

Public Document Pack

Executive Decision Records

Please find set out below a number of Executive Decisions taken at the HAMPSHIRE COUNTY COUNCIL Executive Member for Environment and Transport Decision Day held at the Castle, Winchester on Tuesday, 4th June, 2019

9. **PROJECT APPRAISAL: HUT HILL CHANDLERS FORD TO CHILWORTH CYCLEWAY/FOOTWAY**
10. **M27 JUNCTION 9 AND PARKWAY SOUTH ROUNDABOUT SCHEME - PROJECT APPRAISAL UPDATE**
11. **TRANSFORMING CITIES FUND TRANCHE 2 UPDATE**
12. **VILLAGE TRAFFIC MANAGEMENT IMPROVEMENTS OVER WALLOP ANDOVER**
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Item 9

HAMPSHIRE COUNTY COUNCIL

Executive Decision Record

Decision Maker:	Executive Member for Environment and Transport
Date:	4 June 2019
Title:	Project Appraisal: Hut Hill, Chandlers Ford to Chilworth Cycleway/Footway
Report From:	Director of Economy, Transport and Environment

Contact name: Adam Bunce

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1. The decision:

- 1.1 That the Executive Member for Environment and Transport approve the Project Appraisal for Hut Hill, Chandlers Ford to Chilworth shared use Cycleway/Footway, as outlined in the supporting report.
- 1.2 That approval be given to procure and spend and enter into necessary contractual arrangements, in consultation with the Head of Legal Services, to implement the proposed improvements to the shared use Cycleway/Footway along Bournemouth Road, Chandlers Ford to Chilworth ("the scheme"), as set out in the supporting report, at an estimated cost of £1.14 million to be funded from developer contributions and the Transforming Cities Fund.
- 1.3 That approval be given to enter into contractual arrangements, in consultation with the Head of Legal Services, to transfer the £770,000 of Transforming Cities funding from Southampton City Council to the County Council.
- 1.4 That authority is given to secure all necessary rights, easements, licences, consents and permissions, in consultation with the Head of Legal Services, to enable implementation of the scheme.
- 1.5 That authority to make the arrangements to implement the scheme, including minor variations to the design or contract, be delegated to the Director of Economy, Transport and Environment.

2. Reasons for the decision:

- 2.1 This proposed shared use Cycleway/Footway has previously been identified in both Eastleigh and Test Valley Cycle Strategies and their respective District Transport Statements. It has been identified as a strategic cycle

route and is one of the three north-south connections between Eastleigh district and Southampton for cyclists. Cyclists currently use the route and monitoring has shown in excess of 230 daily cycle movements, reflecting its use as an important link between large residential and employment areas, as well as providing access to schools, other local amenities and leisure facilities.

- 2.2 Bournemouth Road and Winchester Road are busy, with approximate traffic flows of 14,500 vehicles (in both directions) over a 12 hour period weekday average (March 2015). There is a 40mph speed limit in force, with a 60mph limit in the central section, and the route is used by buses. This makes cycling on-road unappealing and potentially dangerous, especially for vulnerable cyclists such as young children.

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

- 3.1 The detailed feasibility report identified three options for delivering the route. The differences in the options were subtle and were associated with total costs and the method of dealing with the lay-by at the entrance to Hut Woods. The three options are summarised below:

- **OPTION 1:** At the location of the layby north of the M27 crossing, provide a 3m wide shared use Cycleway/Footway following the route of the existing footway. The route follows the existing footway around the layby and will not change the layby geometry. It is the least expensive option, although utility works will be required to lamp columns, BT Openreach plant, SSE telecoms plant, and possibly Virgin Media plant;
- **OPTION 2:** At the same location, provide a 2.5m wide shared use Cycleway/Footway adjacent to the existing kerbline, reducing the levels of the bank between the carriageway and layby. The route follows the existing carriageway edge and will require a new double height kerb. Option 2 will also require a small retaining wall narrowing of the layby, which may result in opposition from commuters who park there. Option 2 is more expensive than option 1; and
- **OPTION 3:** As option 2 but includes the provision of a 3m wide facility with a new double height kerbline in the safety margin.

- 3.2. Option 1 was highlighted as the preferred solution, it suggested that the route should follow the existing footway around the layby and should not change the layby geometry. This option was the least expensive.

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: None

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:

Date:

4 June 2019

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

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Item 10

HAMPSHIRE COUNTY COUNCIL

Executive Decision Record

Decision Maker:	Executive Member for Environment and Transport
Date:	4 June 2019
Title:	M27 Junction 9 and Parkway South Roundabout Scheme – Project Appraisal Update
Report From:	Director of Economy, Transport and Environment

Contact name: Duncan Stewart

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1. The decision:

- 1.1 That the Executive Member for Environment and Transport notes the increase in value of £898,000 for the M27 Junction 9 and Parkway South Roundabout scheme (“the Scheme”) to allow pedestrian and cycle facilities to be added to its scope in accordance with the aspiration set out in the Executive Member for Environment and Transport Decision Report of January 2019, with the increase fully funded from grant secured from the Highways England Designated Cycle Fund.
- 1.2 That the Executive Member for Environment and Transport approves the updated Project Appraisal for the M27 Junction 9 and Parkway South Roundabout scheme, as outlined in the supporting report.
- 1.3 That approval be given to procure and spend and enter into necessary contractual arrangements, in consultation with the Head of Legal Services, and including any necessary funding or other agreements with Highways England, to implement the proposed improvements to M27 Junction 9, Whiteley Way and Parkway South Roundabout, as set out in the supporting report, at an estimated cost of £23.128 million to be funded from a combination of Highways England Growth and Housing Fund, Highways England Congestion Relief Fund, Highways England Designated Cycle Fund, Local Transport Plan funding and developer contributions.
- 1.4 That authority to make the arrangements to implement the Scheme, including minor variations to the design or contract, be delegated to the Director of Economy, Transport and Environment.

2. Reasons for the decision:

- 2.1 The decision will increase capacity and improve journey time reliability at and between M27 Junction 9 and Parkway South Roundabout in Whiteley. These works will contribute towards improving the local and strategic highway networks to accommodate forecasted traffic growth to ensure Hampshire maintains strong, sustainable economic growth and prosperity.
- 2.2. The improved infrastructure will allow greater accessibility to local businesses and housing development areas to assist the local and regional economy and promote investment and growth in construction of new homes on a number of local sites.
- 2.3 The addition of a shared use path for pedestrians and cyclists to the scope for this the Scheme will improve access and safety for vulnerable road users connecting existing routes in Segensworth and Whiteley across the M27 at Junction 9.

3. Other options considered and rejected:

- 3.1 The option of not progressing work on the junction improvements was considered and rejected as it would mean the traffic congestion and delay in the area would continue to worsen, with resultant negative impacts on business and investment and the provision of new homes.
- 3.2 The option of implementing improvements at one junction and not the other was considered and rejected, as the two junctions are very much linked in operational terms and only a fraction of the overall scheme benefits would be achieved.
- 3.3 The option of widening Whiteley Way on the eastern side of the carriageway was considered and rejected as economically inviable due to the significant costs and forecast delays to the motorway network resulting from the traffic management requirements for diverting the existing utility services and constructing the necessary structural works. This option was also judged to have a greater potential negative impact on adjacent residential properties.

4. Conflicts of interest:

- 4.1. Conflicts of interest declared by the decision-maker:
- 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:

Date:

4 June 2019

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

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Item 11

HAMPSHIRE COUNTY COUNCIL

Executive Decision Record

Decision Maker:	Executive Member for Environment and Transport
Date:	4 June 2019
Title:	Transforming Cities Fund Update
Report From:	Director of Economy, Transport and Environment

Contact name: Graham Wright

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1. The decision:

- 1.1. That the success of the Tranche 1 Transforming Cities Fund (TCF) bids for Portsmouth and Southampton, and progress with the delivery phase, is noted.
- 1.2. That authority is delegated to the Director of Economy, Transport and Environment to enter into legal and other arrangements with the respective lead authorities to secure the necessary funding to deliver the TCF programme.
- 1.3. That the proposed candidate projects listed at paragraph 11 of the supporting report form the basis of the draft Strategic Outline Business Case for Tranche 2 Transforming Cities Fund bids for Portsmouth and Southampton.
- 1.4. That authority is delegated to the Director of Economy, Transport and Environment to finalise and submit the draft Strategic Outline Business Case for Tranche 2 Transforming Cities Fund bids for each programme area to the Department for Transport, through the established joint working arrangements with Portsmouth City Council and Southampton City Council.

2. Reasons for the decision:

- 2.1. Acceptance by the Department for Transport (DfT) of the TCF bids for both Portsmouth and Southampton represents a very significant funding opportunity for Hampshire County Council to deliver infrastructure to support public transport, walking and cycling in the parts of Hampshire adjacent to the two cities.
- 2.2. In the Spring Statement in March, the Government announced an award from the Tranche 1 Transforming Cities Fund, including £1.4million for the enhanced eclipse busway extension and £398,000 for real time information for passengers at bus stops in Waterlooville and Havant, together with £1,599,500 for cycle route enhancements at Hut Hill Eastleigh, Redbridge Causeway, Eling and Test Lane, Nursling.
- 2.3. The DfT has awarded the Tranche 1 funding to the lead authority for each of the TCF bids, under the terms of a grant determination letter, and in both

cases this is the respective city council. It will be necessary to enter into suitable arrangements with each city council to secure the funding allocated to each of the Tranche 1 schemes within Hampshire.

- 2.4. Draft Strategic Outline Business Cases (SOBC) are now being co-developed by the County Council with the respective city councils for each Tranche 2 bid. In the case of Portsmouth and south east Hampshire, this includes the Isle of Wight Council in respect of renewed transport interchange facilities at Ryde Esplanade, connected to Portsmouth by the Wightlink and Hover travel services across the Solent.
- 2.5. The deadline for SOBC submission to DfT is 20 June 2019, and governance arrangements have been established to support joint approval once the SOBC details have been finalised.

3. Other options considered and rejected:

- 3.1. Not to submit a Tranche 2 bid. This option has been rejected on the basis that having been accepted by the DfT onto the TCF programme, there is a very reasonable prospect that capital funding will be forthcoming from a Tranche 2 submission.
- 3.2. Not to co-develop proposals with the respective city councils. This option has been rejected on the basis that the key criteria set out by the DfT for the TCF seeks to address the productivity gap caused by connectivity issues between the city centre and the surrounding suburbs. It is therefore highly probable that a bid based entirely upon the county areas would be unsuccessful as it would fail to meet the basic criteria.

4. Conflicts of interest:

- 4.1. Conflicts of interest declared by the decision-maker:
- 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:

Date:

4 June 2019

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

Item 12

HAMPSHIRE COUNTY COUNCIL

Executive Decision Record

Decision Maker:	Executive Member for Environment and Transport
Date:	4 June 2019
Title:	Project Update: Village Traffic Management Improvements, Over Wallop, Andover
Report From:	Director of Economy, Transport and Environment

Contact name: Jakub Styszynski

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1. The decision:

- 1.1. That the Executive Member for Environment and Transport approves the proposed approach to the Over Wallop traffic management scheme, as set out in the supporting report.
- 1.2. That the Executive Member for Environment and Transport approves the proposed monitoring and assessment methodology for the traffic management trial set out in paragraph 12 of the supporting report.

2. Reason for the decision:

- 2.1 Motorists are currently using the village as a cut through between the A303, Grateley railway station and the junction of B3084/A343/Salisbury Road. This traffic is passing through the village and there is a locally perceived safety risk to vulnerable road users and listed buildings due to the volume and speed of the traffic.
- 2.2 To remedy the problem of through traffic passing through Over Wallop, and to make the current route less attractive, the C250 Old Stockbridge Road has been reclassified to a B road.
- 2.3 Further measures proposed to aid the situation are listed as follows:
 1. Traffic calming to be installed in the village on Station Road
 2. Closure of Salisbury Lane with turnaround points for commercial vehicles and refuse lorries. The aim of the above measures is to reduce the perceived risk reiterated by local residents of the speed and volume of traffic and discourage motorists from using Station Road and encourage the use of Old Stockbridge Road as an alternative route.
- 2.4 The project was publicly consulted on in 2016 and a public engagement event was held in 2018. There was not a deliverable solution that was universally popular with all residents. However, the majority did support the proposals.

Therefore, a trial scheme is proposed to assess the impacts of these measures and the potential benefits, if any, of making them permanent.

2.5 The traffic management proposals in Over Wallop were under investigation, including significant community engagement, before the County Council changed its traffic management policy in 2016. Therefore, on the basis of commitments given before the policy change, these proposals are being brought forward for implementation to fulfil the undertaking provided at the time.

2.6 It should be noted that under the prevailing policy of the time, which allowed community led initiatives to be considered for traffic management, there was a requirement that in the absence of consensus the scheme would not go ahead.

3 Other options considered and rejected:

3.1 Additional elements in the scheme scope were considered and rejected, namely improvements at Grateley (Wallop Road/Old Stockbridge Road) junction and Kentsboro (A343/Old Stockbridge Road) junction.

3.2 Following preliminary design work, it was found that the improvements to Grateley junction were beyond the funding available to the project.

3.3 The proposed improvements to the Kentsboro junction were minor and within the funding available, but it was felt that the benefits were minor in relation to the costs and therefore did not represent sufficient value for money to justify expenditure.

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: none

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:

Date:

4 June 2019

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

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HAMPSHIRE COUNTY COUNCIL

Executive Decision Record

Decision Maker:	Executive Member for Environment and Transport
Date:	4 June 2019
Title:	Project Appraisal: Fareham Air Quality Improvement Scheme
Report From:	Director of Economy, Transport and Environment

Contact name: Tobias Bauer / James Moore

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1. The decision:

- 1.1. That the Executive Member for Environment and Transport approves the Project Appraisal for the Fareham NO₂ Cycle Links package of nine small-scale infrastructure improvements, as outlined in the supporting report.
- 1.2. That approval be given to procure, spend, and enter into necessary contractual arrangements, in consultation with the Head of Legal Services, to implement the proposed improvements to the local cycle network, as set out in the supporting report, at an estimated cost of £396,000 to be fully funded from the Government's Joint Air Quality Unit's (JAQU¹) Implementation Fund.
- 1.3. That authority to make the arrangements to implement the scheme, including minor variations to the design or contract, be delegated to the Director of Economy, Transport and Environment.

2. Reasons for the decision:

- 2.1. The County Council has been served a Ministerial Direction to implement air quality abatement measures (determined via a government prescribed evidence gathering process) before the end of December 2019 in order to support a reduction in roadside nitrogen dioxide concentrations to within annual legal limits during the 2020 calendar year.
- 2.2. Procurement, contract mobilisation, and construction are predicted to take approximately 26 weeks, finishing on 29 November 2019.

¹ JAQU: The Joint Air Quality Unit: A partnership between Department for Transport and Department for Environment, Food and Rural Affairs

2.3. Approval to procure and spend is therefore required at this time to ensure construction by 31 December 2019 (including capacity for slippage or issues on site).

3. Other options considered and rejected:

3.1. Do nothing: Rejected. Not implementing the package of cycle schemes may expose the County Council to potential legal challenge.

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: None

5. Dispensation granted by the Conduct Advisory Panel:

6. Reason(s) for the matter being dealt with if urgent:

7. Statement from the Decision Maker:

Approved by:

Date:

4 June 2019

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

Item 14

HAMPSHIRE COUNTY COUNCIL

Executive Decision Record

Decision Maker:	Executive Member for Environment and Transport
Date:	4 June 2019
Title:	Hampshire County Council Response to Government Consultation on the Draft Flood and Coastal Erosion Risk Management Strategy for England
Report From:	Director of Economy, Transport and Environment

Contact name: Simon Cramp

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1. The decision:

- 1.1 That the Executive Member for Environment and Transport notes the content and potential impacts of the Government's consultation on the Draft National Flood and Coastal Erosion Risk Management Strategy and endorses the key principles to form a basis for the County Council's detailed response, as set out in paragraphs 13-24 of the supporting report.
- 1.2 That the Executive Member for Environment and Transport approves the next steps for submission set out in the supporting report.
- 1.3 That authority is delegated to the Director of Economy, Transport, and Environment to make all necessary arrangements to approve and submit the detailed response to Government in consultation with the Executive Member for Environment and Transport.

2. Reasons for the decision:

- 2.1. Climate change predictions indicate that the UK will experience wetter winters and drier summers, with an increased likelihood of more intense rainfall leading to flooding. Additionally, we will experience continuing sea level rise and increased storminess that will have profound impacts for our coastline. The scale of potential future flooding and coastal change is significant. In November 2018 the Secretary of State for Environment, Food and Rural Affairs called for 'a new philosophy for managing all sources of flooding and coastal change'. The Draft National Flood and Coastal Erosion Risk Management Strategy sets out how this will be achieved.
- 2.2. The Environment Agency has a statutory duty to develop, maintain, apply and monitor a national flood and coastal erosion risk management strategy. This is a requirement of Section 7 of the [Flood and Water Management Act \(FWMA\) 2010](#). The FWMA also lists what the strategy must cover, and states that it requires public consultation, and that the Secretary of State must approve it. The first national flood and coastal erosion risk management

(FCERM) strategy was published in 2011. In its 25year Environment Plan, the Government committed the Environment Agency to revising the FCERM strategy in 2019.

2.3. The Environment Agency is now consulting on the Draft National Flood and Coastal Erosion Risk Management Strategy for England which will replace the existing strategy.

2.4. As a Lead Local Flood Authority, the County Council is responsible for managing and planning for flooding and coastal change and must ensure that it's local FCERM strategies are consistent with the final national strategy. In addition, all risk management authority plans and strategies, even if they are not FCERM focussed, must be undertaken in a manner which is consistent with the national strategy. This consultation represents an important opportunity for the County Council to influence the long-term strategic direction of flood and coastal erosion risk management not only as a lead local flood authority, but also as the Highway Authority, an infrastructure provider, provider of a range of services, and as a landowner.

3. Other options considered and rejected:

3.1 None.

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: None

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:

I thank the Select Committee for its support on this matter, and I acknowledge its recommendation to enforce the importance of government making adequate funding for ongoing work and research, as well as their support for greater integration of flood risk with water resource management issues.

Approved by:

Date:

4 June 2019

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