most vulnerable members of the community. Consequently there are no departmental savings targets built into the 2018/19 budget. However, other factors will still affect the budget, such as council tax decisions and inflation.
- 3.3. In 2016 the Local Government Finance Settlement provided definitive figures for 2016/17 and provisional figures for local authorities for the following three years to aid financial planning for those authorities who could 'demonstrate efficiency savings'. Following acceptance by the Department for Communities and Local Government (DCLG) of the County Council's Efficiency Plan for the period to 2019/20 the expectation was for minimal change for 2018/19 and 2019/20. No figures have been published beyond this date and there remains uncertainty around the Fair Funding Review and the future of 100% Business Rate Retention.
- 3.4. The Medium Term Financial Strategy (MTFS) approved by the County Council in November 2017 flagged that the Budget in November might contain some additional information that could impact our planning assumptions, for example around public sector pay and council tax referendum limits.
- 3.5. In overall terms, the announcements in the Budget had very little impact on the revenue position reported in the MTFS, although there were some

welcome announcements in respect of the Community Infrastructure Levy and Section 106 Developer Contributions.

- 3.6. Since the Budget was announced there has been a two year pay offer for local government workers, which includes a 'core' increase of 2% and changes to the lower pay scales to reflect the impact of the National Living Wage. The overall increase in the pay bill could be in the region of 6% over the two years, and is above the allowances made within the MTF5. Depending on the final pay award that is agreed this could mean additional recurring costs of circa £5m will need to be met.
- 3.7. The offer of a four year settlement provided greater but not absolute funding certainty and the provisional Local Government Settlement announced on 19 December confirmed the grant figures for 2018/19 in line with the four year settlement. The other key elements of the provisional settlement were:
  - The 'core' council tax referendum limit was increased from 2% to 3% for all authorities for the next two years (each 1% increase in council tax equates to approximately £5.7m). The arrangements for the social care precept remain unchanged.
  - Ten new 100% Business Rate Pilots were announced, one of which was for Portsmouth, Southampton and Isle of Wight Unitary Councils.
  - A Fair Funding Review consultation was announced as part of the settlement which is expected to be implemented in 2020/21.
  - A potential move to at least 75% Business Rate Retention is also planned for 2020/21, but still on the basis of fiscal neutrality.
  - No new announcements of funding for social care above those that we are already aware of but the Green Paper for adult social care is due to be published in summer 2018.
- 3.8. The key announcement related to the new referendum limit for council tax and this will be considered by Cabinet as part of the budget setting process in February.
- 3.9. The Economy, Transport and Environment Department has been developing its service plans and budgets for 2018/19 and future years in keeping with the County Council's priorities and the key issues, challenges and priorities for Environment and Transport services are set out below.

#### **4. Departmental Challenges and Priorities**

- 4.1. The Department's overarching budget strategy continues to focus on core service delivery around Highways, Waste Management, Transport and statutory planning services (budget priorities relating to Economic Development, a further key service priority for the Department, are now reported to the Executive Member for Economic Development).
- 4.2. After allowing for the removal of the 2017 savings in highways maintenance resulting from the new Hampshire Highway Service Contract (HHSC), of the £27.5m overall budget provision for highways maintenance services in 2018/19, 58% is required either to cover street lighting PFI contractual payments and energy costs or set aside for winter and other weather

emergency responses with just 42% available for routine maintenance and safety defects (the equivalent percentage figures for maintenance in 2016/17 and 2017/18 respectively were 50% and 44%). While the HHSC has already delivered £4.8m of savings in highways works and facilitated a further £1m of savings in the highways operating model its successful implementation in August 2017 now embeds a commitment to closer, collaborative working to develop further service innovation and efficiencies.

- 4.3. The Department continues to look to retain services, capacity and expertise by charging for services or developing a broader client base where possible. While movement in this area is still required the County Council remains in discussion with the Government and these discussions have broadened out to include areas such as the potential to charge for issuing Concessionary Fares passes in addition to a universal access charge for Household Waste Recycling Centres.
- 4.4. Waste volume growth (due to demographic growth) and falling recycling rates (reflecting the national trend) continue to represent a significant risk to the financial position of the Department. A key priority for the Department remains therefore to address rising waste volumes and falling recycling rates to reverse current trends. Progress has been made in this area with the approval by the Executive Member for Environment and Transport in November 2017 of a new waste strategy together with recent constructive discussions with District Councils as Waste Collection Authorities around more collaborative approaches to recycling. The proposed new Single Materials Recovery Facility (MRF) will play a major role in increasing recycling and reducing the overall cost of waste disposal. The waste service budget will however continue to be sensitive to changes in statutory waste definitions and fluctuations in markets or currencies which affect the value of recycled materials such as metal or paper or the treatment costs of materials like wood.

## **5. 2017/18 Revenue Budget**

- 5.1. Enhanced financial resilience reporting, which looks not only at the regular financial reporting carried out in previous years but also at potential pressures in the system and the achievement of savings being delivered through transformation, has continued through regular reports to the Corporate Management Team (CMT) and periodic reports to Cabinet.
- 5.2. Overall the outturn forecast for the Environment and Transport services for 2017/18 is a planned saving towards Tt2019 of £3.1m recognising that not all of the Department's required savings will be achieved in full by 2019/20 and that cash flow support needs to be built up in advance.
- 5.3. The budget for Environment and Transport services has been updated throughout the year and the revised budget is shown in Appendix 1.
- 5.4. 88% of the increase of £4.131m between the original and revised budget for Environment and Transport services is made up of two temporary additions to the budget as follows:
  - £1.937m temporary cost of change funding applied to support savings delivery

- £1.7m relating to the 2016/17 winter maintenance budget saving reinvested into the 2017/18 highways maintenance budget (approved by Cabinet in June 2017).

5.5. Other changes include:

- A change in employer's pension contribution following a recent actuarial valuation +£201,000
- Technical adjustment relating to the street lighting PFI contract +£190,000
- Net changes relating to grants +£98,000
- One-off funding towards an agreed County Council contribution to an East Hampshire District Council scheme (Emsworth Wall) +£45,000
- A further year's contribution from the Culture, Communities and Business Services Department to support the broadening of the Parish Lengthsman Scheme +£30,000
- Consolidation of £29,000 Economy, Transport and Environment Department early achievement savings previously shown under the Executive Member for Economic Development
- Reductions relating to reduced business rates and other corporate contributions -£99,000.

## 6. 2018/19 Revenue Budget Pressures and Initiatives

- 6.1. Staff recruitment and retention continues to be challenging in particular for areas such as engineering, planning and specialist environmental services and the cost and availability of temporary agency staff in these areas continues to create pressures in these areas. The Department is continuing to develop initiatives such as apprenticeships including at graduate level and working collaboratively with universities and strategic partners to secure access to the capacity needed.
- 6.2. Although the new contract and operating model are designed to maximise the service provision from reduced resources the budget available for routine maintenance and safety defects in 2018/19 is at the lowest level for many years in real terms. Experience from previous years of where the Department has implemented or proposed savings, particularly in 'universal' service areas like Highways or HWRC operations, indicates that there will be an increase in contact from members of the public and also from MPs and others who expect previous service levels to continue and challenge responses that indicate that services levels have been reduced or withdrawn. The combination of reduced staffing levels (since 2010 the Department has reduced its core permanent staff numbers by around 25%) and the lower operational budget provision mean it will be challenging to respond to these demands.
- 6.3. Many of the Department's services have interdependencies with both District Councils and Government agencies (e.g. waste, flood risk management) and successfully addressing the challenge of maintaining good relationships while all organisations face pressures to reduce costs against a backdrop of

uncertainty around arrangements for the future delivery of local public services will be important.

## **7. Revenue Savings Proposals**

- 7.1. In line with the current financial strategy, there are no new savings proposals presented as part of the 2018/19 budget setting process. Savings targets for 2019/20 were approved as part of the MTFs to 2020 by the County Council in July 2016. Savings proposals to meet these targets have been developed through the Tt2019 Programme and were approved by Executive Members, Cabinet and County Council in October and November this year, though the Cabinet also resolved to request further work to review and identify potential alternative savings proposals which in relation to the ETE Transformation programme specifically related to savings proposals in respect of School Crossing Patrols, Household Waste Recycling Centres, and subsidised public and community transport, and noted at its meeting on 11<sup>th</sup> December that that work is progressing well. A final, formal recommendation is expected to be considered on these matters at the February Cabinet meeting.
- 7.2. Some savings will be implemented prior to April 2019 and any early achievement of savings in 2018/19 can be retained by departments to meet cost of change priorities. It is anticipated that £3.84m of savings will be achieved in 2018/19 and this has been reflected in the detailed estimates contained in Appendix 1.

## **8. 2018/19 Revenue Budget Other Expenditure**

- 8.1. The budget includes some items which are not counted against the cash limit.
- 8.2. For Environment and Transport this is a sum of £630,800 relating to the Flood Protection Levies paid annually to the Environment Agency. These funds are received and distributed by the Regional Flood and Coastal Committees for flood defence works across their regions.

## **9. Budget Summary 2018/19**

- 9.1. The budget update report presented to Cabinet in December included provisional cash limit guidelines for each department. The cash limit for the Economy, Transport and Environment Department in that report included £111.749m relating to Environment and Transport services which was a £349,000 increase on the previous year
- 9.2. The elements making up the net increase are:
- Removal of £3.72m of one-off budget provision from 2017/18 including sums funded from cost of change
  - Pay and non-pay inflation of £3.719m including an allocation to reflect contractual price changes in the waste disposal contract.
  - £350,000 to recognise the increased highways asset base resulting from the capital programme and the associated increase in maintenance requirement.

- 9.3. Appendix 1 sets out a summary of the proposed budgets for the service activities provided by Environment and Transport services for 2018/19 and show that these are within the cash limit set out above.
- 9.4. In addition to these cash limited items there are further budgets which fall under the responsibility of Environment and Transport services, which are shown in the table below:

	<b>2018/19</b>	
	<b>£'000</b>	<b>£'000</b>
Cash Limited Expenditure	156,334	
Less Income (Other than Government Grants )	(44,585)	
<b>Net Cash Limited Expenditure</b>		<b>111,749</b>
Flood Protection Levy		623
Less Government Grants:		
• Lead Local Flood Authority	(90)	
• Bikeability	(305)	
• Bus Service Operators Grant	(1,068)	
Total Government Grants		(1,463)
<b>Total Net Expenditure</b>		<b>110,909</b>

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

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

**Other Significant Links**

<b>Links to previous Member decisions:</b>	
<u>Title</u>	<u>Date</u>
Transformation to 2019 – Revenue Savings Proposals (Executive Member for Environment and Transport) <a href="http://democracy.hants.gov.uk/ieListDocuments.aspx?CId=170&amp;Mid=438">http://democracy.hants.gov.uk/ieListDocuments.aspx?CId=170&amp;Mid=438</a>	19 September 2017
Medium Term Financial Strategy Update and Transformation to 2019 Savings Proposals (Cabinet) <a href="http://democracy.hants.gov.uk/ieListDocuments.aspx?CId=134&amp;Mid=737">http://democracy.hants.gov.uk/ieListDocuments.aspx?CId=134&amp;Mid=737</a>	16 October 2017
Budget Setting and Provisional Cash Limits 2018/19 (Cabinet) <a href="http://democracy.hants.gov.uk/ieListDocuments.aspx?CId=134&amp;Mid=738">http://democracy.hants.gov.uk/ieListDocuments.aspx?CId=134&amp;Mid=738</a>	11 December 2017
<b>Direct links to specific legislation or Government Directives</b>	
<u>Title</u>	<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 budget setting process for 2018/19 does not contain any proposals for major service changes which may have an equalities impact. Proposals for budget and service changes which are part of the Transformation to 2019 Programme were considered in detail as part of the approval process carried out in October and November 2017 and full details of the Equalities Impact Assessments relating to those changes can be found in Appendices 4 to 7 in the October Cabinet report linked below:

<http://democracy.hants.gov.uk/mgAi.aspx?ID=3194#mgDocuments>

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

2.1 The report contains no proposals that will impact on crime and disorder.

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

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

The report contains no proposals that will impact on our carbon footprint or 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 report contains no proposals that will impact on climate change.

## Budget Summary 2018/19 – Environment and Transport Department

Service Activity	Original Budget 2017/18 £'000	Revised Budget 2017/18 £'000	Proposed Budget 2018/19 £'000
Highways Maintenance	12,346	14,133	11,392
Street Lighting	9,741	9,899	9,969
Winter Maintenance	5,996	5,996	6,144
Concessionary Fares	13,886	13,236	13,118
Other Public Transport	5,117	5,117	5,297
Traffic Management and Road Safety	1,767	1,558	1,292
Other Highways, Traffic and Transport Services	(43)	(48)	(48)
Staffing and Operational Support	8,889	8,862	9,405
<b>Total Highways, Traffic and Transport</b>	<b>57,699</b>	<b>58,753</b>	<b>56,569</b>
Waste Disposal Contract	44,187	46,373	46,315
Environment and Other Waste Management	680	667	319
Strategic Planning	865	934	967
Chichester Harbour Conservancy	193	193	193
<b>Total Waste, Planning and Environment</b>	<b>45,925</b>	<b>48,167</b>	<b>47,794</b>
<b>Departmental and Corporate Support</b>	<b>3,356</b>	<b>3,530</b>	<b>3,546</b>
Early achievement of savings	289	950	3,840
<b>Net Cash Limited Expenditure</b>	<b>107,269</b>	<b>111,400</b>	<b>111,749</b>

## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Environment and Transport
<b>Date:</b>	16 January 2018
<b>Title:</b>	ETE Capital Programme Monitoring
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Amanda Beable

**Tel:** 01962 667940

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

#### 1. Recommendations

- 1.1. That approval is given for individual virements from the Public Realm Improvement Programme to the Integrated Transport Programme as detailed in section 5.4 below.
- 1.2. That the Executive Member for Environment and Transport recommends to Cabinet that approval is given for the virement of £0.73million from Winchester Road scheme to the Thornycroft scheme, with the budget for the Winchester Road scheme reducing to £2.68million and the budget for Thornycroft scheme increasing to £8.92million.
- 1.3. That the Executive Member approves the carry forward of £2.321million and £1.35million to 2018/19 for the Buckskin scheme and the Romsey scheme respectively.
- 1.4. That the amended 2017/18 capital programme, totalling £76.839million be approved.

#### 2. Executive Summary

- 2.1. 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.
- 2.2. This paper provides a short narrative summary of progress and delivery within the capital programme. The three appendices to this report provide more detailed information and are referenced in this report, where relevant.
- 2.3. This paper concludes with recommendations for the Executive Member to consider.

#### 3. Expenditure and Finance

- 3.1. This section provides an update on the capital programme expenditure and finance since the beginning of 2017/18.

- 3.2. Gross spend across the capital programme from 1 April to 30 November 2017 is £44.0million. Appendix 1 shows where expenditure is being made across ETE's programme.
- 3.3. A review of planned expenditure was undertaken in the autumn which has revised the anticipated outturn for 2017/18 from £85million to around £90million.
- 3.4. As detailed in the July 2017 Capital Programme Monitoring Report, The County Council submitted a bid to the Department for Transport National Productivity Investment Fund for funding for the Fareham - Gosport Bus Rapid Transport (BRT) Phase 1B scheme. The County Council has recently been notified that it was successful in this funding application. The £6.93million award, to be received from April 2018, will be supplemented with £270,000 of Hampshire County Council contribution from the existing BRT profit share and £3.13million third party match funding from the bus operator (capital and revenue). The award has been given on the basis that Hampshire County Council will be responsible for meeting any expenditure over and above the total fund as well as any spend beyond 31 March 2020. The scheme is valued at £7.030million in the ETE Capital Programme to reflect the Department for Transport and Hampshire County Council capital contributions only. Funding from the third party bus operator will be managed and spent directly by the third party.
- 3.5. As detailed in the November 2017 Capital Programme Monitoring Report, the County Council has submitted Housing Infrastructure Fund Forward Funding Expression of Interest applications for schemes in Welborne and Manydown. The outcome of these submissions was expected in late Autumn 2017.
- 3.6. Appendix 1 of this report shows a negative expenditure of £0.291million for Solent Enterprise Zone. This is due to a final account adjustment of £0.351million against a payment in advance from the County Council to Scottish & Southern Electric (SSE) relating to Waterfront Power Upgrade works.
- 3.7. Taking into account all recommended adjustments in this paper, together with those approved under delegated authority and listed in Appendix 2 and those approved in previous reports, the amended 2017/18 capital programme is now £76.839million (a net increase of £24.293million from £52.546million).

#### **4. Delivery**

- 4.1. This section provides an update on significant points concerning the delivery of the elements of the capital programme since the beginning of 2017/18.
- 4.2. Major transport improvement schemes across the county, as detailed in the November 2017 Capital Programme Monitoring Report, continue to be progressing well.
- 4.3. In preparation for the Fareham - Gosport BRT Phase 1b scheme being added to the Capital Programme and due to all Department for Transport funding needing to be spent by March 2020, initialisation work on this scheme has commenced. Critical to the required timetable is a swift commencement of the ecology studies and initiatives required for this scheme.

- 4.4. 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.
- 4.5. Final costs for the Sheffield Road Campbell Road scheme are now known and result in the scheme requiring a post completion report, which is presented in Appendix 3 of this paper.
- 4.6. Turning to the Structural Maintenance Programme, work is progressing well against the revised programme, as detailed in the November 2017 Capital Programme Monitoring Report. Spend on the National Productivity Investment Fund and the Pothole Fund is currently on target.
- 4.7. The 2017/18 Safety engineering scheme programme is expected to be completed by the end of March 2018, although currently delivery is slightly behind schedule with 49 of the 118 schemes programmed for 2017/18 being completed by end of Oct 2017.
- 4.8. Bridge schemes are continuing to progress, with the Pale Lane scheme near Hook (repair/strengthen a twin span brick arch) now complete and Tunbridge concrete repairs continuing to be progressed with early contractor involvement from Skanska. Additionally, land issues in connection with the replacement of Holmsley bridge in the New Forest are moving forward through discussions with all affected stakeholders.
- 4.9. Turning to the Flood Risk and Coastal Defence programme, the County Council and Environment Agency have met with Southern Water to consider further development of the proposals for Winchester Road as an integral part of Southern Water's work on the emerging Drainage Action Plan. The County Council and Environment Agency both consider that the improvements at this location should be an important element of the company's business plans for the period 2020 - 2025.
- 4.10. Work has commenced on the first phase of flood alleviation measures along the A32 and around Lower Farringdon. Further work is due to take place in the spring and summer later this year. Programmes of work will also be developed for the delivery of flood risk reduction measures in the Bourne Valley area as well as a number of other locations within the County Council's Flood Risk and Coastal Defence Programme.
- 4.11. The final phase of the Hambledon Flood Alleviation Scheme was completed in November 2017 and the local community and users of the highway are now benefitting from a substantial reduction in the risk of future flooding to the village and roads.
- 4.12. The management of the Flood Risk & Coastal Defence programme is currently being reviewed with the aim of simplifying this complex programme with its diverse funding sources.

## **5. Programme changes**

- 5.1. This section details the amendments and additions recommended for approval.
- 5.2. A list of amendments (approved under delegated authority) is included in Appendix 2. Due to recent funding success as well as the scale of the

Integrated Transport Programme forward programme, a comprehensive review of scheme delivery during the remainder of 2017/18 through to 2020/21 has been undertaken, resulting in a small proportion of schemes being reprogrammed to 2018/19.

- 5.3. The Public Realm Improvement Programme (PRIP) was established by Hampshire County Council to provide funding resources targeted towards public realm enhancements. With much of the funding from this programme allocated to schemes within the Integrated Transport Programme (ITP), in the interests of efficiency, it is recommended that the PRIP resources allocated to ITP schemes are consolidated into the applicable Integrated Transport Programme year.
- 5.4. It is therefore recommended that the Executive Member approves the following individual virements as detailed in the table below:

ITP Scheme	PRIP Year	ITP Year	Value
Romsey Town Centre Imps. Phase 2 – Bell Street	2014/15	2017/18	£47,000
	2015/16	2017/18	£497,000
Romsey Town Centre Imps. Phase 3 – Market Place	2014/15	2018/19	£300,000
	2015/16	2018/19	£153,000
Access to Aldershot Station	2014/15	2018/19	£96,000
Solent LGF - Station Rbt & Gudge Heath Lane	2015/16	2016/17	£100,000

- 5.5. The £11.6million Basingstoke A30 Corridor schemes package consists of two schemes: Winchester Road Roundabout and Thornycroft Roundabout. Following agreement with the Enterprise M3 LEP and as notified in the January 2017 Capital Programme Monitoring report, £0.59million identified as no longer being required for the Winchester Road scheme will be reinvested in the adjacent Thornycroft Roundabout scheme. In addition, since January 2017, further savings have been made on the Winchester Road scheme, and it is proposed that a virement of £0.73million be made from the Winchester Road scheme to the Thornycroft scheme. This will result in revised scheme values of £2.68million (Winchester Road) and £8.92million (Thornycroft).

- 5.6. It is therefore recommended that the Executive Member for Environment and Transport recommends to Cabinet that approval is given for the virement of £0.73million from Winchester Road scheme to the Thornycroft scheme, with the budget for the Winchester Road scheme reducing to £2.68million and the budget for Thornycroft scheme increasing to £8.92million.
- 5.7. To enable the Flood Risk and Coastal Defence programme Buckskin (Basingstoke) and Romsey flood alleviation schemes to commence in 2018/19, local resources of £2.321million for Buckskin scheme and £1.35million for the Romsey scheme need to be carried forward to 2018/19.
- 5.8. It is therefore recommended that the Executive Member approves the carry forward of £2.321million and £1.35million for the Buckskin scheme and the Romsey scheme respectively.
- 5.9. A review of the Capital Programme three-year forward plan has been undertaken, resulting in amendments to the planned 2018/19 and 2019/20 programme as well as the creation of the 2020/21 capital programme. The later two years in particular will continue to be developed with more schemes likely added during 2018/19. This new three-year forward programme includes additional schemes as well as a re-programming of scheme start dates, including a small number of deferrals from the 2017/18 programme, mainly due to re-prioritisation of the current capital programme in response to new schemes entering the programme over the course of the year.
- 5.10. It is therefore recommended that the amended 2017/18 capital programme, totalling £76.839million be approved.

## **6. Future Programme**

- 6.1. The proposed 3-year ETE capital programme for 2018/19 (£139.67million), 2019/20 (£80.324million) and 2020/21 (£44.558million) has been prepared, and is presented elsewhere on this agenda. This equates to a total 3-year capital programme value of £264.552million across ETE.
- 6.2. This compares well with last year's 3-year capital programme of £209million total across the three years.

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

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

**Other Significant Links**

<b>Links to previous Member decisions:</b>	
<u>Title</u>	<u>Date</u>
<b>Direct links to specific legislation or Government Directives</b>	
<u>Title</u>	<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.)

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:**

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. No specific proposals.

### **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?

No specific proposals

**TABLE OF EXPENDITURE ACROSS ETE CAPITAL PROGRAMME IN 2017/18**

<b>Gross Expenditure</b>	<b>To 30 June 2017 Periods 1-3 £</b>	<b>To 31 July 2017 Periods 1-4 £</b>	<b>To 31 August 2017 Periods 1-5 £</b>	<b>To 30 November 2017 Periods 1-8 £</b>
Structural Maintenance	12,983,116	16,567,620	17,742,295	23,524,925
Integrated Transport Programme	6,202,688	7,345,343	10,098,843	19,892,472
Flood & Coastal Defence Management	112,568	252,330	431,538	555,135
Solent Enterprise Zone	29,881	46,332	48,190	(290,815)
Community Transport	0.00	16,522.70	16,522.70	27,968.62
PRIP	52,797	57,227	63,786	263,017
<b>TOTAL</b>	<b>19,381,050</b>	<b>24,285,374</b>	<b>28,401,175</b>	<b>43,972,702</b>

**The following is a list of delegated decisions that have been made since the last update.**

2017/18 Access to Aldershot Station – deferral to 2018/19 and an increase in funding to £335,000.

2017/18 Bishopstoke Cycle Path Phase 2 – deferral to 2018/19 capital programme.

2017/18 Over Wallop Traffic Management – deferral to 2018/19 capital programme.

2017/18 Romsey Rail Station Improvements – deferral to 2018/19 capital programme.

2017/18 Stoke Road Gosport – Bus Priority Measures – deferral to 2018/19 capital programme.

2017/18 Abbey Road / Shakespeare Road Improvements, Popley – deferral to 2018/19 capital programme.

2017/18 Crookham Park to Gally Hill Road Cycle Route - deferral to 2018/19 capital programme.

2017/18 Toynbee Road, Eastleigh Traffic Calming – increase the value of this scheme in the capital programme to £185,000.

2017/18 Andover: Bridge Street / Town Mills Acc. & Env. Improvements – remove this scheme from the 2017/18 capital programme (enhanced scheme will be new entry to 2018/19 programme).

2017/18 A339/A33 Ringway and A33/Popley Way Junctions - to vire £100,000 from the Operation Resilience programme to the Integrated Transport Programme.

<b>2014/15</b>	<b>Sherfield Road/ Campbell Road Junction Imps, Bramley</b>
<b>Post Completion Report</b>	
<p>The scheme involved the replacement of a T-junction with a 3 arm roundabout, the design of which required the use of 3rd party land. A requirement of the design was to accommodate a fourth arm with the initial requirement of a field gate to allow tractor and trailer access to the field by the landowner.</p> <p>Works started in October 2014 but this was followed by a period of heavy rain across Hampshire, which caused localised flooding in the area with ditches to the south of the site overflowing across the road. These had to be cleared and a sump pump provided for a low point to the north of the roundabout. Changes needed to be made to the roundabout alignment to alleviate the potential future flooding issues including the redesign of the drainage to provide resilience against future climate change events.</p> <p>In addition the period of heavy rain had a detrimental effect on the capping material, resulting in it being unsuitable. There was therefore a requirement in the contract to change the material to concrete, resulting in an increased cost and a six week prolongation to the contract.</p> <p>Following the completion of the original planned scheme in April 2015, there were a number of concerns raised by residents and the parish council regarding speeds through the roundabout. The maintenance team were also concerned about the use of kerbs to delineate an overrun area around the roundabout, which had been provided to enable large farm vehicles to use the roundabout; however the fourth arm of the roundabout has never been required, so the need for the large circulatory carriageway was no longer present. It was therefore decided that in order to deal with the maintenance and speed issues, the scheme would be expanded to enable remedial works, including increasing the size of the central island and reducing the height of an earth bund to improve visibility, to be undertaken. This work was completed in January 2017.</p>	
<b>Additional funding sources</b>	
<p>The issues and additional work specified above increased the programme value by +£354,000 (+41%) to £864,500. The additional funding was sourced from developer contributions (£265,000) and LTP (£89,000).</p>	

## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Environment and Transport
<b>Date:</b>	16 January 2018
<b>Title:</b>	ETE Proposed Capital Programme 2018/19, 2019/20 and 2020/21
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Amanda Beable

**Tel:** 01962 667940

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

### 1. Recommendation

- 1.1 That the Executive Member recommends approval to the Leader and Cabinet of the proposed 2018/19, 2019/20 and 2020/21 capital programmes totalling £264.552million, as set out in this paper and in Appendix 2.

### 2. Executive Summary

- 2.1 The purpose of this paper is to set out the proposals for the Economy, Transport and Environment (ETE) Capital programme for 2018/19, 2019/20 and 2020/21 and to seek approval for their onward submission to the Cabinet in February 2018. Appendix 1 is the approved format for the budget book, and Appendix 2 is a simplified view with expenditure profiled.
- 2.2 These proposals amount to just over £264million across the next three years. Government formula settlements (£79million) and Government competitively bid grants (£13million) make up the bulk of the funding, with other competitively-bid project specific grants, e.g. Local Growth fund (LGF) through the Local Enterprise Partnerships (LEPs) (£55million) and other Government department funding (£27million) also contributing. The remainder is funded through a mix of local resources, (£55million), developer contributions (£33million) and other local authority contributions (£1million).

### 3 Contextual information

- 3.1 Executive Members can now prepare proposals for:
  - A locally resourced capital programme for three years from 2018/19 to 2020/21 within the guidelines of the current capital programme.
  - A programme of capital schemes supported by Government Grants in 2018/19, 2019/20 and 2020/21.

- 3.2 The 2018/19, 2019/20 and 2020/21 programmes set out new capital resources only, with the latter two years based on indicative figures, The 2018/19 and 2019/20 replace previously approved programmes, they do not add to them.
- 3.3 ETE's forward capital programme includes the following programmes:
- Structural Maintenance;
  - Integrated Transport;
  - Waste;
  - Flood Risk and Coastal Defence; and
  - Community Transport.
- 3.4 The proposed programmes have been prepared in consultation with the Executive Member for Environment and Transport, and have been reviewed by the Economy, Transport and Environment Select Committee. They are to be reported to the Leader and Cabinet on 5<sup>th</sup> February 2018 to make final recommendation to Council on 22<sup>nd</sup> February 2018.

## PART A: RESOURCES

### 4 Local Resources

- 4.1 Local resources guidelines were agreed by Cabinet on 11<sup>th</sup> December 2017. The guidelines reflect the additional funding of £10million per annum for Operation Resilience (from 2018/19 for three years).
- 4.2 Total local resources amount to £55.101million over the next three years.

**Table 1: Local Resources**

	2018/19 £000	2019/20 £000	2020/21 £000
Capital Guidelines	11,929	11,929	11,929
<b>Original Capital Guidelines</b>	<b>11,929</b>	<b>11,929</b>	<b>11,929</b>
Additional Approvals	11,900	6,000	0
Other Local Resources	1,414	0	0
<b>Revised Capital Guidelines</b>	<b>25,243</b>	<b>17,929</b>	<b>11,929</b>

### 5 Government Formula Allocations

- 5.1 The Department for Transport (DfT) has confirmed the Integrated Transport and Structural Maintenance allocations for 2018/19 as detailed in Table 2 below.
- 5.2 The 2016 Autumn Statement increased the original £50million Pothole Fund to £70million, with the County Council's share being £2.123million per annum.

The Government has recently announced that further funding will be available nationally but it is not yet known how this will be allocated at a local level. Given this, the programme has been developed on the basis that this value will remain consistent across the programme. Any adjustments to this will be reported through the Capital Programme Monitoring Report process.

## **6 Other Government funding**

- 6.1 In 2017 the County Council was successful in its bid for funding for the Fareham - Gosport Bus Rapid Transport Phase 1b scheme from the Department for Transport's National Productivity Investment Programme. The County Council was awarded £6.93m, to be received and spent over two years from April 2018.
- 6.2 The County Council has had a great deal of success in securing Local Growth Funding (LGF) from both the EM3 and Solent LEPs as evidenced in the significant number of schemes funded from this source in the existing programme. The County Council will continue to seek funding opportunities from this source for future schemes.

## **7 Highways England Funding**

- 7.1 As reported in last year's proposed capital programme report, in 2016 the County Council successfully bid to Highways England in relation to a proposed major scheme at Junction 9 of the M27 and the first roundabout (R1) in Whiteley. Highways England is part funding this scheme: £9.9million from the Highways England Housing and Growth Fund, £3million to be provided from the Highways England Congestion Relief Fund and £0.156million from other Highways England sources. The remainder will be funded through specifically negotiated Developer Contributions and the Integrated LTP Block allocations.

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

- 8.1 The Department receives contributions from developers towards the cost of highway and transport infrastructure associated with mitigating the effects of developments. These contributions are ring fenced to be spent only on what is in the associated Section 106 Legal Agreement.
- 8.2 This 3-year programme includes a cautious estimate of £33.113million from developer contributions; however there are many more projects currently at feasibility or early development stages that may well come forward during the year for delivery.
- 8.3 Other external funding regularly includes contributions from District Councils. This plan includes £1.350million.
- 8.4 The Flood Risk and Coastal Defence programme will benefit from £6.86million from Environment Agency Flood Defence Grant In Aid and Local Levy.

## 9 Revenue investment

9.1 With all these potential funding sources available, it remains important to recognise that these substantial capital grants require revenue investment. Securing these funds requires schemes to be appropriately designed, costed and evidenced. Such activities are multi-disciplinary, time consuming, and do need to be sufficiently resourced if the County Council is to take best advantage. The County Council has a £1million per annum allocation to develop the pipeline of schemes up until 2018/19.

## 10 Total Resources

10.1 The table below is a breakdown of the capital resources in their respective starts year.

10.2 This table does not reflect actual expenditure in those years.

**Table 2: Total Capital Resources**

	2018/19 £000	2019/20 £000	2020/21 £000	TOTAL £000
Local Resources	25,243	17,929	11,929	55,101
LTP Grant - Maintenance	<i>21,584</i>	<i>21,584</i>	<i>21,584</i>	64,752
Government Pothole Fund	<i>2,123</i>	<i>2,123</i>	<i>2,123</i>	6,369
DfT Highways Maintenance Incentive Fund	4,495	4,495	4,495	13,485
LTP Grant - Transport	5,296	5,296	5,296	15,888
LGF Grant - Transport	34,768	20,550	0	55,318
Highways England Housing and Growth Fund	9,900	0	0	9,900
Highways England Congestion Relief Fund	3,000	0	0	3,000
Other Highways England Funding	156	0	0	156
Developer Contributions	20,363	10,123	2,627	33,113
Other Local Authority	1,250	0	0	1,250
DfT NPIF	6,930	0	0	6,930
Other Contributions	100	0	0	100
LSTF South (Residual)	2	0	0	2
Flood Defence Grant in Aid	3,813	0	0	3,813
Local Levy	3,047	0	0	3,047
<b>Total Programme</b>	<b>142,070</b>	<b>82,100</b>	<b>48,054</b>	<b>272,224</b>

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

## PART B: PROGRAMMES

### 11 Structural Maintenance Programme

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

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

	2018/19 £000	2019/20 £000	2020/21 £000	TOTAL £000
Local Resources	11,823	11,823	11,823	35,469
LTP Grant – Maintenance	<i>21,584</i>	<i>21,584</i>	<i>21,584</i>	64,752
Government Pothole Fund	<i>2,123</i>	<i>2,123</i>	<i>2,123</i>	6,369
DfT Highways Maintenance Incentive Fund	<i>4,495</i>	<i>4,495</i>	<i>4,495</i>	13,485
<b>Total Programme</b>	<b>40,025</b>	<b>40,025</b>	<b>40,025</b>	<b>120,075</b>

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

### 12 Integrated Transport Programme

12.1 This programme is a 'starts' based programme, and therefore the figures in table 4 do not represent how much will be spent but the full value of projects that will start construction in that year, It is expected that the total for 2020/21 will increase significantly as future policy decisions are made as Government funds and developer funding are allocated beyond 2019/20.

12.2 Appendix 2 provides detail on the schemes to be included in this programme, and presents a spend profile across years for information.

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

	2018/19 £000	2019/20 £000	2020/21 £000	TOTAL £000
Local Resources	9,549	6,000	0	15,549
LTP Grant - Transport	2,896	3,520	1,800	8,216
LGF Grant - Transport	34,768	20,550	0	55,318
Highways England Housing and Growth Fund	9,900	0	0	9,900
Highways England Congestion Relief Fund	3,000	0	0	3,000
Other Highways England Funding	156	0	0	156
Developer Contributions	20,363	10,123	2,627	33,113
Other Local Authority	750	0	0	750
DfT NPIF	6,930	0	0	6,930
Other Contributions	100	0	0	100
LSFT South (Residual)	2	0	0	2
<b>Total Programme</b>	<b>88,414</b>	<b>40,193</b>	<b>4,427</b>	<b>133,034</b>

12.3 The proposed programme includes nine major infrastructure schemes, totalling £108.6million, of which five are expected to start in 2018/19. Further the County Council is developing additional schemes, which are expected to be added to the 2019/20 and 2020/21 capital programme years once further developed. This explains why the value is so much higher in 2018/19 than the following two years.

### **13 Waste Programme**

13.1 On February 16th 2017 delegated authority was granted to the Director of Economy Transport and Environment by Council to explore investment options with Veolia for Material Recovery Facilities and if favourable, to commit in principle funding to the scheme in consultation with the Executive Member for Environment and Transport, the Leader and Director of Corporate Resources.

13.2 Based on the further work that has been carried out approval was sought from the Executive Member for Transport & Environment 14 November 2017 to develop a full business case for the 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.

In light of this approval, work to develop a full business case is being progressed.

### **14 Flood Risk and Coastal Defence Programme**

14.1 The management of the Flood Risk and Coastal Defence programme is currently being reviewed. The figures shown in the table below are the starts values of the two schemes and therefore do not represent how much will be spent in that year.

14.2 The Flood Risk and Coastal Defence programme is mainly in a developmental phase but does include two major infrastructure schemes that are scheduled to start construction in 2018/19. These are Buckskin in Basingstoke and Romsey Flood Alleviation Schemes, which are projected to cost respectively £6.24million and £4.52million. Detailed design and business cases prepared for both schemes have unlocked significant amounts of funding from Flood Defence Grant in Aid and Local Levy. Hampshire County Council has also committed £2.05 million and £1.35 million to the Buckskin and Romsey schemes respectively. It is planned that further schemes from the Flood Risk and Coastal Defence programme will be brought forward for delivery in 2019/20 and 20/21 as business cases are approved. Future iterations of the capital programme will therefore be developed to reflect the additional anticipated spend for these, and subsequent, years.

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

Total/year	2018/19 £000	2019/20 £000	2020/21 £000	Total £000
Flood Defence Grant in Aid	3,813	0	0	3,813
Local Levy	3,047	0	0	3,047
Local Resources – Romsey scheme	1,350	0	0	1,350
Local Resources – Buckskin scheme	2,050	0	0	2,050
Local Resources – Capital Guidelines	106	106	106	318
Other Local Authorities Contribution	500	0	0	500
<b>Total</b>	<b>10,866</b>	<b>106</b>	<b>106</b>	<b>11,078</b>

## 15 Community Transport Programme

15.1 The Community Transport programme, funded from the Vehicle Replacement Reserve, continues into 2018/19 supporting community transport services.

**Table 6: Total Programme – Community Transport Programme**

	2018/19 £000	2019/20 £000	2020/21 £000	TOTAL £000
Local Resources	365	0	0	365
<b>Total Programme</b>	<b>365</b>	<b>0</b>	<b>0</b>	<b>365</b>

## PART C: SUMMARY

### 16 Summary

16.1 On the basis of the position outlined in Part B above, Table 7 summaries the proposed new capital investment submitted for consideration for the next three years. Table 8 sets out how they are to be funded in aggregate.

**Table 7: Summary of Capital Programmes**

	2018/19 £000	2019/20 £000	2020/21 £000	TOTAL £000
Structural Maintenance	40,025	40,025	40,025	120,075
Integrated Transport	88,414	40,193	4,427	133,034
Flood and Coastal Defence	10,866	106	106	11,078
Community Transport	365	0	0	365
<b>Total Programme</b>	<b>139,670</b>	<b>80,324</b>	<b>44,558</b>	<b>264,552</b>

**Table 8: Summary of Capital Funding**

	2018/19 £000	2019/20 £000	2020/21 £000	TOTAL £000
Local Resources	25,243	17,929	11,929	55,101
LTP Grant - Maintenance	21,584	21,584	21,584	64,752
Government Pothole Fund	2,123	2,123	2,123	6,369
DfT Highways Maintenance Incentive Fund	4,495	4,495	4,495	13,485
LTP Grant - Transport	2,896	3,520	1,800	8,216
LGF Grant - Transport	34,768	20,550	0	55,318
Highways England Housing and Growth Fund	9,900	0	0	9,900
Highways England Congestion Relief Fund	3,000	0	0	3,000
Other Highways England Funding	156	0	0	156
Developer Contributions	20,363	10,123	2,627	33,113
Other Local Authority	1,250	0	0	1,250
DfT NPIF	6,930	0	0	6,930
Other Contributions	100	0	0	100
LSFT South (Residual)	2	0	0	2
Flood Defence Grant in Aid	3,813	0	0	3,813
Local Levy	3,047	0	0	3,047
<b>Total Programme</b>	<b>139,670</b>	<b>80,324</b>	<b>44,558</b>	<b>264,552</b>

## 17 Revenue Implications

17.1 On the basis of the position outlined in Part B above, Table 9 summarises the Revenue Implications of the proposed capital investment.

**Table 9: Revenue Implications**

	2018/19 £000	2019/20 £000	2020/21 £000	TOTAL £000
Running Costs	1,238	563	62	1,863
Capital Charges	6,606	4,014	2,225	12,845
<b>Revenue Implications</b>	<b>7,844</b>	<b>4,577</b>	<b>2,287</b>	<b>14,708</b>

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

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

**Other Significant Links**

<b>Links to previous Member decisions:</b>	
<u>Title</u>	<u>Date</u>
Revenue Budget and Precept 2017/18 and Capital Programme 2017/18 - 2019/20	16/02/2017
Waste Strategy	14/11/2017
<b>Direct links to specific legislation or Government Directives</b>	
<u>Title</u>	<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.)

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:**

This is a financial report amending or proposing budgets for programmes and individual schemes. Changes or proposals for individual schemes will have been made following consultation, and will have undertaken their own specific consideration of equalities issues. The decisions in this report are financial, and mainly relate to in-house management of accounts.

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

2.1 The decision in this report has no direct impact on crime and disorder. Projects within the programmes being agreed here may have some positive effect on the fear of crime. Where this is the case, individual project appraisals will reference the 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?

Much of the capital programme is centred on improving the health of our road network so that it will survive changing weather patterns. Similarly, the Flood

Risk and Coastal Defence programme is about dealing with known flooding issues, and making low-maintenance sustainable improvements that are able to cope with high rainfall for years to come.

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**Economy, Transport and Environment**

**Capital Programme - 2018/19**

Ref	Project	Construct- ion Works	Fees	Furniture Equipment Vehicles	Total Cost (excluding sites)	Revenue Effect in Full Year	
						Running Costs	Capital Charges
		£'000	£'000	£'000	£'000	£'000	£'000
<b>2018/19 Schemes</b>							
<b>Schemes Supported from Local Resources</b>							
1	Structural Maintenance of Non Principal Roads #	10,641	1,182	-	11,823	-	591
2	Flood and Coastal Defence Management	88	18	-	106	-	2
<b>Total Programme Supported by Local Resources</b>		10,729	1,200	-	11,929	-	593
<b>Schemes Supported by the Government and Other External Bodies</b>							
3	M27 Junction 9 & R1 Roundabout, Whiteley, Fareham +	14,817	4,939	-	19,756	-	988
4	Stubbington Bypass +	25,500	8,500	-	34,000	-	1,700
5	Whitehill Bordon, A325 Integration Phase 1 - Gateways +	862	288	-	1,150	-	58
6	A25/Thornhill Way Junction Improvement, Basingstoke +	945	315	-	1,260	-	63
7	A30 Thornycroft Roundabout Improvements, Basingstoke +	6,690	2,230	-	8,920	-	446
8	Bus Rapid Transport Phase 1B +	5,272	1,758	-	7,030	-	352
9	Redbridge Lane Roundabout (Bakers Drove), Nursling *	1,875	625	-	2,500	-	125
10	Romsey Town Centre Improvements Phase 3 - Market Place +	1,198	399	-	1,597	-	80
11	Popley Area Improvements, Basingstoke *	195	65	-	260	-	13
12	A3090 Winchester Road/ Halterworth Lane, Romsey *	430	144	-	574	-	29
13	Access to Aldershot Railway Station +	251	84	-	335	-	17

Site Position	Contract Start		Remarks	Ref
	Date	Duration		
	Qtr	Months		
			<b>The following schemes all reflect the Corporate Priorities</b>	
N/A	1	12	Structural maintenance to improve road conditions.	1
N/A	-	-	Provision for works and strategies for coastal sites and flood defence including match funding for joint funded schemes with external bodies.	2
N/A	3	18	Junction improvements. Capacity improvements.	3
N/A	1	24	New road construction.	4
N/A	1	6	Improvement of connectivity between the east and west of the town.	5
N/A	3	4	Junction improvements and capacity enhancements.	6
N/A	4	12	Full signalisation and widening of roundabout to improve capacity and accessibility.	7
N/A	2	20	Dedicated busway	8
N/A	2	9	Junction improvements	9
N/A	1	4	Improvements to the public realm.	10
N/A	1	2	Improvements around Abbey Road and Shakespeare Road.	11
N/A	3	4	Junction improvements	12
N/A	2	3	Accessibility improvements	13

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

**Economy, Transport and Environment**
**Capital Programme - 2018/19**

Ref	Project	Construct- ion Works	Fees	Furniture Equipment Vehicles	Total Cost (excluding sites)	Revenue Effect in Full Year	
						Running Costs	Capital Charges
		£'000	£'000	£'000	£'000	£'000	£'000
	<b>2018/19 Schemes (continued)</b>						
14	Over Wallop Village - Traffic Management, Phase 2 *	249	83	-	332	-	17
15	Romsey Road/Clifton Terrace, Winchester - Pedestrian Crossing *	361	120	-	481	-	24
16	Horndean Access Improvements *	337	113	-	450	-	23
17	Bishops Waltham Village Access Improvements *	203	68	-	271	-	14
18	Whitchurch Access & Traffic Management *	291	97	-	388	-	19
19	Anstey Road, Alton Improvements *	225	75	-	300	-	15
20	Hook to Dilly Lane, Hartley Wintney Cycle Route *	334	111	-	445	-	22
21	Four Marks Traffic Improvements *	487	163	-	650	-	33
22	Town Mill, Andover Improvements +	637	213	-	850	-	43
23	Twyning Island (South Side) Accessibility Improvements *	351	117	-	468	-	23
24	Andover Railway Station *	244	81	-	325	-	16
25	Roman Way/Viking Way/Smanell Road Traffic Calming, Andover *	225	75	-	300	-	15
26	A27 Barnes Lane Junction, Fareham *	487	163	-	650	-	33
27	Jermyns Lane to Braishfield, Romsey *	262	88	-	350	-	18
28	Kings School, Winchester *	225	75	-	300	-	15
29	Schemes Costing Less than £250,000 +	1,666	556	-	2,222	-	113
30	Safety Schemes #	1,125	375	-	1,500	-	75
31	Minor Improvements (part #) +	563	187	-	750	-	38

Site Position	Contract Start		Remarks	Ref
	Date	Duration		
	Qtr	Months		
			<b>The following schemes all reflect the Corporate Priorities</b>	
N/A	1	3	Traffic calming and reclassification of road.	14
N/A	1	3	A new puffin crossing, footways improvements, revised junction.	15
N/A	3	3	Pedestrian/cycle & accessibility improvements, traffic management	16
N/A	4	6	Accessibility improvments.	17
N/A	4	3	Accessibility improvments.	18
N/A	2	3	Junction and accessibility mprovements	19
N/A	3	4	New cycle route and conversion of footway	20
N/A	3	6	Improvements to key junctions onto A31.	21
N/A	3	6	Moving entrance to Town Mills, cyclist/pedestrian accessibility improvements.	22
N/A	3	3	Pedestrian, cycling and accessibility improvements.	23
N/A	4	3	Accessibility and environmental improvements.	24
N/A	3	3	Accessibility improvements.	25
N/A	4	6	Junction improvements.	26
N/A	2	3	New footway	27
N/A	2	3	Accessibility improvements	28
N/A				29
N/A	1	12	Casualty reduction programme.	30
N/A	1	12	Improvement schemes costing less than £50,000 each.	31

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

**Economy, Transport and Environment**

Ref	Project	Construct- ion Works	Fees	Furniture Equipment Vehicles	Total Cost (excluding sites)	Revenue Effect in Full Year	
						Running Costs	Capital Charges
		£'000	£'000	£'000	£'000	£'000	£'000
	<b>2018/19 Schemes (continued)</b>						
32	Community Transport	-	-	365	365	-	4
33	Flood Alleviation - Buckskin, Basingstoke	5,179	1,061	-	6,240	-	100
34	Flood Alleviation - Romsey	3,752	768	-	4,520	-	72
35	Structural Maintenance of Roads and Bridges #	25,382	2,820	-	28,202	-	1,410
	<b>Total Programme Supported by the Government and other bodies</b>	100,624	26,752	365	127,741	1,238	6,013
	<b>Total Programme</b>				139,670	1,238	6,606

**Capital Programme - 2018/19**

Site Position	Contract Start		Remarks	Ref
	Date	Duration		
	Qtr	Months		
			<b>The following schemes all reflect the Corporate Priorities</b>	
N/A	1	12	Vehicle replacements for Community Transport Schemes	32
N/A	1	12	Flood alleviation measures at Buckskin, Basingstoke	33
N/A	1	7	Flood alleviation measures, Romsey	34
N/A	1	12	Structural maintenance to improve road conditions and structural maintenance and strengthening of bridges.	35
			# Projects controlled on an accrued expenditure basis + Projects partly funded from external contributions * Projects externally funded	

**Economy, Transport and Environment**

**Capital Programme - 2019/20**

Ref	Project	Construct- ion Works	Fees	Furniture Equipment Vehicles	Total Cost (excluding sites)	Revenue Effect in Full Year	
						Running Costs	Capital Charges
		£'000	£'000	£'000	£'000	£'000	£'000
<b>2019/20 Schemes</b>							
<b>Schemes Supported from Local Resources</b>							
36	Structural Maintenance of Non Principal Roads #	10,641	1,182	-	11,823	-	591
37	Flood and Coastal Defence Management	88	18	-	106	-	2
<b>Total Programme Supported by Local Resources</b>		10,729	1,200	-	11,929	-	593
<b>Schemes Supported by the Government and Other External Bodies</b>							
38	Whitehill Bordon - Sleaford Lights Junction *	750	250	-	1,000	-	50
39	Farnborough Corridor Improvements *	6,525	2,175	-	8,700	-	435
40	Bentley Bypass Phase1	4,500	1,500	-	6,000	-	300
41	Whitehill Bordon, A325 Integration - Phase2 +	2,137	713	-	2,850	-	143
42	A30 Corridor Roundabout Improvements, Basingstoke +	14,121	4,707	-	18,828	-	941
43	High Street, West End Accessibility Improvements *	187	63	-	250	-	13
44	Schemes Costing Less than £250,000 *	236	79	-	315	-	16
45	Safety Schemes #	1,125	375	-	1,500	-	75
46	Minor Improvements (part #) +	563	187	-	750	-	38
47	Structural Maintenance of Roads and Bridges #	25,382	2,820	-	28,202	-	1,410
<b>Total Programme Supported by the Government and other bodies</b>		55,527	12,868	-	68,395	563	3,421
<b>Total Programme</b>					80,324	563	4,014

Site Position	Contract Start		Remarks	Ref
	Date	Duration		
	Qtr	Months		
<b>The following schemes all reflect the Corporate Priorities</b>				
N/A	1	12	Structural maintenance to improve road conditions.	36
N/A	-	-	Provision for works and strategies for coastal sites and flood defence including match funding for joint funded schemes with	37
N/A	1	6	Junction improvements.	38
N/A	3	24	Junction and capacity improvements along the whole corridor.	39
N/A	4	24	New road construction.	40
N/A	1	18	Improvement of connectivity between the east and west of the town.	41
N/A	3	24	Roundabout improvements	42
N/A	2	3	Pedestrian accessibility improvements	43
N/A				44
N/A	1	12	Casualty reduction programme.	45
N/A	1	12	Improvement schemes costing less than £50,000 each.	46
N/A	1	12	Structural maintenance to improve road conditions and structural maintenance and strengthening of bridges.	47
# Projects controlled on an accrued expenditure basis + Projects partly funded from external contributions * Projects externally funded				

**Economy, Transport and Environment**

Ref	Project	Construct- ion Works	Fees	Furniture Equipment Vehicles	Total Cost (excluding sites)	Revenue Effect in Full Year	
						Running Costs	Capital Charges
		£'000	£'000	£'000	£'000	£'000	£'000
<b>2020/21 Schemes</b>							
<b>Schemes Supported from Local Resources</b>							
48	Structural Maintenance of Non Principal Roads #	10,641	1,182	-	11,823	-	591
49	Flood and Coastal Defence Management	88	18	-	106	-	2
<b>Total Programme Supported by Local Resources</b>		10,729	1,200	-	11,929	-	593
<b>Schemes Supported by the Government and Other External Bodies</b>							
50	Walworth RAB/A3093/A3057, Andover	637	213	-	850	-	43
51	Sustainable Eastern Access, Andover	525	175	-	700	-	35
52	London Road/Eastern Avenue, Andover	229	77	-	306	-	15
53	London Road/The Middleway, Andover	241	80	-	321	-	16
54	Safety Schemes #	1,125	375	-	1,500	-	75
55	Minor Improvements (part #) +	563	187	-	750	-	38
56	Structural Maintenance of Roads and Bridges (part #)	25,382	2,820	-	28,202	-	1,410
<b>Total Programme Supported by the Government and other bodies</b>		28,703	3,926	-	32,629	62	1,632
<b>Total Programme</b>					44,558	62	2,225

**Capital Programme - 2020/21**

Site Position	Contract Start		Remarks	Ref
	Date	Duration		
	Qtr	Months		
<b>The following schemes all reflect the Corporate Priorities</b>				
N/A	1	12	Structural maintenance to improve road conditions.	48
N/A	-	-	Provision for works and strategies for coastal sites and flood defence including match funding for joint funded schemes with	49
N/A	2	6	Roundabout signalisation and pedestrian/cycle improvements	50
N/A	3	6	Sustainable access improvements to Andover town centre.	51
N/A	1	6	Junction improvements, signalisation, bus priority measures.	52
N/A	1	6	Safety improvements.	53
N/A	1	12	Casualty reduction programme.	54
N/A	1	12	Improvement schemes costing less than £50,000 each.	55
N/A	1	12	Structural maintenance to improve road conditions and structural maintenance and strengthening of bridges.	56
# Projects controlled on an accrued expenditure basis + Projects partly funded from external contributions * Projects externally funded				

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	Budget				Expenditure Profile								
	18/19	19/20	20/21	Total	Pre 18/19	18/19	19/20	20/21	21/22	22/23 & beyond	TOTAL		
	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000		
<b>Capital Maintenance Programme</b>													
Structural Maintenance - new Resources		LTP	21,584	21,584	21,584	64,752	-	21,584	21,584	21,584	-	-	64,752
Structural Maintenance - new Resources		DfT Pot Hole Fund	2,123	2,123	2,123	6,369	-	2,123	2,123	2,123	-	-	6,369
Structural Maintenance - new Resources		DfT Highways Main. Incentive Fund	4,495	4,495	4,495	13,485	-	4,495	4,495	4,495	-	-	13,485
Structural Maintenance - new Resources		New Homes Bonus	3,500	1,500	1,000	6,000	-	3,500	1,500	1,000	-	-	6,000
Structural Maintenance - new Resources		Prudential Borrowing	6,500	8,500	9,000	24,000	-	6,500	8,500	9,000	-	-	24,000
Structural Maintenance - new Resources		LR Guideline	1,823	1,823	1,823	5,469	-	1,823	1,823	1,823	-	-	5,469
			40,025	40,025	40,025	120,075	-	40,025	40,025	40,025	-	-	120,075
<b>Capital Maintenance Programme</b>			40,025	40,025	40,025	120,075	-	40,025	40,025	40,025	-	-	120,075
<b>Prior Year Budgets Still Spending</b>													
Waste Management - Old Approvals							90	150	100	550	550	1,719	3,159
2009/10 Excluding Waste Management							4,252	-	-	-	-	-	4,252
2010/11 Capital Programme							-	-	-	-	-	-	-
2011/12 Capital Programme							3,815	-	-	-	-	-	3,815
2012/13 Capital Programme							16,979	-	-	-	-	-	16,979
2013/14 Capital Programme							63,845	465	286	-	-	-	64,596
2014/15 Capital Programme							88,821	41	50	-	-	-	88,912
2015/16 Capital Programme							75,355	137	-	-	-	-	75,492
2016/17 Capital Programme							89,908	5,920	160	-	-	-	95,988
2017/18 Capital Programme							61,037	10,558	2,546	1,724	974	-	76,839
							-	-	-	-	-	-	-
<b>Spend Against Pre 2018/19 Programme Approvals (All)</b>							404,102	17,271	3,142	2,274	1,524	1,719	430,032
<b>2018/19 TO 2020/21 PROGRAMME</b>													
<b>Major Highway Improvements (&gt;£1.0m)</b>													
M27 Junction 9 and R1 Roundabout, Whiteley, Fareham			19,756	-	-	19,756	1,027	6,117	10,045	2,567	-	-	19,756
Stubbington Bypass			34,000	-	-	34,000	1,600	3,900	12,350	12,350	3,800	-	34,000
Whitehill Bordon, A325 Integration, Phase 1 (Gateways)			1,150	-	-	1,150	270	850	30	-	-	-	1,150
A33 / Thornhill Way Junction Improvement, Basingstoke			1,260	-	-	1,260	258	971	31	-	-	-	1,260
A30 Thornycroft Roundabout Improvement, Basingstoke			8,920	-	-	8,920	1,220	1,600	3,250	2,850	-	-	8,920
Bus Rapid Transport Phase 1B			7,030	-	-	7,030	100	2,760	4,170	-	-	-	7,030
Redbridge Lane Roundabout (Bakers Drove), Nursling			2,500	-	-	2,500	200	2,000	300	-	-	-	2,500
Romsey Town Centre Improvements, Phase 3 – Market Place			1,597	-	-	1,597	100	1,477	20	-	-	-	1,597
Whitehill Bordon - Sleaford Lights Junction			-	1,000	-	1,000	-	100	200	700	-	-	1,000
Farnborough Corridor Improvements			-	8,700	-	8,700	10	1,250	3,000	3,000	1,440	-	8,700
Whitehill Bordon, A325 Integration, Phase 2			-	2,850	-	2,850	141	475	2,234	-	-	-	2,850
A30 Corridor - Brighton Hill, Kempshot Hatch Warren			-	18,828	-	18,828	-	850	4,222	8,044	5,712	-	18,828
Botley Bypass Phase 1			-	6,000	-	6,000	500	1,000	4,500	-	-	-	6,000
			76,213	37,378	-	113,591	5,426	23,350	44,352	29,511	10,952	-	113,591
<b>Schemes costing &gt;£250k</b>													
Popley Area Improvements - Abbey Road/Shakespeare Road Improvements, Basingstoke			260	-	-	260	60	200	-	-	-	-	260
A3090 Winchester Road/Halterworth Lane Junction Improvements, Romsey			574	-	-	574	202	372	-	-	-	-	574
Access to Aldershot Railway Station			335	-	-	335	99	236	-	-	-	-	335
Over Wallop Village Traffic Management (Phase 2)			332	-	-	332	2	330	-	-	-	-	332
Romsey Road/Clifton Terrace, Winchester - Pedestrian Crossing			481	-	-	481	81	400	-	-	-	-	481
Horndean Access Improvements			450	-	-	450	-	100	350	-	-	-	450
Bishops Waltham Village Centre Access Improvements			271	-	-	271	-	50	221	-	-	-	271
Whitchurch Access & Traffic Management			388	-	-	388	-	50	338	-	-	-	388
Anstey Road/Anstey Lane, Alton - Junction Improvements			300	-	-	300	-	50	250	-	-	-	300
Hook to Dilly Lane - Cycle Route			445	-	-	445	-	50	395	-	-	-	445
Four Marks Traffic Improvements			650	-	-	650	-	75	575	-	-	-	650
Town Mills Enhancements, Andover			850	-	-	850	-	850	-	-	-	-	850
Pedestrian, cycle & accessibility improvements, Hayling Island (South Side)			468	-	-	468	68	400	-	-	-	-	468
Andover Railway Station Improvements			325	-	-	325	-	25	300	-	-	-	325
Andover - Roman Way/Viking Way/Smannell Rd Access Improvements			300	-	-	300	-	50	250	-	-	-	300
A27 Barnes Lane Junction Improvements, Fareham			650	-	-	650	-	50	350	250	-	-	650
Jermyns Lane Footway to Braishfield, Romsey			350	-	-	350	-	50	300	-	-	-	350
Access improvements to Kings School, Winchester			300	-	-	300	11	59	230	-	-	-	300
West End High Street, West End - Accessibility Improvements			-	250	-	250	-	20	230	-	-	-	250
Andover - Walworth RAB/A3093/A3057			-	-	850	850	-	-	50	200	600	-	850
Andover - Sustainable Eastern Access			-	-	700	700	-	-	50	150	500	-	700
Andover - London Street/Eastern Avenue			-	-	306	306	-	-	50	256	-	-	306
Andover - London Road jnc/The Middleway			-	-	321	321	-	-	50	271	-	-	321
			7,729	250	2,177	10,156	523	3,417	3,989	1,127	1,100	-	10,156
<b>Schemes Costing &lt;£250k</b>													
Emsworth Cycling Improvements (Phase 5 - Station Links)			120	-	-	120	15	105	-	-	-	-	120
Salisbury Road/Western Road, Andover, Accessibility Improvements			237	-	-	237	47	190	-	-	-	-	237
Stoke Road, Gosport - Bus Priority Measures			100	-	-	100	20	80	-	-	-	-	100
Crookham Park to Gally Hill Road, Church Crookham - Cycle Route			200	-	-	200	19	181	-	-	-	-	200
Oakhanger Traffic Calming			156	-	-	156	16	140	-	-	-	-	156
Test Lane/Andes Way, Nursling - Shared Cycle Route			99	-	-	99	20	79	-	-	-	-	99
Vicarage Hill, Hartley Wintney - Traffic Management			170	-	-	170	20	150	-	-	-	-	170
Winchester Road Corridor, Andover - Accessibility Improvements			135	-	-	135	5	130	-	-	-	-	135
Scratchface Lane (West), Bedhampton - Pedestrian and Cycle Improvements			248	-	-	248	9	239	-	-	-	-	248
Duttons Road, Romsey - Signalise Crossing			120	-	-	120	-	120	-	-	-	-	120
Pedestrian, Cycle & Accessibility Improvements, Clanfield			150	-	-	150	30	120	-	-	-	-	150
Romsey Rail Station Improvements			150	-	-	150	3	147	-	-	-	-	150
Bishopstoke Cycles Phase 2			227	-	-	227	48	179	-	-	-	-	227
Viking Way, Andover - Signalised Crossing			110	-	-	110	10	100	-	-	-	-	110
North Lane Junction Improvement, Aldershot			-	150	-	150	20	30	100	-	-	-	150
North Baddesley: Firgrove Rd to Castle Lane Cycleway			-	165	-	165	15	30	120	-	-	-	165
			2,222	315	-	2,537	297	2,020	220	-	-	-	2,537
<b>Safety Schemes</b>													
Casualty Reduction Programme			1,500	1,500	1,500	4,500	-	1,500	1,500	1,500	-	-	4,500
<b>Minor Improvements</b>													
Minor Works Programme			300	300	300	900	-	300	300	300	-	-	900
Minor Traffic Management Programme			450	450	450	1,350	-	450	450	450	-	-	1,350
			750	750	750	2,250	-	750	750	750	-	-	2,250
<b>TOTAL INTEGRATED TRANSPORT PROGRAMME</b>			88,414	40,193	4,427	133,034	6,246	31,037	50,811	32,888	12,052	-	133,034
Community Vehicle Replacement Fund			365	-	-	365	-	365	-	-	-	-	365
<b>Flood Risk And Coastal Defence</b>													
Flood Risk And Coastal Defence - Buckskin, Basingstoke			106	106	106	318	-	106	106	106	-	-	318
Flood Risk And Coastal Defence - Romsey			6,240	-	-	6,240	404	2,630	2,760	446	-	-	6,240
			4,520	-	-	4,520	584	3,602	7	8	319	-	4,520
			10,866	106	106	11,078	988	6,338	2,873	560	319	0	11,078
<b>TOTAL CAPITAL PROGRAMME 2018/19-2020/21</b>			139,670	80,324	44,558	264,552	411,336	95,036	96,851	75,747	13,895	1,719	694,584

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## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Environment and Transport
<b>Date:</b>	16 January 2018
<b>Title:</b>	Parish Lengthsman Scheme
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Colin Taylor

**Tel:** 01962 846753

**Email:** colin.taylor@hants.gov.uk

### 1. Recommendations

- 1.1. That the Executive Member for Environment and Transport gives approval for the continuation of the Parish Lengthsman Scheme for the 2018/2019 financial year, with Highway funding for the participating parish and town Councils maintained at 2017/18 funding levels, at a cost of £206,800 to the County Council's Highways Revenue budget for the 2018/19 financial year.
- 1.2. That the Executive Member for Environment and Transport approves the principle of extending the existing Parish Lengthsman Scheme to include additional parish and town councils that have expressed an interest in joining the scheme prior to 31st January 2018, at additional cost to the County Council's Highways Revenue budget for the 2018/19 financial year subject to the availability of funding.
- 1.3. That authority is delegated to the Director of Economy, Transport and Environment, in consultation with the Executive Member for Environment and Transport, to make the necessary arrangements to extend the scheme to new parishes when funding is confirmed, providing the increase in costs can be accommodated within the Highways Revenue Budget.

### 2. Executive Summary

- 2.1. The purpose of this report is to provide the Executive Member for Environment and Transport with an update on the Parish Lengthsman Scheme ("the scheme").
- 2.2. This paper seeks to
  - Set out the background to the scheme;
  - Consider the finance for the scheme and the impact on the budget; and
  - Consider the future direction of the scheme (next steps).

### 3. Contextual information

- 3.1 The Parish Lengthsman scheme is valued by Parish and Town Councils as it allows them to prioritise and undertake low value, low risk maintenance work

within their villages and towns. It provides a mechanism for local delivery of specific work that is important to the Parish/Town Council and the Community, and would be a low priority for the County Council when assessed against the countywide highway maintenance needs. The Parish Lengthsman Scheme is a discretionary service area funded from the Highways Revenue Budget, which also funds significant statutory responsibilities. With the ongoing pressure on revenue funds due to removal of Government rate support grant funding and rising demand in social care services, it is inevitable that this programme will be kept under review, and options considered for more sustainable funding arrangements in the future.

- 3.2 The scheme was first trialled in 2010 with two clusters of approximately 10 parishes, each with a lead parish. Under the scheme, Hampshire County Council funds individual parishes at a rate of £1,000 each per annum to employ a local Lengthsman to carry out simple and straightforward tasks such as vegetation clearance and sign cleaning on highway and parish areas. Since then the number of parishes involved has increased year on year, with 36 parish councils joining in the current financial year, bringing the total number of participating councils up to 172.
- 3.3 There are currently 29 lead parishes who administer a cluster consisting of between one to twelve parishes. A 10% administration allowance is added to the £1,000 per parish, and this is paid to the lead parish of each cluster.
- 3.4 It is recognised that, given the current financial climate and unfunded revenue pressures in other Hampshire County Council services, the continuation of the scheme into the future in its current form cannot be guaranteed. The scheme is discretionary and funded out of the Highway Maintenance revenue budget which is under severe pressure.
- 3.5 40 additional parishes were invited to join the scheme in August 2017, 12 of which are still to take up the offer, and to date a further 10 parishes have submitted requests to join the scheme and are currently on a waiting list for consideration to be included within the 2018/19 financial year.
- 3.6 Any additional parishes wishing to join the scheme will only be permitted if expressions of interest have been received prior to 31<sup>st</sup> January 2018 and additional funding for any parishes joining the scheme can be identified from other sources.
- 3.7 In addition, three parish councils employ Lengthsmen without any County Council funding and these operate under a similar contract with the County Council.

#### **4 Finance**

- 4.1 With 170 parishes participating at an expense of £1,100 each (including the administrative fee), Fleet and Yateley town councils receiving £3,300, and 12 parishes still trying to set up new or join existing clusters, the total cost to the County Council's Highways Revenue budget for the 2018/19 financial year will be £206,800.
- 4.2 The County Council supports the principal of extending the scheme to include other parishes wishing to join, which is expected to be between 10 and 15 parishes at a cost of up to £16,500. With the Highways Revenue budget under

increasing pressure, such an expansion would be subject to additional funding being confirmed.

- 4.3 If all participating parishes, all those invited in August 2017, and those on the waiting list are given places in the 2018/19 scheme, the cost to the Economy, Transport and Environment budget will be £223,300.
- 4.4 For the past 2 financial years the Culture, Communities & Business Services Department contributed £30,000 to the scheme to fund works carried out by Lengthsman on footpaths, bridleways and other Rights of Way.

## **5 Performance**

- 5.1 Details of the works carried out by Lengthsman, on behalf of the parishes, are included in reports provided by the parishes when submitting their invoices, and also through monitoring carried out by the Highway Depots.
- 5.2 Work completed by Lengthsman on countryside elements of work is supplied by the parishes through Rights of Way management's IT system, known as CAMSweb (Countryside Access Management System).

## **6 Future direction**

- 6.1 Several parishes have expressed a wish to expand the list of tasks that Lengthsman are permitted to carry out, for example:
  - Working on high speed roads;
  - Clearing blocked grips, gullies and weir kerbs;
  - Strimming of vegetation on junctions for visibility;
  - Use of small plant such as mini excavators;
  - Use of chemicals for weed treatment;
  - Erection of traffic management (signing and guarding); and
  - Pothole repairs.
- 6.2 Before Lengthsman can be permitted to carry out an extended range of tasks consideration needs to be given to the County Council's statutory responsibilities in relation to repairs to highway defects; the competencies of the Lengthsman and the need to protect the safety of the Lengthsman and highway users with appropriate traffic management while works are carried out.
- 6.3 Within the new Hampshire Highways Service Contract (HHSC), the contractor is required to provide support in the area of Community Engagement, including support and assistance with the Parish Lengthsman Scheme. Such assistance could come in the form of additional training for Lengthsman on safe working practices on the highway and assistance with traffic management and disposal of green waste. Discussions have already commenced between Skanska and the County Council regarding Traffic Management training for the Lengthsman.

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

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

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

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

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:**

The Parish Lengthsman Scheme seeks to ensure that local highways and amenity issues are resolved at a local level promoting a good quality of life, now and in the future. It seeks to benefit all users encompassing all those with protected characteristics, and the flexibility of local prioritisation provides scope to address particular issues at a community level.

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

2.1 The development of the scheme has no 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 scheme promotes works to be carried out manually by local contractors with very little use of mechanical plant, which will not adversely affect the carbon footprint of the activities completed.

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## HAMPSHIRE COUNTY COUNCIL

### Executive Decision Record

<b>Decision Maker:</b>	Executive Member for Environment and Transport
<b>Date of Decision:</b>	16 January 2018
<b>Decision Title:</b>	Appointments to Statutory Joint Committees and Outside Bodies
<b>Report From:</b>	Director of Transformation and Governance - Corporate Services

Contact name: Katy Sherwood

Tel: 01962 847347

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

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

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.	Public Transport Consortium - 1 (+ 1 deputy)	The group promotes public transport issues on behalf of local authorities outside of metropolitan areas, supporting effective local decisions on public transport for the benefit of local citizens.	Wheale (Hockley)	
2.	Southern Regional Flood and Coastal Committee (SRFCC) 2 (+ deputy)	The Regional Flood and Coastal committee (RFCC) is a committee established by the Environment Agency under the Flood and Water Management Act 2010 that brings together members appointed by Lead Local Flood Authorities (LLFAs) and independent members with relevant experience.	Bolton, Reid (Mitchell) (new deputy to be appointed)	
3.	Strategic Aviation Special Interest Group - 1	Hampshire County Council benefits from the involvement regarding access arrangements to airports including those within Hampshire as well as major hubs outside like Gatwick and Heathrow.	Gibson	
4.	Thames Regional Flood and Coastal Committee 1 (+ deputy)	The Regional Flood and Coastal Committee (RFCC) is a committee established by the Environment Agency under the Flood and Water Management Act 2010 that	Reid (Mitchell) (new deputy to be appointed)	

		brings together members appointed by Lead Local Flood Authorities (LLFAs) and independent members.		
5.	Wessex Regional Flood and Coastal Committee 1 (+ deputy)	The Regional Flood and Coastal Committee (RFCC) is a committee established by the Environment Agency under the Flood and Water Management Act 2010 that brings together members appointed by Lead Local Flood Authorities (LLFAs) and independent members.	Bolton (Mitchell) (new deputy to be appointed)	

**2. Reason for the decision:**

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

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

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

**4. Conflicts of interest:**

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

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

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

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

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

Approved by:

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

**Date: 16 January  
2018**