

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 Economy, Transport and Environment Decision Day held at the Castle, Winchester on Tuesday, 17th September, 2019

9. **PROJECT APPRAISAL: STUBBINGTON BYPASS UPDATE**
10. **ROAD AGREEMENTS POLICY GUIDANCE**
11. **PROJECT APPRAISAL: ANDOVER - ACCESS TO TOWN MILLS CAR PARK FROM THE A3057 AND RIVERSIDE IMPROVEMENTS**
12. **CONTRACT FOR PROVISION OF BIKEABILITY TRAINING 2020-2022**
13. **BOTLEY BYPASS - UPLANDS DEVELOPMENT INFRASTRUCTURE**
14. **TRANSFORMATION TO 2021 - REVENUE SAVINGS PROPOSALS**
15. **HOUSEHOLD WASTE RECYCLING CENTRES SERVICE UPDATE**
16. **SUSPENSION OF THE EXPERIMENTAL TRAFFIC ORDER - PROHIBITION OF RIGHT TURNS FROM THE CAUSEWAY-A33 HECKFIELD**
17. **APPOINTMENTS TO OUTSIDE BODIES**
18. **WASTE CONTRACT AND INFRASTRUCTURE AND LAND STRATEGY**

This page is intentionally left blank

Item 9

HAMPSHIRE COUNTY COUNCIL

Executive Decision Record

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	17 September 2019
Title:	Project Appraisal: Stubbington Bypass
Report From:	Director of Economy, Transport and Environment

Contact name: Jonathan Ryder

Tel: 01962 826987

Email: jonathan.ryder@hants.gov.uk

1. The decision:

- 1.1 That the Executive Member for Economy, Transport and Environment approves the Project Appraisal for the Stubbington Bypass between the A27 Titchfield Gyratory and the B3334/B3385 Peel Common Roundabout to the south of Fareham, as outlined in the supporting report.
- 1.2 That, subject to approval of the Full Business Case for the scheme by the Department for Transport (DfT), and the resolution of funding agreements with the Solent Local Enterprise Partnership for the Local Growth Deal funding and the financial arrangements underpinning the proposed prudential borrowing to be re-paid from the ring-fenced business rates received from the Solent Enterprise Zone, 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 provide the Stubbington Bypass and all associated works, as set out in the supporting report, at an estimated cost of £34.495million, to be funded from a combination of Local Growth Deal, Prudential borrowing to be re-paid from the ring-fenced business rates received from the Solent Enterprise Zone and the Local Transport Plan contributions.
- 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 decision will enable the delivery of the proposed Stubbington Bypass and help ensure Hampshire maintains strong and sustainable economic growth and prosperity by helping to address the existing traffic and associated issues in Stubbington Village, improving capacity as part of the wider context of the strategy to improve access to Fareham and Gosport.

- 2.2. The decision is being made now in anticipation of DfT approval of the full business case and the subsequent funding agreements coming forward in the short term, which will enable the necessary contractual arrangements to be confirmed at the earliest opportunity.
- 2.3 The decision confirms the nature of the transport infrastructure improvements that are expected to improve accessibility for local people and thus maximise wellbeing by enhancing the quality of place.

3. Other options considered and rejected:

- 3.1 Alternative options considered in the development stage of the scheme included different route options around the north-east side of Stubbington, including alternative options to link from the Titchfield Road to Longfield Avenue (the green route), from Titchfield Road to the Newgate Lane corridor (the blue route), and from Titchfield Road to Gosport Road (the red route). These route options were developed at an early stage and following the public consultation in 2013 an appraisal of the performance of the route options was undertaken which identified the red route as the preferred option. Variations of the red route were developed, and following further public consultation in 2014 and appraisal of these options, the preferred alignment was selected for development and is the subject of this report.
- 3.2. An option to do nothing was considered. However, this would not support the overarching strategy to improve access to Fareham and Gosport, nor support the Solent Enterprise Zone and the regeneration opportunities within the sub region.

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:

I thank Councillor Graham Burgess for attending my meeting and for supporting the proposals.

Approved by:

Date:

17 September 2019

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

This page is intentionally left blank

Item 10

HAMPSHIRE COUNTY COUNCIL

Executive Decision Record

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	17 September 2019
Title:	Road Agreements Supplementary Policy Guidance
Report From:	Director of Economy, Transport and Environment

Contact name: Daniel Hunt

Tel: 07719 990573

Email: daniel.hunt@hants.gov.uk

1. The decision:

- 1.1. That the Executive Member for Economy, Transport and Environment notes the outcome of industry engagement on the initial draft of the Road Agreements policy.
- 1.2. That the Executive Member for Economy, Transport and Environment approves the adoption of the Road Agreements Supplementary Policy Guidance, attached to the supporting report as Appendix 1, that will have the status of “Supplementary Policy Guidance” and will sit under Policy HW6 (New Infrastructure), of the Highways Maintenance Management Plan.

2. Reasons for the decision:

- 2.1. The County Council wishes to establish clear policy in relation to the adoption of estate roads, and on the application of the Advance Payment Code (APC), regardless of whether or not the road will be offered up for adoption.
- 2.2. This is to establish a common understanding among all parties of the County Council’s policy and to set out the reasons for the status of estate roads, whether adopted or otherwise.
- 2.3. On 25 September 2018 a decision was taken to approve a proposed approach to the development of supplementary policy guidance and authorise engagement with stakeholders as the next stage of policy development. This engagement has been undertaken, and feedback has informed further development of a final draft of the Supplementary Policy Guidance document, as attached to the supporting report.

3. Other options considered and rejected:

- 3.1. The alternative option that has been rejected is to continue to communicate policies and changes ad-hoc, via publication of discrete documents and/or communication at industry events.
- 3.2. This was rejected as it does not establish the level of clarity that is required to achieve the above aims set out in paragraphs 2.1 and 2.2.

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:

17 September 2019

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

Item 11

HAMPSHIRE COUNTY COUNCIL

Executive Decision Record

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	17 September 2019
Title:	Project Appraisal: Andover – Access to Town Mills Car Park from the A3057 and Riverside Improvements
Report From:	Director of Economy, Transport and Environment

Contact name: Brandon Breen

Tel: 01962 846239

Email: brandon.breen@hants.gov.uk

1. The decision:

- 1.1 That the Executive Member for Economy, Transport and Environment approve the Project Appraisal for Town Mills, Andover Car Park access and riverside Improvements, as outlined in the supporting report.
- 1.2 That approval be given to procure, spend and enter into necessary legal agreements, dedication and contractual arrangements, in consultation with the head of legal services, to implement the proposed improvements to Town Mills, Andover car park access and riverside improvements, as set out in the supporting report, at an estimated cost of £1,303,000 to be funded from Enterprise M3 LEP funding, Market Town Funding, Public Realm Improvements (PRIP) Funding, Test Valley Borough Council contributions, and developer contributions.
- 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 To improve accessibility to Andover Town Centre for cyclists and pedestrians while promoting more sustainable modes of accessing the town centre.
- 2.2 To reduce the car dominance within the town centre (Bridge Street) and provide a new access to the Town Mill Car Park, which will ensure that all the town car parks are accessible from the ring road, helping to minimise congestion and improve air quality.
- 2.3 To improve the overall aesthetics of the town centre in order to attract more visitors and support the Andover local economy. The proposed materials will be complementary to the historic town centre and similar to those recently used in the Romsey Town Centre Improvements.

3. Other options considered and rejected:

- 3.1 The previous proposal for the town centre improvements did not include the new access for the car park, and this proposal was rejected as members of Test Valley Borough

Council and Hampshire County Council indicated support for a new access arrangement to the Town Mill Car Park in order to reduce vehicular traffic through Bridge Street and the Town Centre.

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:

17 September 2019

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

Item 12

HAMPSHIRE COUNTY COUNCIL

Executive Decision Record

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	17 September 2019
Title:	Contract for Provision of Bikeability Training 2020-2022 (extendable to 2024)
Report From:	Director of Economy, Transport and Environment

Contact name: Aaron Gallimore

Tel: 01962 832203

Email: aaron.gallimore@hants.gov.uk

1. The decision:

- 1.1. That subject to the award of Department for Transport (DfT) grant funding, approval is given to procure and spend and enter into the necessary contractual arrangements in consultation with the head of legal services, including any necessary funding or other agreements, to deliver Bikeability cycle training (including Bikeability Plus) for a period of 2 years, extendable to a maximum of 4 years, with a start date 1 August 2020 and at a total estimated cost of £1.73 million to be funded in full by DfT grant awards.
- 1.2. That a ratio of 30% for price and 70% for quality be applied in tender evaluation of the items approved.
- 1.3. That authority is delegated to the Director of Economy, Transport and Environment to agree any variations to the items approved, in consultation with the Executive Member for Economy, Transport and Environment.

2. Reasons for the decision:

- 2.1. The current Bikeability contract ends on 31 July 2020 with no further options for extension. Hampshire County Council is granted funding to provide this service by Government and therefore a new contract is required to continue to deliver cycle training.
- 2.2. Hampshire County Council as a Highway Authority has a statutory duty under The Road Traffic Act 1988, Section 39, which states that each Local Authority must prepare and carry out a programme of measures designed to promote road safety, and the Bikeability cycle training scheme is an important component of the current provision.

3. Other options considered and rejected:

- 3.1. To deliver cycle training in house. Outsourcing allows the authority to hire a professional cycle training organisation, with a team of National Standard instructors. Outsourcing ensures no extra costs beyond what is agreed in the tender. Training up to 10,000 students would be a large-scale operation requiring extensive recruitment, training, safeguarding, equipment, and storage, which would put the County Council revenue budget at risk if the Department for Transport funding were to cease.
- 3.2. To discontinue cycle training. This would forfeit the opportunity to take advantage of DfT grant funding while it is available to provide school children with cycle training in support of the County Council's road safety aims and statutory duty.

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: ----- Executive Member for Economy, Transport and Environment Councillor Rob Humby	Date: 17 September 2019
---	--

Item 13

HAMPSHIRE COUNTY COUNCIL

Executive Decision Record

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	17 September 2019
Title:	Botley Bypass - Scheme Update (development of Land West of Woodhouse Lane).
Report From:	Director of Economy, Transport and Environment

Contact name: Patrick Bingham

Tel: 01962 845421

Email: patrick.bingham@hants.gov.uk

1. The decision:

- 1.1. That the Executive Member for Economy, Transport and Environment approves an alternative option of phased implementation for the Botley Bypass, as set out in the supporting report, in order to accommodate the off-site elements being delivered as part of the Woodhouse Lane Development.
- 1.2. That to support these changes approval is given to progress all design and development work required for the amended implementation of the scheme including supporting surveys and enabling works.

2. Reasons for the decision:

- 2.1. The decision is required to authorise an option for phased implementation of the approved Bypass to accommodate the off-site highway requirements for the Development of the Land West of Woodhouse Lane.
- 5.1. Assuming that the hybrid planning application for the Land West of Woodhouse Lane obtains planning approval, it is intended that a minor amendment be sought to the November 2017 Bypass planning permission to allow for the phased implementation of the scheme. The existing approval requires the Bypass to be completed in accordance with the approved plans. The proposed minor amendment to the scheme will permit a phased delivery and support the implementation of those elements of the Bypass likely required to meet the Development's Section 106 obligations. Approval of the recommendations in this report will enable the County Council to make the necessary preparation and pursue this option as required.
- 5.2. The proposed alternative, phased delivery option for bypassing Botley Village would maintain the objectives and alignment of the approved Bypass. It would see the majority of the Woodhouse Lane improvements now delivered as part of the Development proposal, with the residual Bypass and works to Woodhouse Lane south completing the diversionary route. Upon completion, all three aspects of the route will maintain the benefits, capacity, routing, and

alignment of the previously agreed Bypass, and as such would be consistent with the premise of the original Bypass proposals for diverting Botley Village traffic via an alternative northern route.

3. Other options considered and rejected:

3.1. Not to seek authority for an alternative, phased implementation option. This was rejected as, if approved, the off-site highway elements of the Woodhouse Lane Development scheme may not be delivered to the Highway Authority's requirements and could negatively impact the timing of the new Education facility. In the event that the Woodhouse Lane Development scheme gains approval, the County Council may require an alternative delivery option for the Botley Bypass, and this proposal makes the necessary provision.

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:

17 September 2019

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

Item 14

HAMPSHIRE COUNTY COUNCIL

Executive Decision Record

Decision Maker:	Executive Member for Economy, Transport & Environment
Date:	17 September 2019
Title:	Transformation to 2021 – Revenue Savings Proposals
Report From:	Director of Economy, Transport & Environment and Director of Corporate Resources – Corporate Services

Contact name: Stuart Jarvis, Director of Economy, Transport & Environment
Carolyn Williamson, Director of Corporate Resources

Tel: 01962 845260
01962 847400

Email: stuart.jarvis@hants.gov.uk
carolyn.williamson@hants.gov.uk

1. The decision:

- 1.1. To approve the submission of the proposed savings options contained in Transformation to 2021 – Revenue Savings Proposals and Appendix 1 to the Cabinet.

2. Reasons for the decision:

- 2.1. The County Council has been responding to reductions in public spending, designed to close the structural deficit within the economy, since the first reductions to government grants were applied in 2010/11 and then as part of subsequent Comprehensive Spending Reviews.
- 2.2. The County Council undertook an open public consultation called *Serving Hampshire – Balancing the Budget* which ran for six weeks between 5 June – 17 July. The consultation was widely promoted to stakeholders and residents and asked for their views on ways the County Council could balance its budget in response to continuing pressures on local government funding, and still deliver core public services.
- 2.3. Following successive programmes which have delivered over £56.5m cost reductions since June 2010 the Economy, Transport & Environment department started work in October 2018 to identify potential opportunities for further savings to meet the £11.748m departmental savings target for 1 April 2021.

3. Other options considered and rejected:

- 3.1. A range of savings options for meeting the estimated budget gap were evaluated for viability in preparing this report. The proposals presented in the report were considered to be the best set of options that take into account:

relative impact, the views of stakeholders, and the ability to meet the target that was set.

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:

17 September 2019

**Executive Member for Economy, Transport &
Environment
Councillor Rob Humby**

Item 15

HAMPSHIRE COUNTY COUNCIL

Executive Decision Record

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	17 September 2019
Title:	Household Waste Recycling Centres Operations - Service Updates
Report From:	Director of Economy, Transport and Environment

Contact name: Sam Horne

Tel: 01962 832268

Email: sam.horne@hants.gov.uk

1. The decision:

- 1.1. That the Executive Member for Economy, Transport and Environment approves an increase in the price per bag or part bag of soil and rubble or individual item disposed of at Household Waste Recycling Centres by 50p to £3.00, from 1 November 2019, to reflect the increase in costs associated with disposing of this material.
- 1.2. That authority is delegated to the Director of Economy, Transport and Environment, in consultation with the Executive Member for Economy, Transport and Environment to agree future changes to the charges for non-household wastes at the Household Waste Recycling Centres to ensure that the County Council can respond rapidly to market changes and avoid additional cost burdens associated with any delays.
- 1.3. That the Executive Member for Economy, Transport and Environment approves a change to the price point at which an item available to be sold for reuse at a Household Waste Recycling Centre should be individually labelled, from £5 to £10, commencing 1 November 2019, to reflect the general increase in the value of goods.
- 1.4. That authority is delegated to the Director of Economy, Transport and Environment, in consultation with the Executive Member for Environment, Transport and Environment, to make future amendments to the price point at which an item available to be sold for reuse should be individually labelled, to reflect changes in the value of goods.

2. Reasons for the decision:

- 2.1. This decision is required because the cost of disposing of soil and rubble has increased due to changes in the market and to ensure that the cost of dealing with this non-household waste is covered by the charge made at the sites.
- 2.2. This decision is required to bring the process for individual pricing of items for sale in the reuse area at Household Waste Recycling centres to be bought up to

date to reflect the value of items which has changed significantly over the past ten years.

3. Other options considered and rejected:

- 3.1. The option to retain the current price for a bag of soil and rubble has been considered and rejected as this would place an additional financial burden on the County Council and result in council tax payer's money being used to subsidise the cost of disposing of non-household waste.
- 3.2. The option to not accept soil and rubble in the first place has been considered and rejected as there is a recognition that there is a need to ensure that there is an appropriate and cost effective disposal route for this material for residents who do create this non household waste.
- 3.3. The option to retain the current £5 price point for individually marking items for sale has been considered and rejected as this policy is now outdated and leads to an increase in work on site to ensure that a large number of items are individually labelled.

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: 17 September 2019
Executive Member for Economy, Transport and Environment Councillor Rob Humby	

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	17 September 2019
Title:	Household Waste Recycling Centres Operations - Service Updates
Report From:	Director of Economy, Transport and Environment

Contact name: Sam Horne

Tel: 01962 832268

Email: sam.horne@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to seek approval from the Executive Member for Economy, Transport and Environment to make two changes to policies used at the Household Waste Recycling Centres (HWRCs) across Hampshire:
 - a. Increase the price of a bag and soil and rubble by 50p to reflect the increased cost of disposing of this material.
 - b. Increase the price point at which individual items require labelling from £5 to £10 to reflect the change in the value of goods that has occurred over time.

Recommendations

2. That the Executive Member for Economy, Transport and Environment approves an increase in the price per bag or part bag of soil and rubble or individual item disposed of at Household Waste Recycling Centres by 50p to £3.00, from 1 November 2019, to reflect the increase in costs associated with disposing of this material.
3. That authority is delegated to the Director of Economy, Transport and Environment, in consultation with the Executive Member for Economy, Transport and Environment to agree future changes to the charges for non-household wastes at the Household Waste Recycling Centres to ensure that the County Council can respond rapidly to market changes and avoid additional cost burdens associated with any delays.
4. That the Executive Member for Economy, Transport and Environment approves a change to the price point at which an item available to be sold for reuse at a Household Waste Recycling Centre should be individually labelled, commencing 1 November 2019, from £5 to £10 to reflect the general increase in the value of goods.
5. That authority is delegated to the Director of Economy, Transport and Environment, in consultation with the Executive Member for Environment,

Transport and Environment, to make future amendments to the price point at which an item available to be sold for reuse should be individually labelled, to reflect changes in the value of goods.

Executive Summary

6. This paper seeks to:
 - provide the background and context to the proposed decision items;
 - consider the key impacts and issues with each of the proposed changes to Household Waste Recycling Centre (HWRC) operation policy;
 - highlight the impact the project has made on the performance of the County Council; and
 - set out the steps required to implement the changes if approved.

Contextual information

Soil and Rubble charge increase:

7. On 4 November 2014, following a public consultation on proposed changes to the HWRC service to deliver financial savings, the Executive Member for Economy, Transport and Environment approved the introduction of charges for non-household wastes (soil and rubble, plasterboard and asbestos) to be introduced at all of the HWRCs across Hampshire.
8. The charges were set so as to cover the costs of managing and disposing of these non household waste types and offset an element of the service management costs, and since they were introduced in 2016 there has been no change to them.
9. Material markets fluctuate and due to a change in the composition of the material that people are disposing of there has been a consequential shift in the market leading to an increased cost of processing it. The proportion of the material that is soil has reduced over the last two years and it is the soil that is the most valuable element in the market place.
10. It is believed that the charges have resulted in residents seeking to reuse or minimise the amount of waste produced and therefore minimise the charges for disposal and it is often easy to reuse or sell the soil element to other residents. This leaves a more rubble based material being disposed of which has a lower value.
11. Veolia is using a combination of outlets to achieve a best value solution whilst also ensuring that as much of the material as possible is recycled.

Individual Pricing for Resale:

12. Each of the 24 HWRCs operated by Veolia on behalf of Hampshire County Council has a sales area where items that are suitable for reuse can be displayed and sold to site users. This has a dual benefit of pushing material up the waste hierarchy as reuse is far better than recycling but also provides an income that offsets some of the management fees associated with the delivery of the service.

13. As part of the Sales Area Policy, that sets out the way in which the reuse areas at each of the HWRCs are managed, there is a requirement for all items that the site deems to have a value of over £5 to be individually price labelled.
14. This requirement in the policy has not changed for almost 20 years and in that time the value of goods generally has changed, as has the type of things that residents bring to the HWRCs that they no longer want.
15. In order to recognise the fact that there have been no changes to the policy and that goods have risen in value the County Council proposes to amend it to state that items over £10 in value need to be individually labelled. This will reduce the amount of time spent by site staff managing the resale areas with no impact to the public who will continue to be able to negotiate the prices as they do currently.

Finance

16. Due to the fact that market changes are unpredictable and do not follow set timeframes the increase in cost incurred does not align well with the timeframes within which the County Council is able to make a decision and implement such a change. As a result, there is a financial impact from the time that the market shift occurred in March 2019 and the proposed date of implementation set out in this paper of 1 November 2019.
17. Based on the current tonnage received it is estimated that this additional cost will be £10,000 per month for the 8 month period. This cost will be shared with Southampton and Portsmouth City Councils in line with Tripartite apportionments.
18. It is expected that this cost will be met within existing budget resources.

Equalities

19. Having carried out an equalities impact assessment, it has been identified that there is a low negative impact in relation to poverty due to the fact that the decision proposes an increase in the cost of disposing of a bag of soil and rubble of 50p per bag / part bag / individual item.
20. The proposed price rise is 50p which is reflective of the costs incurred due to changes in the market and service management costs and, in the context of a project being undertaken that would generate this material, it is considered a small element and therefore not significant.

Other Key Issues

21. In order to be able to respond quickly in future to material market changes and avoid any implementation delay costs it is proposed that authority is delegated to the Director of Economy, Transport and Environment, in consultation with the Executive Member for Economy, Transport and Environment, to make changes to the charges to reflect increased costs in managing and disposing that material.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

Hampshire maintains strong and sustainable economic growth and prosperity:	yes/no
People in Hampshire live safe, healthy and independent lives:	yes/no
People in Hampshire enjoy a rich and diverse environment:	yes/no
People in Hampshire enjoy being part of strong, inclusive communities:	yes/no
OR	
This proposal does not link to the Strategic Plan but, nevertheless, requires a decision because:	
The policies in place require a change to ensure the effective and efficient running of the Household Waste Recycling Centre service.	

Other Significant Links

Links to previous Member decisions:	
<u>Title</u>	<u>Date</u>
Household Waste Recycling Centres Contract Report - 6031	4 November 2014
Direct links to specific legislation or Government Directives	
<u>Title</u>	<u>Date</u>
None	

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	

EQUALITIES IMPACT ASSESSMENT:

1. Equality Duty

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

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

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

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

2. Equalities Impact Assessment:

There is a low negative impact in relation to poverty due to the fact that the decision proposes an increase in the cost of disposing of a bag of soil and rubble of 50p per bag / part bag / individual item.

The proposed price rise is 50p which is reflective of the costs incurred due to changes in the market and service management costs and, in the context of a project being undertaken that would generate this material, it is considered a small element and therefore not significant.

This page is intentionally left blank

Item 16

HAMPSHIRE COUNTY COUNCIL

Executive Decision Record

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	17 September 2019
Title:	Revocation of the Experimental Traffic Order – Prohibition of Right Turns from The Causeway-A33, Heckfield
Report From:	Director of Economy, Transport and Environment

Contact name: Adrian Gray

Tel: 01962 846892

Email: adrian.gray@hants.gov.uk

1. The decision:

- 1 That the Executive Member for Economy, Transport and Environment gives authority to make an Order to revoke the Experimental Traffic Order Prohibiting Right Turns from C6 The Causeway onto the A33 Basingstoke Road (“the Experimental Traffic Order”) under Section 9 and Part IV of Schedule 9 paragraph 27 of the Road Traffic Regulation Act 1984.
- 2 That in order to address safety concerns as quickly as possible, the Executive Member for Economy, Transport and Environment approves the issue of a temporary prohibition Notice under Section 14(2) of the Road Traffic Regulation Act 1984 in order to allow vehicles to make the right turn from the Causeway onto the A33, and delegates authority to the Director of Economy, Transport, and Environment to make the necessary arrangements.
- 3 That the Director of Economy, Transport and Environment undertake a review of what other measures, if any, might be implemented to reduce casualties at this junction, while minimising adverse impacts on surrounding roads.

2. Reason for the decision:

- 2.1. Since the introduction of the experimental order (10 December 2018) banning right turns from the Causeway onto the A33, Hampshire County Council has been monitoring the impact and effectiveness of the scheme. There have been no incidents in which anyone has been Killed or Seriously Injured (KSI) since the scheme’s introduction. However, a number of safety concerns have been raised, including potentially hazardous movements.
- 2.2. Survey data suggests that the right turn is being contravened regularly. On 6 June 2019 there were 36 violations between 07:00 to 09:30 and 65 violations between 16:00 and 18:30. The survey data is consistent with reports from

members of the public who have reported vehicles contravening the right turn ban.

- 2.3. The survey data also shows an increase in right turns from Malthouse Lane to access the A33 as well as a new movement of U turns which were not recorded in the before surveys. Again, the survey data is consistent with reports from members of the public who have reported u turns on the A33 and turning in private drives.
- 2.4. Reflecting the need to address the new safety concerns linked to the potentially hazardous movements, authority is sought to issue a temporary prohibition Notice under Section 14(2) of the Road Traffic Refulation Act 1984 in order to allow vehicles to make the right turn from the Causeway.
- 2.5. A review is also recommended into what other measures, if any, might be implemented to reduce casualties at this junction in order to address the original safety concerns that the Experimental Order was intended to address.

3. Other options considered and rejected:

- 3.1. Do Nothing: this is rejected as allowing the original Experimental Traffic Order to run its course would fail to address the urgent safety concerns relating to new hazardous movements.
- 3.2. Do Nothing was also rejected because failure to revoke the Experimental Traffic Order would not address the congestion and other problems caused by new traffic flows. Further work is also needed to see what other measures, if any, might be implemented to reduce casualties at this junction in order to address the original safety concerns, and Do Nothing was therefore rejected on this basis also.

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:

I thank Andrew Scott for his representation and note the comments made in his correspondence.

Approved by:

Date:

17 September 2019

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

This page is intentionally left blank

Item 17

HAMPSHIRE COUNTY COUNCIL

Executive Decision Record

Decision Maker:	Executive Member for Economy, Transport and Environment
Date of Decision:	17 September 2019
Decision Title:	Appointments to Statutory Joint Committees and Outside Bodies
Report From:	Director of Transformation and Governance - Corporate Services

Contact name: Katy Sherwood

Tel: 01962 847347

Email: katy.sherwood@hants.gov.uk

1. The Decision:

a) That the Executive Member for Economy, Transport and Environment 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

(To be replaced)

	<u>Name of Body</u>	<u>Description</u>	<u>Previous representatives</u>	<u>Appoint ment(s) until May 2021</u>
1.	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.	Warwick, Bolton (Heron)	Quantrill

2. Reason for the decision:

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

3. Other options considered and rejected:

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

4. Conflicts of interest:

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

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

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

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

7. Statement from the Decision Maker:

Approved by:

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

**Date: 17 September
2019**

Item 18

HAMPSHIRE COUNTY COUNCIL

Executive Decision Record

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	17 September 2019
Title:	Waste Contract and Infrastructure and Land Strategy
Report From:	Director of Economy, Transport and Environment
	(Summary of an Exempt Decision)

Contact name: James Potter

Tel: 01962 845487

Email: james.potter@hants.gov.uk

1. The decision:

- 1.1. That approval is given to explore options and initiate contract negotiations related to contract cost reductions in pursuit of the Transformation to 2021 Programme.
- 1.2. That approval is given to explore future options for the Alton Materials Recovery Facility (MRF) site in light of the potential new single MRF in Eastleigh.
- 1.3. That authority is delegated to the Director of Economy, Transport and Environment, in consultation with the Executive Member for Economy, Transport and Environment, to make the necessary arrangements.
- 1.4. That the Executive Member for Economy, Transport and Environment recommends to the Executive Member for Policy and Resources that approval is given to undertake negotiations with Veolia, as set out in the supporting report, where they relate to the County Council's waste related land holdings or interests.

2. Reasons for the decision:

- 2.1. The reason for this decision is to ensure that the Economy, Transport and Environment Department is able to achieve the savings related to recycling services as proposed in the Department's Transformation to 2021 – Revenue Savings Proposals in order that the County Council can set a compliant budget that bridges the identified funding gap due to the demand pressures in social care.
- 2.2. It is necessary as part the evaluation of the Single MRF business case to understand the options for and implications of moving existing operational arrangements away from the Alton MRF site.

3. Other options considered and rejected:

- 3.1. The re-letting of contracts to achieve savings was rejected as these had either been extended or re-tendered as part of earlier transformation programmes.
- 3.2. The closure of facilities within the Household Waste Recycling Network was rejected due to the overwhelming public demand for this service and the fact that these facilities achieve a higher recycling rate at a lower cost than kerbside collected recycling.

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: ----- Executive Member for Economy, Transport and Environment Councillor Rob Humby	Date: 17 September 2019
---	--