

## NOTICE OF MEETING

<b>Meeting</b>	Executive Member for Economy, Transport and Environment Decision Day
<b>Date and Time</b>	Tuesday, 17th September, 2019 at 2.00 pm
<b>Place</b>	Chute Room, EII South, The Castle
<b>Enquiries to</b>	members.services@hants.gov.uk

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

## FILMING AND BROADCAST NOTIFICATION

This meeting may be recorded and broadcast live on the County Council's website. The meeting may also be recorded and broadcast by the press and members of the public – please see the Filming Protocol available on the County Council's website.

## AGENDA

### Key Decisions

**1. PROJECT APPRAISAL: STUBBINGTON BYPASS UPDATE** (Pages 5 - 30)

To consider a report from the Director of Economy, Transport and Environment regarding funding agreements with the Solent Local Enterprise Partnership (SLEP) to progress the implementation of this scheme to provide the Stubbington Bypass and its associated works between the A27 Titchfield Gyratory and the Peel Common roundabout.

**2. ROAD AGREEMENTS POLICY GUIDANCE** (Pages 31 - 44)

To consider a report of the Director of Economy, Transport and Environment updating the Executive Member following engagement with stakeholders on a draft policy on Road Agreements and seeking formal adoption of the finalised policy document.

**3. PROJECT APPRAISAL: ANDOVER - ACCESS TO TOWN MILLS CAR PARK FROM THE A3057 AND RIVERSIDE IMPROVEMENTS** (Pages 45 - 60)

To consider a report of the Director of Economy, Transport and Environment regarding details for the proposed scheme for a new car park access and a scheme to improve pedestrian and cycling accessibility in the Town Mills area of Andover and seeking approval for the scheme.

**4. CONTRACT FOR PROVISION OF BIKEABILITY TRAINING 2020-2022**  
(Pages 61 - 66)

To consider a report of the Director of Economy, Transport and Environment seeking approval to procure a contract to deliver Bikeability cycle training in Hampshire for an initial period of two years, with provision to extend the contract annually up to a maximum of four years.

**Non Key Decisions**

**5. BOTLEY BYPASS - UPLANDS DEVELOPMENT INFRASTRUCTURE**  
(Pages 67 - 78)

To consider a report of the Director of Economy, Transport and Environment seeking approval to amend the extents of the approved Botley Bypass to accommodate the off-site requirements of the Woodhouse Lane Development, subject to the approval of the hybrid planning application for Land West of Woodhouse Lane currently being considered by Eastleigh Borough Council.

**6. TRANSFORMATION TO 2021 - REVENUE SAVINGS PROPOSALS**  
(Pages 79 - 100)

To consider a report of the Director of Economy, Transport and Environment regarding the detailed savings proposals for Economy, Transport and Environment that have been developed as part of the Transformation to 2021 (Tt2021) Programme.

**7. HOUSEHOLD WASTE RECYCLING CENTRES SERVICE UPDATE**  
(Pages 101 - 106)

To consider a report of the Director of Economy, Transport and Environment seeking approval to make two changes to policies used at the Household Waste Recycling Centres across Hampshire concerning charges for disposal of soil and rubble and the price point at which individual items for sale require labelling.

**8. SUSPENSION OF THE EXPERIMENTAL TRAFFIC ORDER - PROHIBITION OF RIGHT TURNS FROM THE CAUSEWAY-A33 HECKFIELD** (Pages 107 - 122)

To consider a report of the Director of Economy, Transport and Environment regarding the review of the Experimental Traffic Order prohibiting right turns from The Causeway onto the A33 at Heckfield. The purpose of implementing an Experimental traffic order was to provide a sufficient period to assess compliance with the restriction and the wider impact of the ban on surrounding roads.

**9. APPOINTMENTS TO OUTSIDE BODIES** (Pages 123 - 124)

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

**Exempt Non Key Decisions**

**10. WASTE CONTRACT AND INFRASTRUCTURE AND LAND STRATEGY** (Pages 125 - 132)

To consider an exempt report of the Director of Economy, Transport and Environment regarding the Waste Contract and Infrastructure and Land Strategy.

**ABOUT THIS AGENDA:**

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

**ABOUT THIS MEETING:**

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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.

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## HAMPSHIRE COUNTY COUNCIL

### Decision Report

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

**Contact name:** Jonathan Ryder

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#### Purpose of this Report

1. The purpose of this report is to seek approval, subject to the resolution of the necessary funding agreements with the Solent Local Enterprise Partnership (SLEP) to progress the implementation of this scheme to provide the Stubbington Bypass and its associated works between the A27 Titchfield Gyratory and the Peel Common roundabout at an estimated cost of £34.495million.

#### Recommendations

2. That the Executive Member for Economy, Transport and Environment approve 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 this report.
3. 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.
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.

## **Executive Summary**

5. This report seeks approval to implement the Stubbington Bypass scheme between the A27 Titchfield Gyratory and the B3334/B3354 Peel Common Roundabout near Fareham.
6. Implementation of the Stubbington Bypass proposals will provide a new 3.5km long, 7.3m wide single carriageway road between the B3334 Titchfield Road and the B3334 Gosport Road, passing to the north and east of Stubbington. The scheme includes revisions to the junction of the A27 Southampton Road junction with the B3334 Titchfield Road at the Titchfield Gyratory; the online widening of part of the Titchfield Road; the provision of a new single carriageway road between Titchfield Road north of Stubbington and the Gosport Road to the east of Stubbington; new junctions at Titchfield Road, Peak Lane and Gosport Road; and online widening on Gosport Road from the new junction to the Peel Common roundabout, including revisions to this junction.
7. The scheme cost of £34.495million is to be funded using a combination of £25.5million of Local Growth Deal funding made available by the Department for Transport (DfT) via a funding agreement with the Solent LEP, £8.5million from Prudential borrowing to be re-paid from the ring-fenced business rates received from the Solent Enterprise Zone, and local County Council resources of £0.495million.

## **Contextual Information**

8. 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 subregion. Schemes already delivered as part of this package include improvements to the A27 Segensworth to Titchfield, including the St Margarets Roundabout, the A27 The Avenue/Station Roundabout in Fareham, and the Newgate Lane and Peel Common roundabout improvements. Together, these improvements 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.
9. A planning application for the Scheme was approved by the County Council's Regulatory Committee on 21 October 2015 and a formal notice of Planning Permission with associated conditions was issued on 23 October 2015.
10. The scheme is being progressed as a DfT 'retained scheme', which entails further Business Case scrutiny beyond that completed for the Solent LEP in the early stages of the project. The Full Business Case has been submitted to the DfT, and its approval will enable the release of the funding allocated for the scheme; this is expected shortly.
11. In July 2017 the Executive Member for Environment and Transport confirmed that the proposed Stubbington Bypass should be progressed to enable DfT full approval to be achieved and the allocated funding to be

released. In addition, the appropriate Orders, Notices, or Statutory Procedures under the powers of the Highways Act 1980 would be progressed, and formal negotiations would begin to seek the acquisition of the necessary third-party interests by agreement. Following approval in July 2017 by the Executive Member for Policy and Resources, a Compulsory Purchase Order was also made to run in parallel to the negotiations to acquire all third-party land necessary for the scheme.

12. The negotiations with landowners have been progressed and some land has been acquired. Objections to the Compulsory Purchase Orders and the Side Road Order for the scheme led to a Public Inquiry held in November 2018, and in late May 2019 the Secretary of State for Transport announced the approval of these Orders as amended.
13. The decision in July 2017 also approved enabling work to take place, including: 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 to facilitate the relocation of protected species; archaeological surveys; and work required to satisfy other planning conditions. This work has been progressed to complete the surveys design and enabling works.
14. In January 2018 the Executive Member for Environment and Transport delegated authority to the Director of Economy, Transport and Environment to secure (through the GEN 3.3 Framework) Early Contractor Involvement in the design of the scheme and an acceptable Target Cost for the construction work to be developed. A Target Cost for the main works contract has been agreed, and subject to the approval of this Project Appraisal Report, the release of the remaining DfT funding allocated to the scheme, and the provision of a funding agreement with the Solent LEP, the contract will be awarded.

## **Finance**

15. The Department for Transport (DfT) has allocated £25.7million of Local Growth Deal funding to Stubbington Bypass as a retained scheme. As part of normal procedure for a DfT retained scheme, a Full Business Case has been submitted in addition to the earlier initial business case submitted to the Solent Local Enterprise Partnership (SLEP). Approval of the Full Business Case is expected shortly, which will enable a funding agreement to be made with the SLEP to release this funding.
16. On 19 September 2016 the Hampshire County Council Cabinet approved a report from the Director of Corporate Resources to enable borrowing of £8.5million of future ring-fenced business rates received from the Solent Enterprise Zone, on condition a bid for Local Growth Deal funding is agreed (as detailed above) and a formal agreement is secured from the SLEP to fund the Council's borrowing costs.
17. Subject to the approval of this report and the approval of the Full Business Case by the DfT, the necessary funding agreements with the SLEP are

being developed now to enable the timely award of the construction contract later in 2019.

18. Alternative funding options which may remove the need for prudential borrowing are currently being explored. Should it be deemed to be beneficial for the Council, appropriate recommendations will be brought forward as part of the normal decision making process.

19.	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	1622	4.7	Local Growth Deal*	25500
	Client Fee	625	1.8	Prudential Loan	8500
	Supervision	1438	4.2	Local transport Plan	495
	Construction Land Inc	30810	89.3		
	<b>Total</b>	<b>34495</b>	<b>100</b>	<b>Total</b>	<b>34495</b>

\* The Local Growth Deal funds available to Hampshire County Council are reduced from the £25.7million allocation by the DfT as the balance is retained by the SLEP.

20.	<u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in current expenditure	218	0.190%
	Capital Charge	3,318	2.074%

### **Programme**

21. The proposals for the Stubbington Bypass form part of the County Council's Capital Programme for 2018/19.
22. Work is ongoing to acquire the necessary land for the scheme by either completing the negotiations that have taken place to date or by completing the implementation of the approved Compulsory Purchase Orders later this calendar year. Possession of the land will enable the contractor to enter the land and start construction however the precise dates are subject to the finalisation of the necessary funding agreements.
23. Once the main contract has been awarded work will commence and take approximately two years to complete. The sections of existing road being improved as part of the scheme, including public utility diversionary works will be undertaken alongside live traffic conditions. Work in these areas will be progressed with respect to the need to minimise disruption to the travelling public. The areas of new highway construction will have less impact on the travelling public although they are more vulnerable to weather and ground conditions.

24. The landscape planting will be undertaken by specialist contractors both at suitable times during the main contract works and before the end of the first planting season after completion of the works. This approach will help to enable the landscape planting to become established and contribute towards the mitigation for the scheme at the earliest opportunity.
25. Traffic management and accessibility measures designed to support the use of the bypass will be implemented once the bypass has been opened for use and traffic patterns have started to normalise. The detail of these proposals will be confirmed separately.

### **Scheme Details**

26. The proposals will involve improvements from the junction of the A27 Titchfield Gyratory and online improvements to part of the B3334 Titchfield Road, the provision of a new 3.5km long, 7.3m wide single carriageway road around the north-east side of Stubbington between Titchfield Road and Gosport Road, and improvement of the Gosport Road to and including parts of the Peel Common roundabout.
27. The existing A27 Titchfield Gyratory junction is currently partially signalised but will be modified to include signal control on the Titchfield Road arm of the junction. The existing right turn lane on the A27 from the west towards Titchfield Road will be revised to two lanes instead of one and will be repositioned to be opposite Titchfield Road. The A27 eastbound to Fareham will remain unchanged. The existing traffic signals on the A27 westbound carriageway will be relocated to the new position by Titchfield Road. Traffic movements to/from East Street and towards the A27 to Fareham will remain unchanged with priority control.
28. The junction of the A27 westbound carriageway with the B3334 Titchfield Road will include pedestrian crossing facilities across Titchfield Road.
29. The B3334 Titchfield Road will be widened to provide two lanes in each direction between the A27 and the Bridge Street junction. A new 2.5m wide off-road pedestrian and cycle facility will be provided on the east side of the new road over this length.
30. The layout of the traffic signal-controlled junction with Bridge Street will be revised to accommodate the new road layouts and provide pedestrian crossing facilities to enable access to the cycle facilities on the east side of the road.
31. To the south of the revised junction at Bridge Street the Titchfield Road will become a single two-way carriageway with a central hatch marked area to accommodate right turn lanes for right turning traffic into residential and business properties, and pedestrian refuges to accommodate pedestrian crossing movements. The area close to the Bridge Street junction will accommodate a 2:1 merge on the southbound side and two traffic lanes to provide capacity on the northbound approach to the traffic signals.

32. The 2.5m wide off-road pedestrian and cycle facility will continue on the east side of the new road to the proposed traffic signal-controlled junction that will connect Titchfield Road to the new bypass. The Titchfield Road is realigned on its eastern side to provide a smooth alignment through the junction and onto the bypass. The new junction will accommodate all traffic movements between the Titchfield road and the Stubbington Bypass and will incorporate signal controlled pedestrian and cycle crossing facilities to access the shared off-road pedestrian and cycle facilities on the north-east side of the junction. Cyclists heading for Stubbington will continue on-road to the south of the junction. Access to Coopers Lane will be revised and accommodated with a new layout to the south of the new junction with the bypass.
33. To the east of the new junction with Titchfield Road a new unlit 7.3 m wide single two-way carriageway with widening to accommodate central hatch marked areas, turning lanes and capacity at junctions will be constructed between Titchfield Road and Gosport Road, with a new traffic signal-controlled junction provided at Peak Lane.
34. Traffic speeds on the new bypass will be restricted by a proposed 50mph speed limit, and the existing 40mph speed limit on the existing Titchfield Road and Gosport Road maintained and extended to include short sections on the bypass in the vicinity of these junctions. Similarly, the national speed limit on Peak Lane will be reduced to 50 mph between the existing 30 mph speed limits located by Longfield Avenue at the northern end and near Oakcroft Lane at the southern end, to support safety at the junction with the bypass. The necessary traffic regulation orders for the speed limits will be developed separately for implementation at the appropriate time in the construction programme.
35. Given the rural nature of the area, the new road will not be lit except locally as necessary in the vicinity of junctions. Street lighting will be maintained and improved on Titchfield Road between the A27 Titchfield Gyratory and the new junction for the bypass and will be provided on Gosport Road between the new junction for the bypass and the Peel Common Roundabout.
36. The new road will include grass verges on either side and open swales and containment ponds where appropriate as surface water drainage features. The proposed drainage system also incorporates open ditches, piped ditches, swales, and balancing ponds that aim to ensure the road does not result in an increase in surface water flood risk, or that the discharge rates into existing local watercourses, those draining towards the River Meon and the River Alver, do not exceed the existing situation, and that the water quality in the receiving water courses is not adversely affected.
37. Post and rail highway boundary fencing will be provided where appropriate, along with gates to field accesses. New hedges and tree planting will enhance the boundary features of the new road.

38. A new priority-controlled junction with Ranvilles Lane on the north side of the bypass to maintain highway access to the land plots. The junction includes a right turn lane for turning traffic and a central refuge to support pedestrian, equestrian and cycle access across the bypass between the northern and southern sections of Ranvilles Lane. The existing road closure on Ranvilles Lane near its junction with Harcourt Road is unchanged.
39. Access to existing properties and field entrances along the route of the bypass between the A27 Titchfield Road and the Peel Common roundabout will be retained, repositioned, or adjusted to ensure access to land and property is maintained. This will include all necessary accommodation works as agreed with the landowners.
40. A 3m wide off-road pedestrian and cycle facility will be provided and will be separated from the carriageway by a grass verge. This is provided on the north side of the road to the west of the junction with Peak Lane and on the south/west side of the road to the east of the Peak Lane Junction. The junction at Peak Lane includes pedestrian and cycle crossing facilities for all movements between the bypass and the existing cycle routes on Peak Lane.
41. Where the bypass crosses the existing public rights of way that traverse the area connecting footpaths will be constructed leading to pedestrian refuges on the bypass that will support opportunities to cross the road in two stages. Work in these locations will involve minor adjustments to the alignments of the rights of way and adjustments to fences gates and stiles.
42. The alignment of the bypass includes alterations to the earth bund that surrounds the Peel Common Wastewater Treatment Plant. The earth bund on the south-west corner is reconstructed in a new position and connected to the existing bunds to maintain its purpose. Replacement planting will be provided.
43. Earth bunds with trees, shrubs and grass will be provided between the new road and neighbouring residential properties that are in close proximity to the road, such as those on the east side of Marks Road and some near Ranvilles Lane. The earth bunds will vary in height between 2m and 3.5m and will reduce the impact of the road for residents in terms of traffic noise, light, and visual amenity.
44. Where the bypass joins the B3334 Gosport Road a new roundabout will be constructed on the north side of Gosport Road to the west of the Rome Farm Cottages. The roundabout will be lit and its geometry is designed to ease traffic movements between Gosport Road from the Peel Common Roundabout and the bypass, and will include additional traffic lanes to provide capacity for these movements together with a dedicated left turn lane and merge for traffic moving from the bypass towards Peel Common roundabout.
45. The existing Gosport Road between the new roundabout and the Peel Common roundabout will be realigned and widened on its south side to

provide a 7.3m wide single two-way carriageway, with the existing cycle route reconstructed in a new position and separated from the road by a grass verge. This section of the road will be provided with street lighting.

46. Access to the Rome Farm cottages will be revised to incorporate the existing and former section of Gosport Road in front of the properties that was bypassed in an earlier phase of improvements. This section of road will be reopened at its eastern end and closed at the western end to provide a short service road leading to these properties and the existing field access.
47. To maintain local equestrian access in the area and to improve walking and cycling opportunities an off-road reinforced verge track will be provided on the north side of Gosport Road between Peel Common roundabout and the bypass, and alongside the bypass on its eastern side towards the Peel Farm Wastewater Treatment Plant. The route will also utilise the service road leading to Rome Farm Cottages.
48. At the Peel Common roundabout, the Gosport Road arm of the junction will be widened, and traffic signal control provided. To improve capacity at the junction the approach from Gosport Road will be widened to three lanes, and the exit from the roundabout widened to two lanes. Dedicated left turn lanes from Broom Way to Gosport Road will be provided, and the road layout on the roundabout adjusted to accommodate two lanes from Rowner Road to Gosport Road. The two westbound lanes will merge into one on the west side of the roundabout.
49. The existing Gosport Road Toucan crossing will be replaced by pedestrian and cycle crossing facilities incorporated into the revised traffic signal-controlled junction to maintain all non-motorised movements.
50. As part of the road widening on the approach to the Peel Common roundabout at the eastern end of Gosport Road, the access to the properties on the north side will be revised and retained. The bus stop facilities here will be repositioned to suit the new road layout.
51. Extensive ecological and environmental surveys and studies were undertaken during the earlier development of the scheme leading to the award of conditional planning permission. The studies identify the existing area to be of generally lower ecological value in part due to the existing use of the land as open farmland. Notwithstanding this, the proposals include measures to manage and protect the existing ecology in localised areas where local habitats have been enhanced to accommodate water voles and reptiles relocated from areas impacted by the new road. Given the seasonal nature of these works, most any of these features have already been completed as part of the enabling work programme ahead of the bypass construction work. Further measures will be implemented during the construction work and will form part of the Habitat Management Plan and Construction Environmental Management Plan that will be submitted for approval to the Planning Authority before the works commence.



52. The proposals include extensive landscape planting that will develop to help to screen the road and earth bunds and complement the wider landscape. This will include new hedgerows along the new road including trees at suitable locations. Whilst some existing trees and hedges will be lost as a result of the proposal, the landscape planting scheme will provide replacement of indigenous species. This will include around 530 new trees which will be planted as standard specimens 3m to 4.5m high, together with 365 conifers planted as small specimens 80 -120cm high, nearly 8,000 trees planted in groups or mixes as whips 70 -100cm high and over 19,000 hedging plants 80-90cm high, and about 600 native waterside plants.
53. About 5,700 linear metres of predominantly indigenous hedge species, such as Hawthorn are included as part of the proposals along with significant blocks of woodland and scrub planting. The landscape planting will increase the habitat available for local wildlife as it matures.
54. In order to minimise traffic disruption on the existing road network during the construction phase and when connecting the new road to the existing network, any necessary road restrictions including road closures and traffic diversions via suitable routes when possible will not be applied during the peak traffic times and night work will be undertaken as appropriate.
55. The proposals are shown in outline on the attached location plan in Appendix 1 and in more detail on the general arrangement drawings attached in Appendix 2.

### **Departures from Standards**

56. The Scheme proposals have been designed to comply with Department for Transport and Hampshire County Council standards for highway improvement schemes.
57. One departure from the Design Manual for Roads and Bridges highway design guidance standards has been accepted and approved by the County Council's Chief Engineer.
58. This concerns limited reductions in the standards for Stopping Sight Distances (SSD) on Titchfield Road on the southbound approach to the new junction with the bypass. These occur over very short distances on the approach to the traffic signal-controlled junction, however this is mitigated by the presence of the Advance Direction Signs and Traffic Signals Ahead Warning Sign, and the enhanced skid resistance of the road surface for 100m prior to the traffic signals. The required 120m SSD is achieved to all traffic signal heads at the junction.
59. Two stages of safety audit have now been completed and items identified addressed through the design process. A further safety audit will be undertaken upon completion of the works.

## **Consultation and Equalities**

60. A major public consultation was undertaken by the County Council over an eight week period in Summer 2014, entitled 'Improving Access to Fareham and Gosport', which included details of the proposed scheme for the Stubbington Bypass, the Newgate Lane corridor and Peel Common roundabout and the A27 Segensworth to Fareham corridor. The consultation included a series of nine staffed public exhibitions in the south Fareham area, and unstaffed exhibitions at local libraries.
61. The results from this public consultation were reported in the Executive Member for Economy Transport and Environment report of 4 November 2015, identified that 75% of respondents supported the preferred route for the Stubbington Bypass.
62. The support 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 objections in Ranvilles Lane.
63. 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.
64. As the scheme is remote from the existing highway, planning permission was required which included an eight-week statutory consultation period from 17 July to 11 September 2015. This included representations from consultees such as Fareham Borough Council and Gosport Borough Council, who raised no objections to the proposals, and representations from members of the public. Details of the responses to the consultation were included in the report from the Head of Strategic Planning to the County Council's Regulatory Committee dated 21 October 2015, and subject to further information being provided in the interim, planning approval subject to conditions was granted on 20 November 2015.
65. As part of the development of the proposals at the planning stage the emergency services were consulted, and no objections were received.
66. The majority of the scheme is located in the County Division of Crofton and a section is within the neighbouring Division of Titchfield. The proposals are supported by the local County Councillors, Councillor Hayre for Crofton and Councillor Hockley for Titchfield. The new road will also improve access to Lee-on-the-Solent and the local County Member for Lee, Councillor Burgess, also supports the proposals.

## **Statutory Procedures**

67. A planning application for the scheme was submitted in July 2015 and approved in October 2015, subject to 25 conditions. Work to discharge the conditions has been undertaken and will continue until the scheme is fully completed. The conditions include a range of measures to protect the natural environment and habitats, the local community, archaeology, recreation, the water environment and landscaping enhancements. Full details of the planning conditions are available in the report from the Head of Strategic Planning to the County Council's Regulatory Committee dated 21 October 2015.
68. Following the decision by the Secretary of State for Transport to confirm the Compulsory Purchase Order (CPO) and Side Roads Order (SRO) as amended, the County Council has implemented the CPO in August 2019. A statutory three-month notice period will pass before the County Council has possession of the necessary land.
69. The necessary traffic regulation orders to support the proposed 50mph speed limit for the Stubbington Bypass, and the adjustments to integrate with the existing 40 mph speed limit on Titchfield Road and Gosport Road, will be progressed for implementation at the appropriate time in the delivery of the proposals. Similarly, a reduction of the speed limit on Peak Lane to 50 mph between the existing 30 mph speed limits located by Longfield Avenue at the northern end and near Oakcroft Lane at the southern end, will also be progressed for implementation at the appropriate time in the delivery of the proposals.
70. The existing speed limits on Titchfield Road and Gosport Road will remain unchanged as part of these proposals.
71. Temporary traffic regulation orders dealing with the provision of temporary road closures and temporary speed limits for the purposes of undertaking the construction works in a safe manner have been prepared and will be deployed as appropriate.
72. It is proposed that the route of the Stubbington Bypass will be designated as a 'Traffic Sensitive Street' so Notices will be made under Section 64 of the New Roads and Street Works Act 1991 (NRSWA).

### **Land Requirements**

73. The proposed route traverses land owned by third parties, especially on the offline sections between Titchfield Road and Gosport Road. Negotiations about the necessary land have been progressed with the landowners and will continue as appropriate.
74. On 11 July 2017, a report was approved by the Executive Member for Economy Transport and Environment to recommend to the Executive Member for Policy and Resources to provide authority to acquire all third-party land interests required for the delivery of the scheme.

75. On 18 July 2017 a report by the Director of Culture Communities and Business Services (CCBS) was approved by the Executive Member for Policy and Resources to purchase all the necessary land interests required to implement the proposed scheme on detailed terms to be settled by the Director of CCBS. The report also confirmed approval be given to the making of a Compulsory Purchase Order (CPO) for the land necessary for the scheme.
76. A CPO was subsequently made by the County Council on 8 February 2018 and advertised for any potential objections. Objections were received and upheld and a Public Inquiry into the Stubbington Bypass Compulsory Purchase Order (CPO) and Side Roads Order (SRO) was held on the 26 and 27 November at the Solent Hotel & Spa, Rookery Avenue, Whiteley.
77. The Secretary of State for Transport confirmed the CPO and SRO as amended on 20 May 2019. The decision, together with the Orders, was advertised by Public Notice on the 6 June, enabling a six-week period for challenges to be made. No representations to the High Court have been made, so the CPO and SRO are confirmed.
78. The County Council has exercised the confirmed CPO in August using a combination of General Vested Declarations and Notice to Treat, with Notices of Entry to secure possession of the necessary land from the end of the three-month period identified in these notices.

### **Maintenance Implications**

79. The proposals will generate increased maintenance pressures which have been calculated at approximately £218,238 per annum and should be considered when setting future annual highway maintenance budgets.
80. Many of the materials that will be used in the construction of the Scheme are standard materials used elsewhere on the highway. As part of the processes involved in developing the scheme internal consultations have taken place with representatives from the Asset Management team. The detailed design of the scheme has been refined to reduce future maintenance liabilities as far as possible by using robust materials and redesigning elements of the kerbing gully and pipework connections that has resulted in an increase in capital costs for the benefit of reduced future maintenance liabilities.
81. Highway improvement schemes that involve the formal planning process and environmental impact assessments will incorporate measures to mitigate for the impact of the scheme and protect or improve the environment. The proposals have been designed to accommodate these factors as far as possible with a minimal impact on future maintenance, however to maintain a balanced approach to the growth agenda and the declared climate change emergency, landscape and ecological areas that

support the scheme will need to be maintained to ensure they remain fit for purpose and accommodated when setting future maintenance budgets.

## 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.

**REQUIRED CORPORATE AND LEGAL INFORMATION:**

**Links to the Strategic Plan**

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

**Other Significant Links**

<b>Links to previous Member decisions:</b>	
<u>Title</u>	<u>Date</u>
EMETE Report: 'Improving Access to Fareham and Gosport – Report of Consultation'	01 Nov 2014
EMETE Report: 'Stubbington Bypass Update Report'	09 Jul 2015
HCC Cabinet Report: 'Capital and Revenue Approvals'	19 Sep 2016
EMETE Report: 'Stubbington Bypass – Enabling Work and Land Approvals'	11 Jul 2017
EMP&R Report: 'Major Highway Scheme: Stubbington Bypass – Land Purchase'	18 July 2017
EMET Report: 'Stubbington Bypass Procurement Strategy'	16 Jan 2018
EMETE Report: 'ETE Capital Programme 2018/19 End of Year & Quarter 1 2019/20'	16 July 2019
<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.)**

Document

Location

Project Files

Strategic Transport and Engineering  
Consultancy Groups, ETE,  
Winchester

## **EQUALITIES IMPACT ASSESSMENT:**

### **1. Equality Duty**

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

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

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

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

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

The proposed scheme includes facilities that will improve accessibility and have a positive impact for all road users. There will be no additional impact on people with protected characteristics, therefore the scheme has been assessed as having a neutral impact overall.





Location Plan

M27 Junction 9

A27 Segensworth Roundabout

M27

M27 Junction 11

Fareham

A27

Titchfield

Titchfield Gyrotary

B3334 Titchfield Road

Proposed Stubbington Bypass

Stubbington

B3334 Gosport Road

Peel Common roundabout

Lee-on-the-Solent

Gosport


VEHICLE FERRY	
FROM PORTSMOUTH TO	
Bilbao	24 to 32 hours
Le Havre*	8 hours
Santander	24 to 32 hours
St Helier	8 to 11 hours
St Peter Port	7 to 10½ hours
St Malo	9½ to 11 hours
*(Mar to Oct)	
CATAMARAN	
FROM PORTSMOUTH TO	
Cherbourg (V)**	4 hours
Caen (V)**	3¾ hours
**Apr to Sept	

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Title: Stubbington Bypass  
 Executive Member for  
 Economy, Transport and Environment  
 17 September 2019  
 Report from Director of Economy,  
 Transport and Environment  
 Report No:

↑  
Scale: 1:45,000

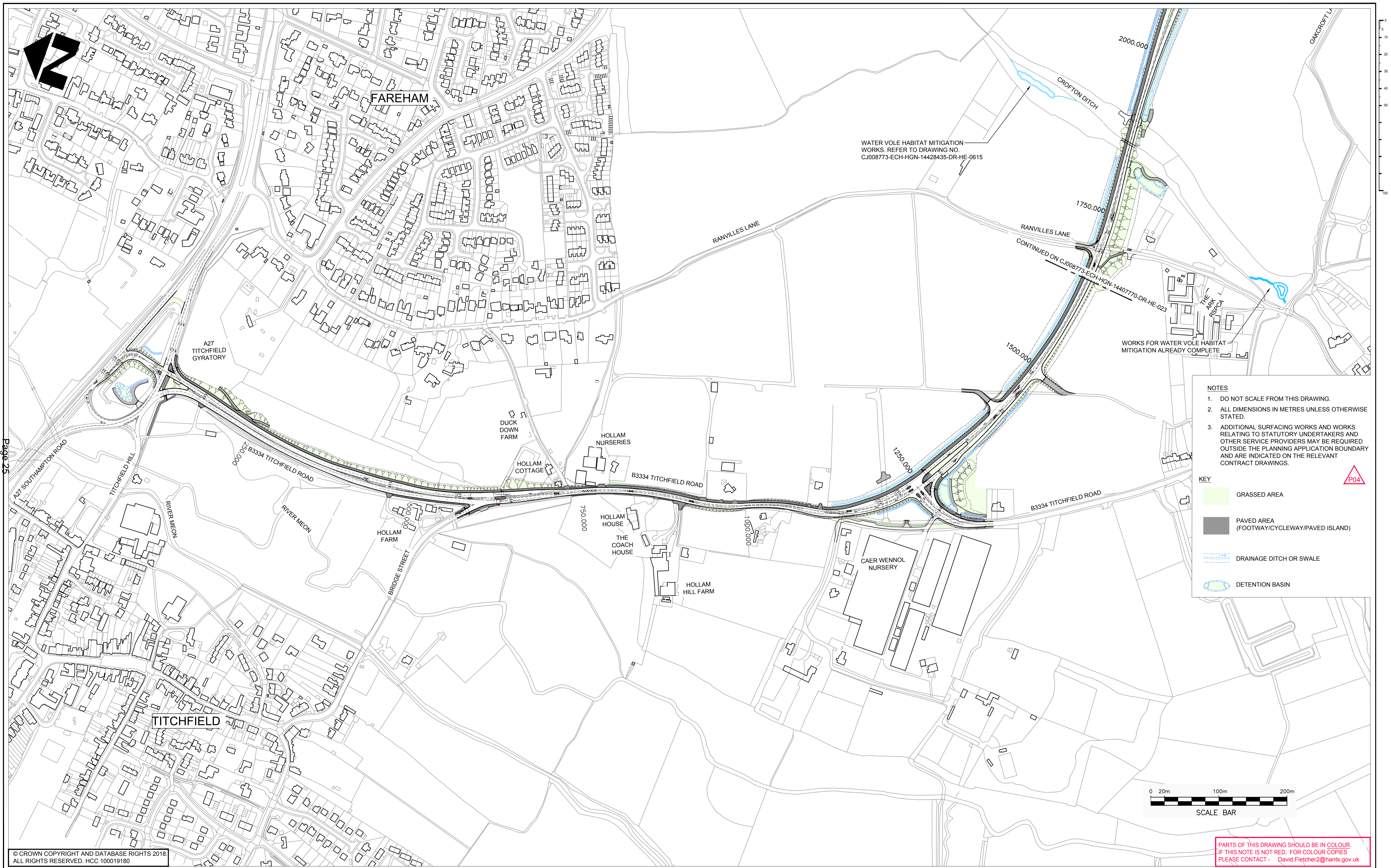


**Hampshire**  
County Council  
Economy, Transport & Environment.

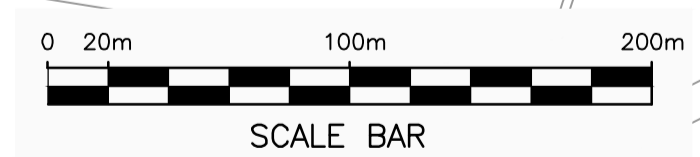


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- NOTES**
- DO NOT SCALE FROM THIS DRAWING.
  - ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED.
  - ADDITIONAL SURFACING WORKS AND WORKS RELATING TO STATUTORY UNDERTAKERS AND OTHER SERVICE PROVIDERS MAY BE REQUIRED OUTSIDE THE PLANNING APPLICATION BOUNDARY AND ARE INDICATED ON THE RELEVANT CONTRACT DRAWINGS.
- KEY**
- GRASSED AREA
  - PAVED AREA (FOOTWAY/CYCLEWAY/PAVED ISLAND)
  - DRAINAGE DITCH OR SWALE
  - DETENTION BASIN



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REV	AMENDMENTS	DATE	CAD	CHKD	APPD
P04	FIT FOR COSTING	10.12.2018	DF	RW	CM
P03	AMENDMENTS CLOUDED	18.06.2018	DF	RW	CM
P02	FIT FOR TENDER	08.02.2018	DF	WW	CM
P01	AUDIT COMMENTS	21.12.2017	DF	WW	CM

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

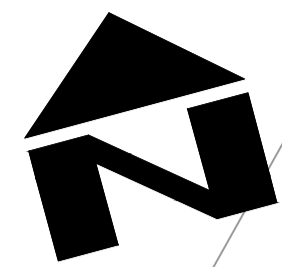
CONSULTANT  
  
 STUART JARVIS BSc DipTP FCIHT MRTPI: DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT

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CAD DF	DATE 25.09.2017	JOB No. C.J008773.01	HCC CAD PLOT: 14122018 14:40:36
CHECKED WW   WW	SHEET NUMBER 1 OF 3		
APPROVED CM   CM	DRAWING NUMBER CJ008773 - ECH - HGN - 14428435 - DR - HE - 0022	SUIT D1	REV P04



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CLIENT

**HAMPSHIRE COUNTY COUNCIL**  
ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT  
STRATEGIC TRANSPORT

CONSULTANT

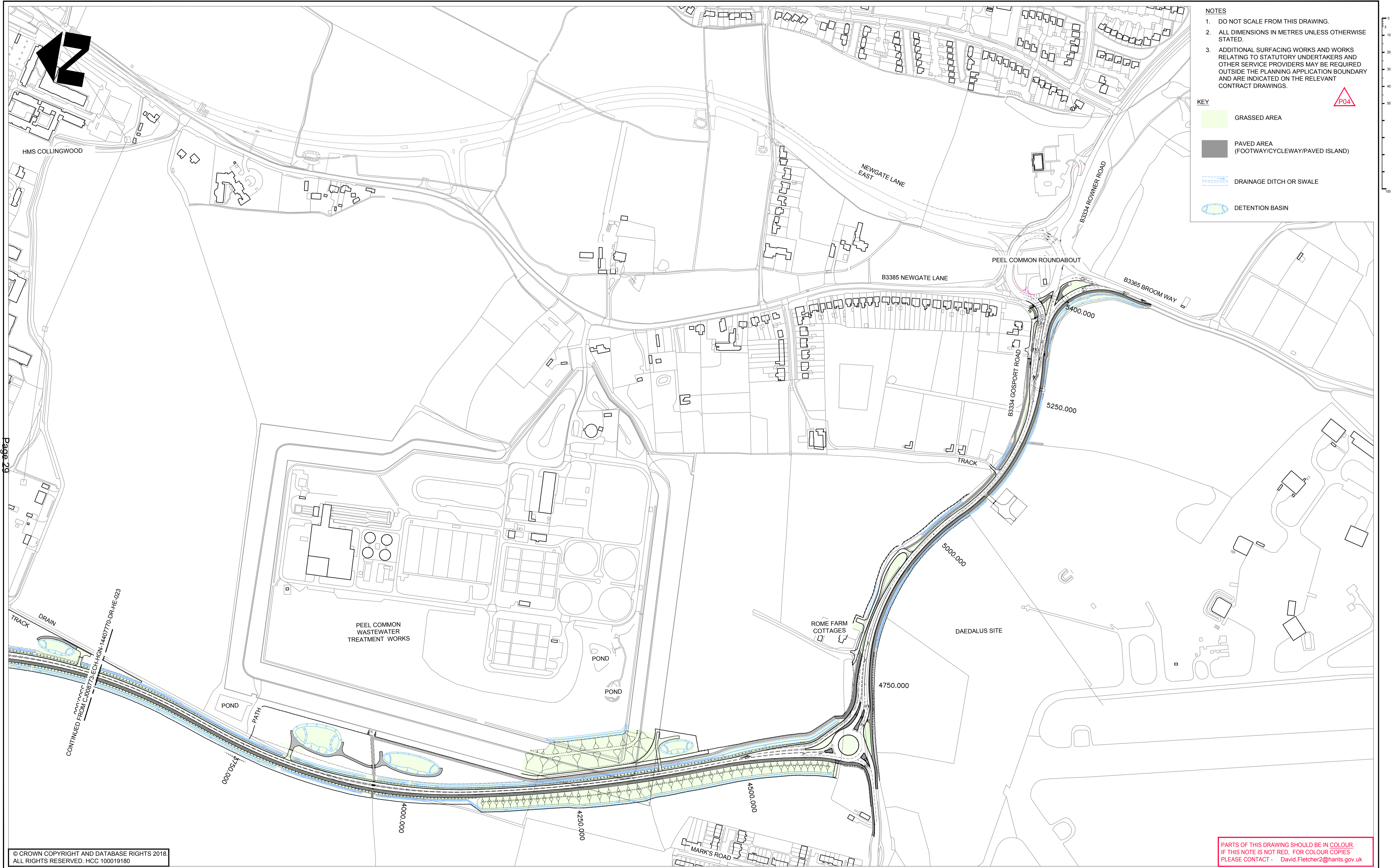
STUART JARVIS BSc DipTP FCIHT MRTPI: DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT

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APPROVED CM   CM	DRAWING NUMBER CJ008773 - ECH - HGN - 14407770 - DR - HE - 0023	SUIT D1	REV P04



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

CONSULTANT  
  
 STUART JARVIS BSc DipTP FCIHT MRPTI: DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT

DESIGNER RW	SCALE @ A1 1:2500	SCHEME STUBBINGTON BYPASS MAIN CONTRACT	DRAWING TITLE GENERAL ARRANGEMENT OVERVIEW
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APPROVED CM   CM	DRAWING NUMBER CJ008773 - ECH - HGN - 14428144 - DR - HE - 0024	SUIT D1	REV P04



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## HAMPSHIRE COUNTY COUNCIL

### Decision Report

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

**Contact name:** Daniel Hunt

**Tel:** 07719 990573

**Email:** daniel.hunt@hants.gov.uk

#### Purpose of this Report

1. The purpose of this paper is to update the Executive Member for Economy, Transport and Environment following engagement with stakeholders on a draft policy on Road Agreements, and to seek formal adoption of the finalised supplementary policy guidance document.

#### Recommendations

2. That the Executive Member for Economy, Transport and Environment notes the outcome of industry engagement on the initial draft of the Road Agreements policy.
3. That the Executive Member for Economy, Transport and Environment approves the adoption of the Road Agreements Supplementary Policy Guidance, attached to this 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.

#### Executive Summary

4. This paper seeks to update the Executive Member for Economy, Transport and Environment following engagement with stakeholders on a draft policy on Road Agreements, as was authorised by a previous decision on 25 September 2018.
5. Following completion of industry engagement, and having taken feedback received into account, this paper seeks formal adoption of a finalised Supplementary Policy Guidance document, which can be published and made available to the development industry.
6. This paper also seeks to set out the feedback that was received from industry, and how this informed further development of the draft Supplementary Policy Guidance document.

## Contextual information

7. A previous, related decision was taken at Executive Member for Environment and Transport Decision Day on 25 September 2018, that set out the approach for development of this policy.
8. The decision report set out the wider context for the Road Agreements Improvements Programme and the challenges that are faced, highlighted elements of the work done to date, and identified further aims and aspirations.
9. It then set out the implications for setting out a clear policy position on road adoption and provided an initial draft Supplementary Policy Guidance document that sought to achieve this aim, before seeking and receiving authorisation to engage with industry and local planning authorities on the content of the draft document.
10. The proposed approach, as agreed by the Decision taken, was to undertake industry engagement and ensure that any findings were reflected in an updated Supplementary Policy Guidance document, in anticipation of then developing a further report and seeking formal agreement of the document ahead of final publication.
11. Following on from that Decision, a small amendment was made to the draft Supplementary Policy Guidance document, in response to a comment offered by Councillor Jackie Porter, who was in attendance for the Decision. Specifically, this was to note that where a developer wishes for a development of between six and ten dwellings to be adopted, the County Council would consider adoption subject to specific criteria being met.
12. Industry engagement was then undertaken over an eight-week period commencing on 18 January 2019. A small number of responses were received, and details of how they influenced further development of the Supplementary Policy Guidance document are set out in both the “Consultation and Equalities” section of this document and Appendix 2 of the report.
13. However, the fundamental elements of the document remain unchanged, in that it:
  - establishes that in most circumstances, working with developers to agree adoption of new estate roads is the preferred option, even though there is no legal duty for the County Council to take this approach;
  - addresses residential estate roads where there is a desire for these to remain private in perpetuity by requiring evidence of a management company having been set up to facilitate maintenance arrangements for the long-term benefit of residents; and
  - sets out that a formal Advanced Payment Code (APC) process will be applied to developments, but with an updated threshold of ten dwellings or more for application of the process, in line with the status of ‘major developments’ in related statutory documents including the Town and Country Planning Act, the National Planning Policy Framework and the Flood and Water Management Act, as well as with the practice of some other local authorities.

## **Finance**

14. There is a financial implication associated with new estate roads becoming part of the County Council's Highways asset for ongoing maintenance, albeit the cost of any structural maintenance required can be partly offset by capital grant funding received from the Department for Transport.
15. Dependent upon the design of estate roads, the County Council will also seek to offset maintenance costs via receipt of commuted sums, which the developer will be expected to pay in line with the Council's commuted sums policy guidance.
16. There is also a financial implication associated with application of the Advanced Payment Code (APC) process. It is the duty of the County Council to serve the APC notice, and the duty of the developer to pay the required bond surety. Securing a bond offers protection to frontagers, so as in the event that the developer fails to complete construction of the estate road, there is finance available to them to support the make-up of the road.

## **Performance**

17. This Supplementary Policy Guidance is intended to act in support of Hampshire County Council's four strategic aims, namely:
  - Hampshire maintains strong and sustainable economic growth and prosperity;
  - People in Hampshire live safe, healthy and independent lives;
  - People in Hampshire enjoy a rich and diverse environment; and
  - People in Hampshire enjoy being part of strong, inclusive communities.
18. Specifically, it intends to support these by both setting out a preference to adopt new estate roads where they meet required technical standards, and to achieve this via a collaborative approach, and also setting out a mechanism whereby roads can be agreed as remaining private.
19. This approach both offers surety to residents that roads will be kept in acceptable condition in the long term and supports the wide-ranging programme of housebuilding in Hampshire through to 2030 and beyond, which in turn supports economic growth and prosperity in the county.

## **Consultation and Equalities**

20. The County Council contacted representatives of the development industry, providing a copy of the draft Supplementary Policy Guidance document and inviting comment upon it, for an eight week period between 18 January and 13 March 2019.
21. A large number of organisations were contacted at the start of the process, with follow up contact made at a later date. Only a small number of responses were received, and the key overarching themes were as follows:
  - requests for clarification which have been addressed by amendments to the document text;

- challenge to elements of the policy which are acknowledged, but which, following careful consideration, did not lead to a change in the position set out by the Supplementary Policy Guidance document; and
- wider comments on the Road Agreements process, which while not specifically addressed by the Supplementary Policy Guidance, have been taken on board as part of the wider Road Agreements Improvement Programme.

22. A more detailed analysis of feedback from industry and the Council's response to it is attached as Appendix 2.

23. Additionally, the policy was presented to Local Planning Authorities at the Hampshire and Isle of Wight Planning Officers Group (HIPOG) on 30 January 2019.

24. Following completion of an Equalities Impact Assessment it is considered that the proposal will have a neutral impact on groups with protected characteristics, as the proposed change is at a policy/procedural level, relating to how the County Council and the development industry interact, at high level only. There is no immediate impact upon service users.

### **Next Steps**

25. Following adoption and publication of the policy, the County Council will undertake ongoing review of the document in conjunction with its status under Policy HW6 (New Infrastructure) of the Highways Maintenance Management Plan (HMMP).

**REQUIRED CORPORATE AND LEGAL INFORMATION:**

**Links to the Strategic Plan**

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

**Other Significant Links**

<b>Links to previous Member decisions:</b>	
<u>Title</u> Road Agreement Process  <a href="http://democracy.hants.gov.uk/documents/s23222/Decision%20Record.pdf">http://democracy.hants.gov.uk/documents/s23222/Decision%20Record.pdf</a>	<u>Date</u> 25 September 2018
<b>Direct links to specific legislation or Government Directives</b>	
<u>Title</u>	<u>Date</u>

<b>Section 100 D - Local Government Act 1972 - background documents</b>	
<p>The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)</p>	
<u>Document</u>	<u>Location</u>
None	

## **EQUALITIES IMPACT ASSESSMENT:**

### **1. Equality Duty**

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

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

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

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

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

It is considered that the proposal will have a neutral impact on groups with protected characteristics, as the proposed change is at a policy/procedural level, relating to how the County Council and the development industry interact, at high level only. There is no immediate impact upon service users.



## **Appendix 1 Road Agreements Supplementary Policy Guidance**

### **Introduction**

This Supplementary Policy Guidance seeks to clarify the way in which new highways infrastructure is considered for adoption by Hampshire County Council, to be maintained at the public expense, or otherwise can be considered as remaining private in perpetuity.

New estate roads and their associated drainage features have long been considered for adoption via the Highways Act (1980), most commonly through agreements under section 38, which are reached by consensus between the developer and the Council.

For Hampshire County Council, working with developers to agree the adoption of new estate roads (subject to adherence to required technical standards) is the preferred option, unless there is a specific desire for the development to remain private. Adoption of new estate roads offers certainty to residents that roads will be kept in acceptable condition in the long term.

The wide-ranging programme of housebuilding in Hampshire through to 2030 and beyond, which in turn supports economic growth and prosperity in the county, reinforces a need to work effectively with both developers and Local Planning Authorities (LPAs) to enable adoption, ongoing maintenance and associated surety for residents, for the numerous developments that are coming forward.

This Supplementary Policy Guidance is intended to support this need, by encouraging a collaborative approach to the adoption of new estate roads in Hampshire, working to the mutual benefit of all parties.

### **Purpose of the Supplementary Policy Guidance**

This Supplementary Policy Guidance is intended to act in support of Hampshire County Council's four strategic aims, namely:

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

It sets out the scope, context and methodology for the integration of new estate roads and associated features into Hampshire County Council's Highways Asset (which is maintained at the public expense) – the process commonly referred to as adoption. It also highlights the County Council's commuted sums policy that will be applied as part of adoption process.

The aim is to clarify the extent of what will, and will not, be considered appropriate for adoption, set out the mechanisms which will be used to carry out the adoptions, and clarify how the various strands of detailed design guidance are integrated.

Furthermore, there is an additional aim to clarify Hampshire County Council's approach to developments where there is a specific desire for estate roads to remain private. While these developments will be expected to comply with the requirements of the Advanced Payment Code, under sections 219-225 of the Highways Act, the County Council will facilitate mechanisms to exempt the development from the requirements of the Code and return the associated bond surety, subject to certain criteria being met.

### **Scope**

This Supplementary Policy Guidance is applicable to all new estate roads and associated infrastructure in Hampshire.

### **Policy statement**

It is the preference of Hampshire County Council to adopt and maintain at the public expense all new residential estate roads and associated essential infrastructure, which are considered to provide sufficient public benefit, via the provision of access to developments of ten or more dwellings. In instances where a developer wishes for a development of between six and ten dwellings to be adopted, the County Council would consider adoption subject to specific criteria being met.

Adoption will be on the premise that roads and associated infrastructure have been constructed so as to adhere to Hampshire County Council's technical standards, and in accordance with a previously approved layout and/or configuration.

The County Council wishes to be clear that working with developers to agree adoption is the preferred approach.

However, the County Council also recognises that in some instances, there is a specific desire for some new estate roads to remain private. Where this desire is expressed, Hampshire County Council will expect developers to follow the requirements of the APC code, but will then seek to exempt the development and return the bond surety, only where there is evidence that all relevant building works have been completed, and that a management company has been established, to the authorities reasonable satisfaction.

## **POLICY DETAIL**

### **Early engagement**

Hampshire County Council welcomes engagement with developers at the earliest possible stage. Early engagement creates alignment with the planning process and allows a holistic view of planning and transport requirements, and can provide assurance for developers ahead of entering into formal mechanisms for the adoption of estate roads.

Developers are encouraged to engage with Hampshire County Council's pre-application service, details of which can be found at [note: this service is in development and will be launched in autumn 2019]

## **Establishment of Intent**

It is the preference of Hampshire County Council that the future maintenance of a new development is formally agreed at the earliest possible stage, whether this is in the form of a commitment to enter into an agreement for adoption under Section 38, or a commitment to the intention for the estate roads to remain private in perpetuity.

One of the potential mechanisms to achieve this is to utilise agreements under Section 106 of the Town and Country Planning Act (1990) to secure a planning obligation by mutual consent that estate roads will be offered up for adoption or will remain private in perpetuity, subject to these obligations meeting the requirements of the planning process.

The County Council welcomes any early engagement which helps to establish intent and provide clarity to all parties. While establishment of intent alone is not sufficient to exempt a development from the requirements of the Advanced Payment Code, it can help to enable effective, collaborative progress towards this outcome.

## **The Advanced Payment Code**

The Advance Payments Code (APC) (section 219-225 of the Highways Act) requires the builder, developer or land owner to pay a lump sum or provide a financial surety to the County Council's satisfaction before works can commence on site (these works are for the purposes of erecting a new residential building). Where an APC Bond (in the form of a lump sum or financial security) has been paid and thereafter an exemption notice is served, the Council shall refund that sum or shall release the security, as the case may be.

Hampshire County Council will serve notice of APC under Section 220 of the Highway Act 1980 within six weeks of formal notification of Building Regulations being approved and / or the Initial Notice being served. This will apply to developments of ten dwellings or more.

Further guidance on the application of Advanced Payment Code in Hampshire can be found in the following document (which is a living document, to be reviewed on an annual basis): <http://documents.hants.gov.uk/transport/APCProcess-Guidancedocumentforwebsitev22018-04-02.pdf>

## **Adoption Processes**

Where the criteria for adoption are met and a suitable layout and design can be agreed developers will be invited to enter into an appropriate adoption agreement as soon as possible.

## **Agreements under Section 38**

This is the preferred method of securing adoption of new highways. An Agreement under this section of the 1980 Act provides a structured robust procedure for the technical

approval of the works, regular inspections and mechanisms through which the works are completed to an appropriate standard and other Council requirements.

The works are secured by an appropriate Surety which ensures that the road works can be completed in the event of the developer defaulting. The technical details and specifications for the works must be in accordance with the requirements of the technical guidance [note: updated technical guidance is currently under development at <https://www.hants.gov.uk/transport/developers/technical-guidance> ]

If a Section 38 agreement has been entered into the development will be exempted from the requirements of the Advanced Payment Code, under Section 219(4) d of the Highways Act

### **Section 37 Notices**

The provision of this notice allows for a builder or developer to serve notice on the Highway Authority requiring them to adopt the highway after a one year period. If the Council considers that the proposed highway is not of sufficient utility to the public to justify being maintained at public expense, or does not meet [current technical standards](#) required by the Council for approval and adoption of estate roads, the Council will refute these notices and make the appropriate complaint to a Magistrates' Court. The view of the Council is that this route to adoption results in higher costs to all parties (due to the need to provide sufficient proof of the works meeting the Council's requirements after construction without inspection by the Council).

### **Private Roads in Hampshire**

Hampshire County Council is aware that in certain circumstances, developers will have a clear preference for new estate roads to remain private in perpetuity.

While the County Council will initially expect these developments to meet the requirements of the Advanced Payment Code, it will allow developers to provide evidence so as to allow the County Council to certify that they may be exempted under section 219(4) (e) and section 219(4) (f) of the Highways Act 1980 and accordingly have the APC Bond surety returned, where it is their intention for the street to remain private, with no future requirement to adopt and maintain estate roads for the County Council.

The following evidence will be required by the County Council to certify this intention;

- Evidence that all relevant building works have been completed
- Evidence that a management company has been instated, with documented responsibility for maintenance of estate roads and associated infrastructure. Without this, both the County Council and residents lack clarity over long-term maintenance arrangements.

### **Fees and Payments relating to adoption**

#### **Commuted Sums**

Hampshire County Council requires developers to pay a commuted sum towards the future maintenance of items that have a higher maintenance cost compared with conventional

materials or items, or would not be required save for the development. This will be applicable for all roads prior to formal adoption under Section 38 of the Highways Act.

The Council's Commuted Sums guidance is set out in the following document: [Commuted Sums](#)

### **Fees**

Current information about fees can be found on the Hampshire County Council [website](#).

### **Consultation and engagement**

In drafting this policy the County Council has consulted and engaged with major developers operating in Hampshire, taking note of, and addressing, issues and concerns raised by them. We have also consulted with Local Planning Authorities, and Hampshire County Council's Executive Member for Environment and Transport.

### **Performance and risk management**

The adoption of new highway infrastructure has been undertaken for many years and in drafting this policy we have taken note of, and dealt with, all likely risks and performance issues.

The effectiveness and application of this policy will be regularly monitored as part of the ongoing management of Hampshire County Council's Road Agreements Service.

### **Communicating the policy**

This policy will be made available on the Council's website as part of the suite of documents available to developers and other interested parties. The Council will raise awareness of the content of the policy by engaging the development industry via the Home Builders Federation and the local planning authorities via the Hampshire and Isle of Wight Planning Officers Group.

### **Information and training**

Further information concerning this policy may be obtained by contacting the Road Agreements Service ([road.agreements@hants.gov.uk](mailto:road.agreements@hants.gov.uk))

### **Evaluation and review**

This policy will be reviewed annually.

Prepared by

...

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## APPENDIX 2 – Responses to Industry Engagement Exercise

<b>Theme of Response:</b>	<b>No. of responses</b>	<b>HCC Response</b>
The process for adoption of roads is too slow	1	HCC is aware of developer concerns following previous engagement events. The wider Road Agreements Improvement programme is seeking to improve the adoption process. This is happening in parallel to the creation of this Supplementary Policy Guidance document.
The Commuted Sums policy / cost in Hampshire is prohibitive.	3	The document states an intention to apply commuted sums policy at a high level. Details of the Council's commuted sums policy are addressed by a separate Executive Member for Environment, Transport and Economy Decision on 16 July 2019.
Request for details of HCC team structure.	1	This request was actioned during the engagement process.
Does not agree to use Section 106 to confine intentions to adopt at planning stage	1	Use of S106 to clarify intentions is the preferred approach of HCC, but is not mandatory.
Does not agree to requirement for management company to be set up for a road to be agreed as remaining private.	2	HCC seeks to provide surety to residents over long term maintenance of estate roads. Without a management company in place it does not believe that this surety exists, to an extent that an exemption from the APC code can be issued. Further clarity has been added to the relevant section of the document ("Private Roads in Hampshire").
HCC lacks resource for pre-application process.	1	Resourcing of the wider Road Agreements process is an internal matter for HCC, not addressed by this document.
Would a statement in S106 clarifying intentions with regard to adoption negate the need for APC Bond.	1	No – HCC seeks clarification on intentions so as to work towards agreement of adoption under Section 38 of the Highways Act in an effective, collaborative way. However, an exemption from the APC process cannot be granted until a Section 38 Agreement is in place. The position statement has been updated to provide additional clarity (see "Establishment of Intent" section)
S37 notices should remain available in certain circumstances.	1	HCC maintains its position with regards to S37, namely that if the proposed highway is not of sufficient utility to the public to justify being maintained at public expense, or does not meet current technical standards required by the Council for approval and adoption of estate roads, the Council will refute any S37 notice and make the appropriate complaint to a Magistrates' Court.
Clarification required for "all relevant building works"	1	The position statement has been updated to provide additional clarity.

Concerns about how developers funds APC Bond requirements.	1	The County Council is meeting its statutory requirements through formal application of the APC process. Funding is an internal matter for developers. However, the County Council will seek to work effectively and collaboratively with developers where possible, so as to be able to reach agreement on any exemption from the APC code and secure the repayment of bonds.
If APC isn't served within 6 weeks of initial notice being received, can this be enforced after or before	1	The County Council is unable to serve notice outside of this window. The APC Guidance document provides further clarity.



## HAMPSHIRE COUNTY COUNCIL

### Decision Report

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

**Contact name:** Brandon Breen

**Tel:** 01962 846239

**Email:** brandon.breen@hants.gov.uk

#### Purpose of this Report

1. The purpose of this paper is to seek approval and provide details for the proposed scheme to improve pedestrian and cycling accessibility in the Town Mills area of Andover. A local plan and general arrangement scheme plans are included in the appendices to the report.

#### Recommendations

2. 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 this report.
3. 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 this 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.
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.

#### Executive Summary

5. The improvements will see a new access provided into the Town Mill car park from the A3057 Western Avenue, which will allow the current access off Bridge Street to be closed to through traffic for use by cyclists and pedestrians.

6. The existing footpath through the Pocket Park will be widened to three metres for use as a shared pedestrian/cycle facility. Improved street furniture including new benches, will also be provided throughout the area to create more seating for people visiting the park.
7. The current access into the Town Mills car park via Bridge Street, will be closed off to vehicular traffic and converted to a pedestrianised area. The use of Yorkstone paving and other high-quality materials will enhance the area adjacent to the River Anton. A new 3.5 metre wide shared use footway will also be provided to improve cycle links in and around the town centre. The proposals are further detailed in the appendices of this report.

### **Contextual Information**

8. Andover is a large market town in the north of the County sitting north of the A303 strategic link to the west. In recent times it has seen a number of major housing developments implemented, namely at East Anton, Picket 20, and most recently Picket Piece, to the east of the town and in the west re-development of the former Andover Airfield for commercial uses. These major development areas have increased the population of the town and the predicted number of trips within the town. This has highlighted the need to ensure that the town centre is accessible for pedestrians and cyclists, encouraging the growing population to undertake journeys to and from the town by active modes. This also assists in supporting the town's vitality and vibrancy and the local economy.
9. The current proposal and the previous scoping study stem from a community street audit (CSA), which was undertaken in the Town Mill area by Test Valley Borough Council in 2009. It was attended by various local community groups and interested stakeholders. The CSA highlighted a number of issues which the community group felt would improve access and the quality of the local environment. In brief, the issues identified related to seating, camber of footways, making routes accessible to all users, plus providing environmental enhancements to encourage and invigorate the local economy.
10. An original scoping brief was completed by Test Valley Borough Council in June 2015, which was commissioned to look at the options available for providing a new accessible route from Andover Railway Station to Anton Mill Road, via the town centre. Part of this corridor route focussed on providing a shared route along Town Mill Road and through the Pocket Park to the north. The scoping study also outlined the opportunities where potential investment would deliver the greatest value, including retaining and further utilising the two open spaces provided in the town centre: Pocket Park and the riverside area. Works were also suggested to improve the appearance and function of the River Anton, ranging from the introduction of marginal areas, faggoting and planting, to softening the water's edge, reducing the flow of the River Anton.
11. The potential to deliver a shared pedestrian and cycle route alongside the River Anton, along Town Mill Road was identified by the scoping study. The review of the public space was driven by the desire to make access to the main shopping and retail areas of the town centre easier and more attractive.

It was further suggested that the infrastructure would support the local economy, businesses and facilities in the town by incentivising more active forms of travel through the delivery of an improved public realm. A £513,000 bid to M3 Local Enterprise Partnership Local Growth Fund bid was secured by Test Valley Borough Council in May 2019, and this will be used for the Town Mills improvements including the new car park access from the A3057, as well as the improvements to Pocket Park and Town Mill Park/River Anton areas. Test Valley Borough Council will also use the secured funding for future enhancements to the Town Mill Park, such as aesthetic lighting and Wi-Fi provision.

12. Andover was designated a Sustainable Travel Town under the Local Sustainable Transport (LSTF) Fund 2012 – 2015; and in 2014 it was designated as one of the Enterprise M3 LEP's 'Step Up Towns', due to its potential regional economic importance.
13. Significant investment funded through LSTF alongside funds secured from developers has enabled Hampshire County Council and Test Valley Borough Council to support more active forms of travel along key corridors into the town. This has supported travel from the major development areas to key services and facilities offered by the town.
14. Test Valley Borough Council has highlighted several key locations where public realm improvements would join some of the key routes together, and this could create attractive places in the town to dwell and further incentivise active forms of travel into the town centre.
15. Andover Town Access Plan 2015 (Supplementary Planning Document) identifies that the riverside is currently underutilised. It proposes a shared use cycle/footway along the river with signage aimed at improving the link between Town Mill, the Pocket Park, and the town centre with measures to enhance the street scene.
16. Test Valley Corporate Plan: Investing in Test Valley 2015 – 2019 includes as one of its key issues the aim to ensure that the community can 'enjoy the natural and built environment' of Test Valley. Making the most of existing outdoor spaces, parks and recreational area is important. The River Anton and Pocket Park are important spaces within the town for enjoyment and use by the community.
17. Despite the popularity of both the Town Mill area and the Pocket Park to the rear of Town Mill Public House, access to the area remains poor. Therefore, increasing sustainable travel choices for residents and visitors alike, to and through these destinations, has been identified by Test Valley Borough Council as a key driver for future interventions.
18. The growth of the town and concomitant increase in private car use, combined with the impact of projected changes in demographic trends, (a predicted increase of around 50% in the number of people aged 65 or over between 2001 and 2026) together with the aspirations of the National Planning Policy Framework (to ensure the vitality of town centres whilst contributing to wider sustainability and health objectives) means that local

authorities have an obligation to improve the accessibility of local services and facilities. This is reflected in Hampshire County Council's Local Transport Plan 2011 – 2031, which seeks a vision of 'safe, efficient and reliable ways to get around a prospering and sustainable Hampshire.'

## Finance

19.	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	150	11.6	EM3 LEP	513
	Client Fee	30	2.0	PRIP	228
	Supervision	63	4.8	Market Town Fund	307
	Construction	1,052	81.0	TVBC	133
	Land	8	0.6	Developer Contribution	122
	<b>Total</b>	<b>1.303</b>	<b>100.0</b>	<b>Total</b>	<b>1,303</b>

20.	<u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in current expenditure	6.2	0.005%
	Capital Charge	125.0	0.078%

## Programme

21.

Gateway Stage				
	3- Project Appraisal	Start on Site	End on Site	4- Review
Date (mm/yy)	09/19	01/20	06/20	06/21

## Scheme Details

22. A new access will be constructed to the existing Town Mills car park from the A3057 Western Avenue. A pedestrian refuge island and uncontrolled tactile crossing will also be provided to allow pedestrians and cyclists to cross the new car park access and continue their journey along the A3057. The existing entrance to the car park is currently from Town Mills Road via Bridge Street, and this will be physically closed to vehicular traffic, and a pedestrianised area will be created along the River Anton with a 3 metre wide shared use

footpath/cycleway. The new car park access will provide consistency for visitors as all of the town centre car parks are accessible via the main ring road (A3057).

23. The use of Yorkstone paving and buff coloured Macadam surfacing will enhance the area adjacent to the River as well as the new 3m wide shared use footpath/cycleway. New street furniture such as benches will provide more seating along the river route. Verge areas and planting will also be provided along the river route to improve the aesthetics of the area.
24. A new uncontrolled tactile crossing point will be provided in Bridge Street which will allow pedestrians and cyclists to cross and join the existing shared use facility south of Bridge Street which follows the River Anton.
25. The existing car park area for the Town Mills Public House will be improved and much of the parking bays removed in order to allow better accessibility for pedestrians travelling north along the river and joining Pocket Park. The remaining car parking spaces (approximately 4-5 spaces) will be reserved for staff of the Town Mills Public House.
26. The Town Mill car park is currently owned by Test Valley Borough Council, and due to the changes of the proposed access arrangements, will require modification to the parking bay configurations. The capacity of the car park will be reduced, and the changes will require amendments to the street, lighting which has also been considered in the extent of this scheme. The changes to the car park will not affect the current maintenance liability as Test Valley Borough Council will still be responsible for the maintenance once the work is completed.
27. The existing footpath in Pocket Park which leads from the Town Mills Public House to the Chantry Centre will be widened to three metres and constructed in buff colour Macadam. An additional three metre footpath will be constructed from the existing footway on the east side of the A3057. This will continue through Pocket Park and join into the existing footpath through the park, which will improve accessibility for pedestrians to the park and town centre. The proposals are further detailed in the appendices to this report.
28. Changes to existing parking restrictions will be required to the existing Town Mill car park access (Town Mills Road) from Bridge Street, and a Prohibition of Driving order will be made as the current car park access will be physically closed via full height kerbs and bollards. These amendments to the traffic orders have been progressed by the Hampshire County Council Traffic Management team.

### **Departures from Standards**

29. None.

## **Consultation and Equalities**

30. Test Valley Borough Council previously undertook community street audits in 2009 and 2015, and a formal consultation was undertaken between 20<sup>th</sup> – 31st July 2017: this included two public information events. A feedback form was made available at the two exhibition events as well as online. The results of this consultation indicated overall support for the enhancements, which did not include the new access to Town Mill car park. The consultation report is further detailed in the appendix to this report.
31. The local County Councillor, Cllr Martin Boiles, has been apprised of the proposals and is in support of these. Councillor Boiles is also the current chairman of the Andover Town Centre Improvements Board.

## **Statutory Procedures**

32. Part of the improvement proposals will see Town Mills Road physically closed off to through traffic in order to pedestrianize the area adjacent to the River Anton. As such, a prohibition of driving Traffic Regulation Order is currently being progressed by the Hampshire County Council Traffic Management Team and will be in place prior to commencement of any work on site, subject to the statutory process.

## **Land Requirements**

33. The majority of the works will be constructed within the public highway. The extent of the proposed widening (an additional one metre) to the existing footpath in Pocket Park is not currently public highway and will require a deed of dedication to have the extra metre width dedicated as public highway. This is currently owned by Test Valley Borough Council and the deed of dedication is being progressed by the Hampshire County Council estates team. This dedication will be completed prior to work commencing on site.

## **Maintenance Implications**

34. The improvements will have a modest impact on future years maintenance budgets, and this is expected to be approximately £6,192 per annum. The Riverside area of Town Mill is public highway and the enhanced materials being proposed there will be maintained by the County Council. An agreement has been reached with Test Valley Borough Council which will see the latter maintain the proposed areas of planting within Pocket Park and the Town Mill area, as well as any proposed material that is considered outside the normal pallet of materials currently used by Hampshire County Council.
35. The Asset Management team has been consulted on the proposals and has approved the design and material specified.

## 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.



**REQUIRED CORPORATE AND LEGAL INFORMATION:**

**Links to the Strategic Plan**

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

**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>
Town Mills Accessibility and Environmental Improvements Consultation report  <a href="http://documents.hants.gov.uk/transport-projects/TownMillparkimprovementproposal.pdf">http://documents.hants.gov.uk/transport-projects/TownMillparkimprovementproposal.pdf</a>	<u>November 2017</u>

<b>Section 100 D - Local Government Act 1972 - background documents</b>	
<p>The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)</p>	
<u>Document</u>	<u>Location</u>
None	

## **EQUALITIES IMPACT ASSESSMENT:**

### **1. Equality Duty**

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

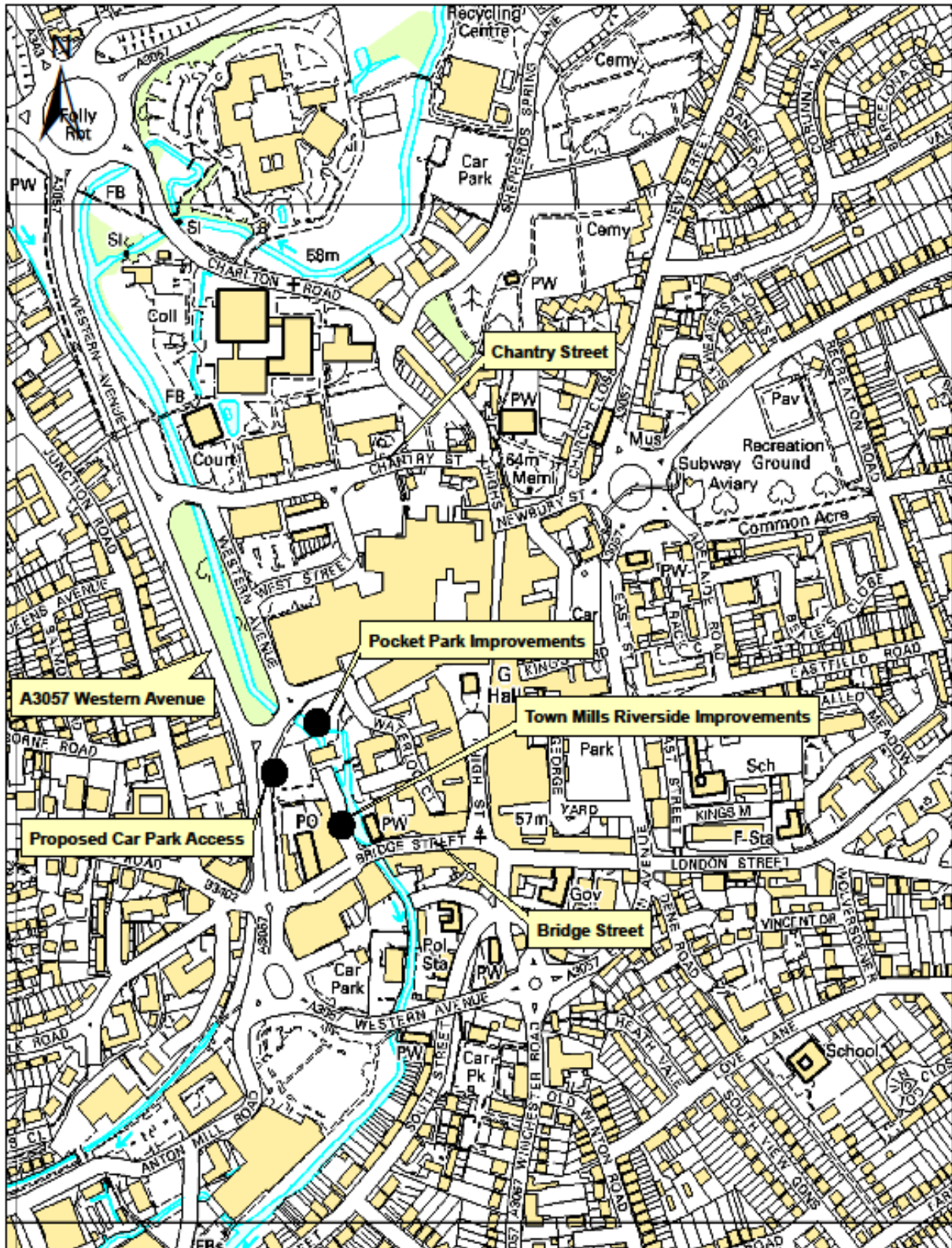
- Eliminate discrimination, harassment and victimisation and any other conduct prohibited by or under the Act with regard to the protected characteristics as set out in section 4 of the Act (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion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

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

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

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

This decision has been assessed as having a neutral impact on groups with protected characteristics. The scheme is designed to improve accessibility to Andover town centre and the River Anton for pedestrians and cyclists. The proposals will also provide better continuity in the existing cycle network and aims to reduce the dominance of motor vehicles in the town centre. This will also have a positive effect on improving air quality and providing people with sustainable alternatives to access the town centre.



Town Mills, Andover Car Park Access and Riverside Improvements



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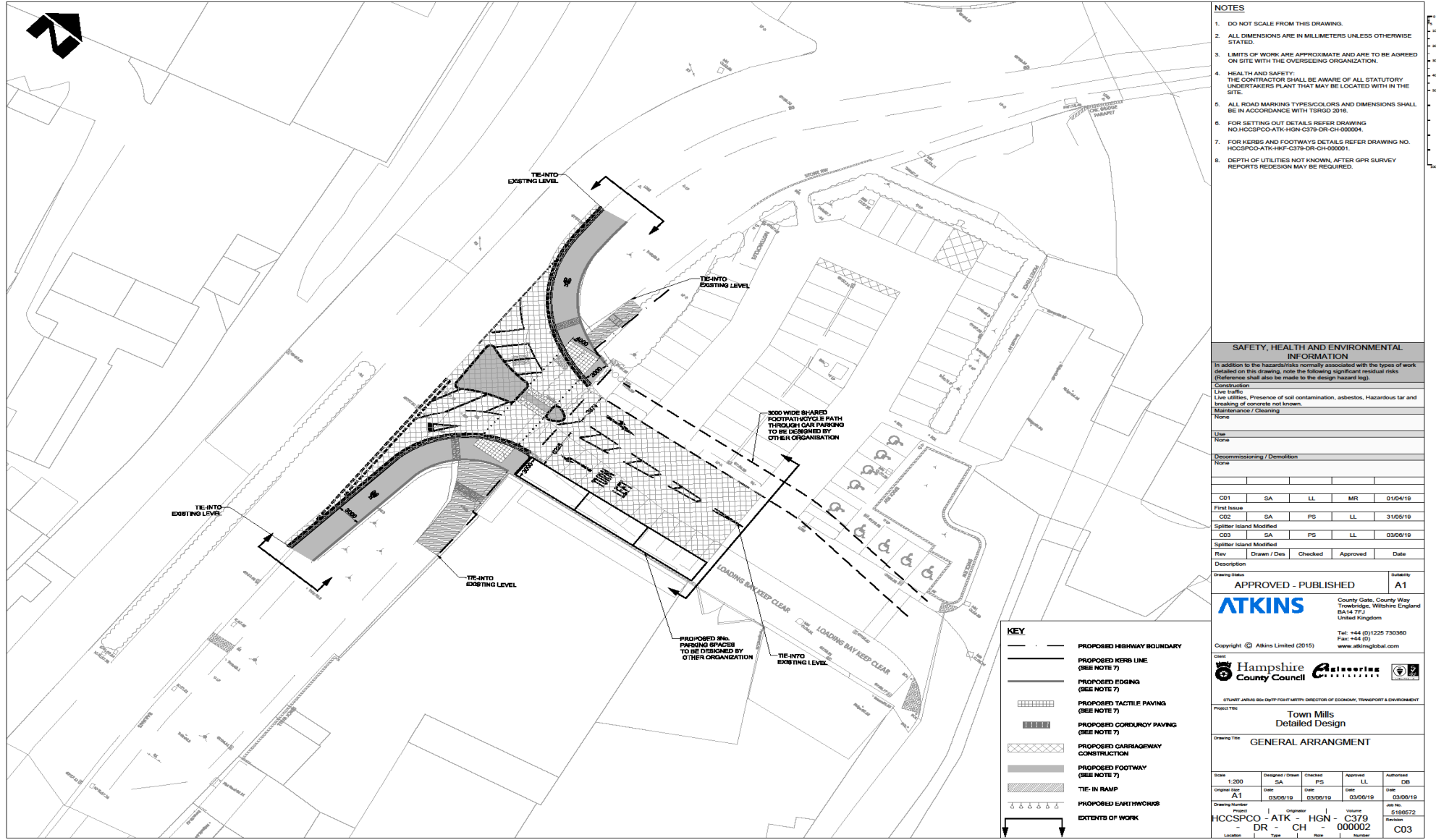
Revision:

DATE: 25/07/19

Checked: AK

Drg. No.:

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**NOTES**

- DO NOT SCALE FROM THIS DRAWING.
- ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE STATED.
- LIMITS OF WORK ARE APPROXIMATE AND ARE TO BE AGREED ON SITE WITH THE OVERSEEING ORGANIZATION.
- HEALTH AND SAFETY: THE CONTRACTOR SHALL BE AWARE OF ALL STATUTORY UNDERTAKERS PLANT THAT MAY BE LOCATED WITH IN THE SITE.
- ALL ROAD MARKING TYPES/COLORS AND DIMENSIONS SHALL BE IN ACCORDANCE WITH TSRGD 2018.
- FOR SETTING OUT DETAILS REFER DRAWING NO.HCCSPCO-ATK-HGN-C379-DR-CH-000004.
- FOR KERBS AND FOOTWAYS DETAILS REFER DRAWING NO. HCCSPCO-ATK-HKF-C379-DR-DH-000001.
- DEPTH OF UTILITIES NOT KNOWN. AFTER GPR SURVEY REPORTS REDESIGN MAY BE REQUIRED.

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following significant residual risks (Reference shall also be made to the design hazard log).

Construction  
 Live traffic  
 Live utilities. Presence of soil contamination, asbestos, Hazardous tar and breaking of concrete not known.  
 Maintenance / Cleaning  
 None

Use  
 None

Decommissioning / Demolition  
 None

CD1	SA	LL	MIR	01/04/19
First Issue	SA	PS	LL	31/05/19
CD2	SA	PS	LL	31/05/19
CD3	SA	PS	LL	03/06/19
CD4	SA	PS	LL	03/06/19

Approval / Date

Drawn / Date	Checked	Approved	Date
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Drawing status: **APPROVED - PUBLISHED** Submittal: **A1**

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Client: **Hampshire County Council**

STUART JAMES BSc (CIPR) FCIM (MTR) DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT

Project Title: **Town Mills Detailed Design**

Drawing Title: **GENERAL ARRANGMENT**

Scale: 1:200	Designed / Drawn: SA	Checked: PS	Approved: LL	Authorised: DB
Original Title: A1	Date: 03/06/19	Date: 03/06/19	Date: 03/06/19	Date: 03/06/19
Drawing Number: HCCSPCO-ATK-DR-CH-000002	Project: HGN-C379	Volume: 5180572	Revision: 000002	Location: C03

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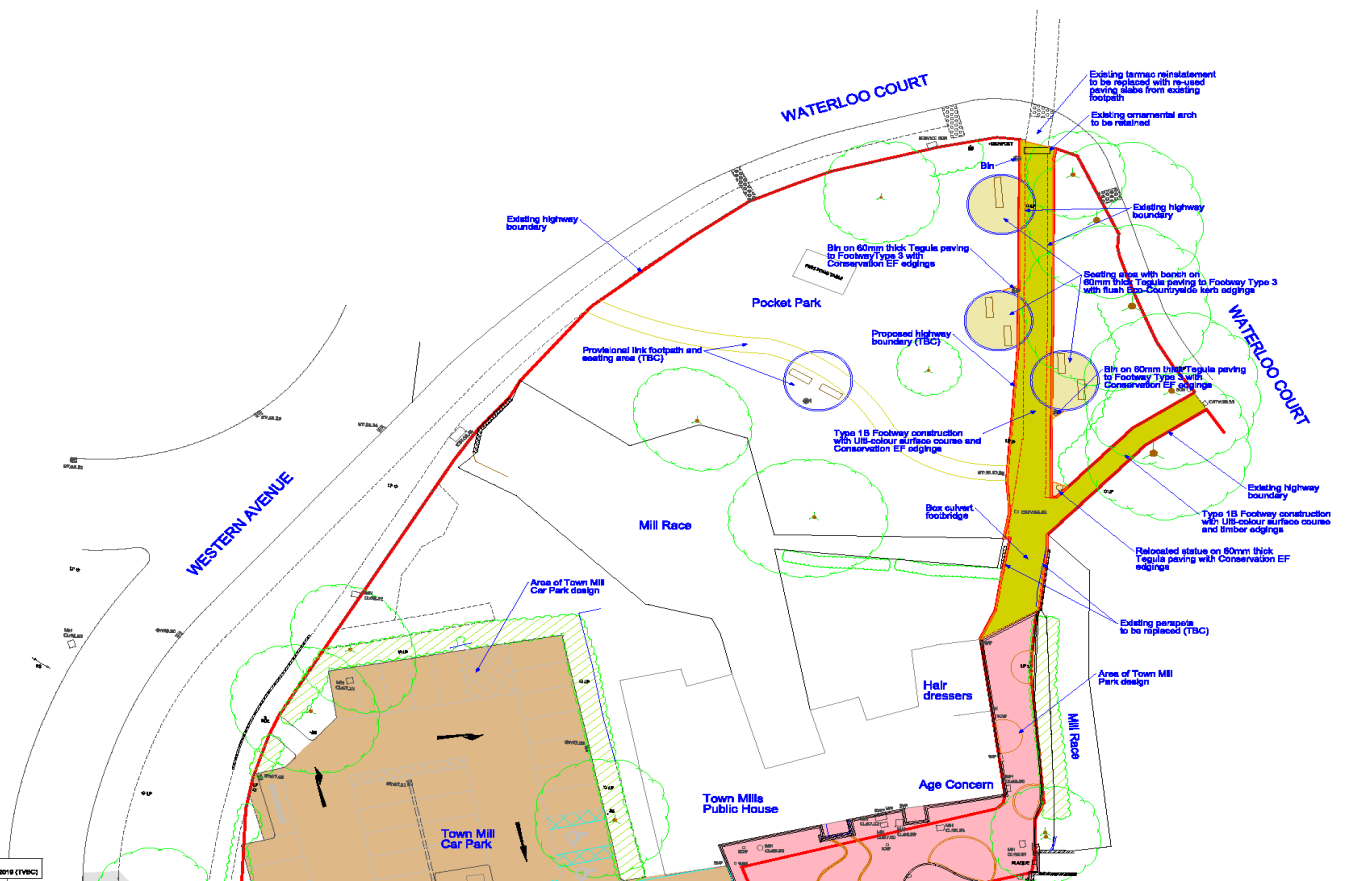
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- PROPOSED KERB LINE (SEE NOTE 7)
- PROPOSED EDGINGS (SEE NOTE 7)
- PROPOSED TACTILE PAVING (SEE NOTE 7)
- PROPOSED CORDOUIRY PAVING (SEE NOTE 7)
- PROPOSED CARRIAGEWAY CONSTRUCTION
- PROPOSED FOOTWAY (SEE NOTE 7)
- TI- IN RAMP
- PROPOSED EARTHWORKS
- EXTENTS OF WORK

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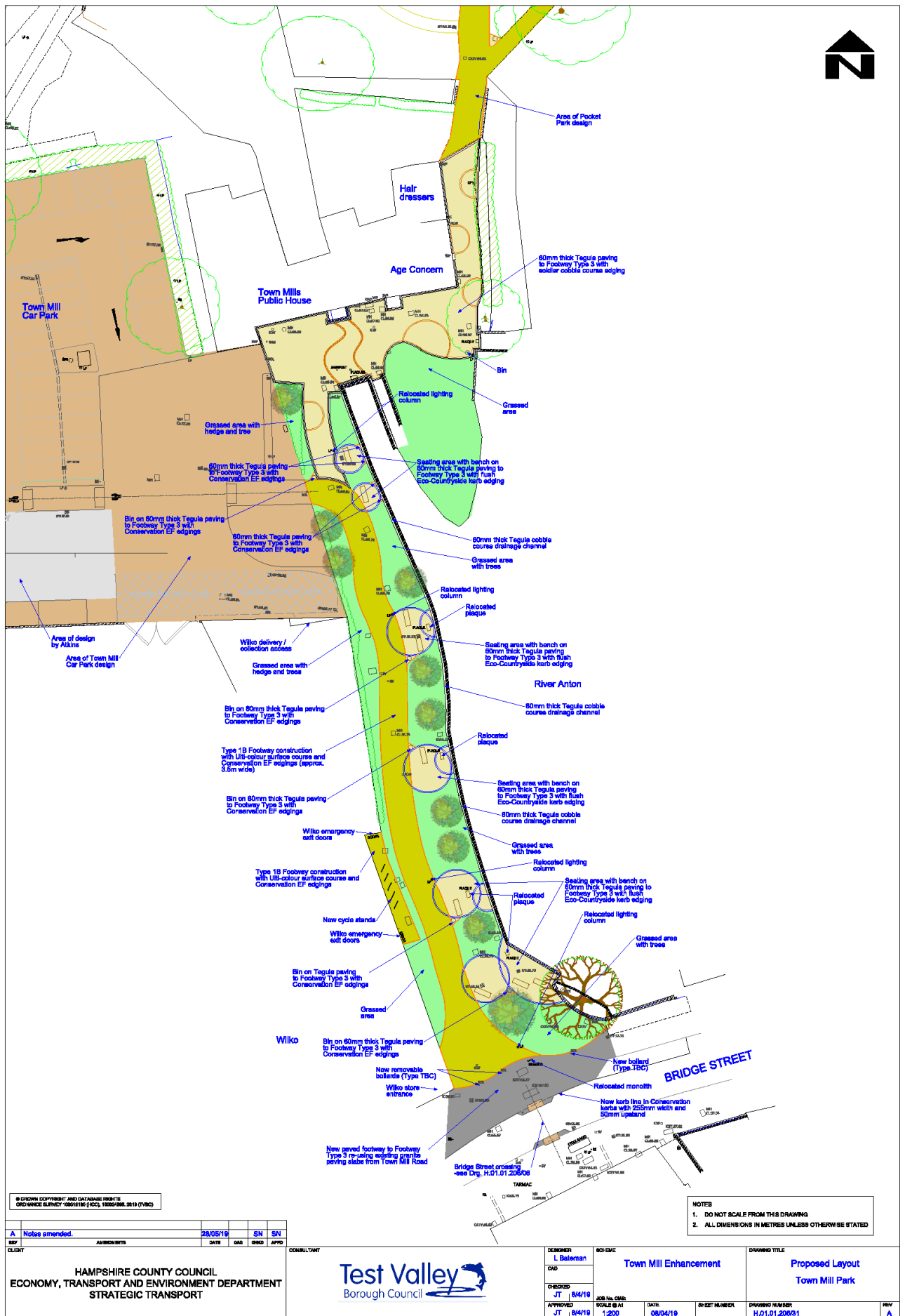
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Proposed levels to match existing levels.  
 Existing lighting columns and gully to remain unchanged unless stated otherwise.



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CLIENT <b>HAMPSHIRE COUNTY COUNCIL          ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT          STRATEGIC TRANSPORT</b>		CONSULTANT 		DESIGNER L. Bateman DAD		WORKSHEET <b>Town Mill Enhancement</b>		DRAWING TITLE <b>Proposed Layout          Pocket Park</b>	
A Notes amended.	28/06/19	SN	SN	CHECKED JT 04/19	JOB No. SCALE @ A1 1:500	DATE 08/04/19	SHEET NUMBER	DRAWING NUMBER H.01.01.2004/1	REV A



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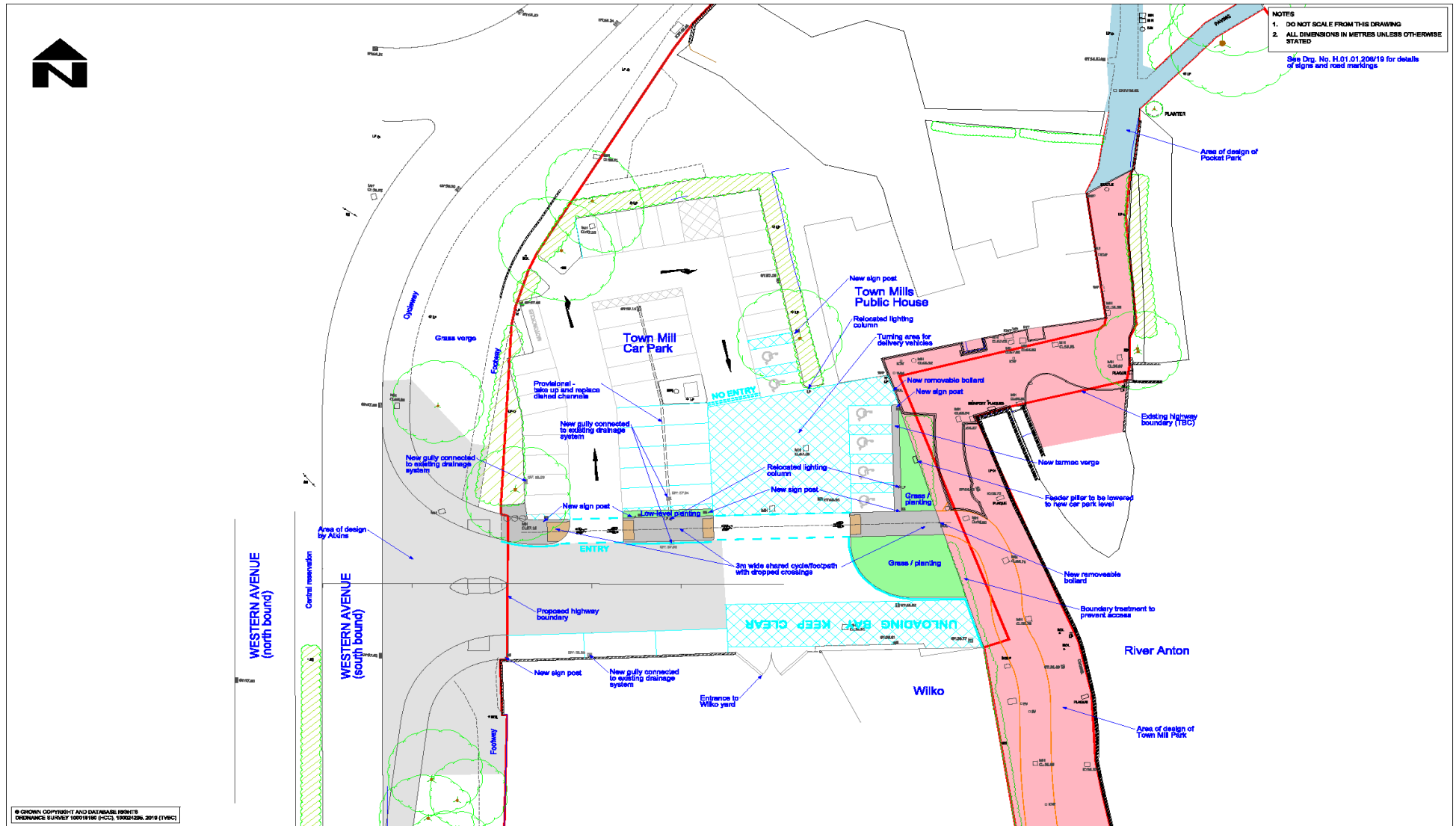
REV	AMENDMENTS	DATE	BY	CHKD	APPD
A	Notes amended.	28/05/19	SN	SN	

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



DESIGNER L. Bateman	EC/CLIC	Town Mill Enhancement	DRAWING TITLE Proposed Layout Town Mill Park
CHECKED JT	DATE 8/4/19	JOB No. CMB	DRAWING NUMBER H.01.01.208/08
APPROVED JT	SCALE @ A1 1:200	DATE 08/04/19	SHEET NUMBER REV A

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 See Dwg. No. H.01.01.208/19 for details of signs and road markings

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 ORDNANCE SURVEY 100011160 (MCC), 100024286, 2016 (11692)

<p>CLIENT  <b>HAMPSHIRE COUNTY COUNCIL                  ECONOMY, TRANSPORT AND ENVIRONMENT                  STRATEGIC TRANSPORT</b></p>		<p>CONSULTANT  </p>		<p>DESIGNER                  L. Salterton                  CAD</p>		<p>SCHEMATIC  <b>Town Mill Enhancement</b></p>		<p>DRAWING TITLE  <b>Proposed layout                  Town Mill Car Park</b></p>	
<p>DATE                  16/06/17</p>		<p>DATE                  16/06/17</p>		<p>DATE                  16/06/17</p>		<p>DATE                  16/06/17</p>		<p>DATE                  16/06/17</p>	
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## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Economy, Transport and Environment
<b>Date:</b>	17 September 2019
<b>Title:</b>	Contract for Provision of Bikeability Training 2020-2022
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Aaron Gallimore

**Tel:** 01962 832203

**Email:** aaron.gallimore@hants.gov.uk

#### 1. Purpose of this Report

- 1.1. The purpose of this report is to seek approval to procure a contract to deliver Bikeability cycle training for an initial period of two years, with provision to extend the contract annually up to a maximum of four years.

#### 2. Recommendations

- 2.1. 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.
- 2.2. That a ratio of 30% for price and 70% for quality be applied in tender evaluation of the items approved.
- 2.3. 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.

#### 3. Executive Summary

- 3.1. This paper seeks to gain approval to procure a contract to deliver Bikeability cycle training, including Bikeability Plus, for an initial period of two years, with provision to extend the contract annually up to a maximum of four years. The estimated total spend is £1.73 million which would be fully funded through a Department for Transport (DfT) grant specifically for the delivery of Bikeability training.
- 3.2. This spend is dependent on funding through the DfT grant, which is applied for on a 4-year cycle and reviewed on an annual basis.

#### **4. Contextual information**

- 4.1. Bikeability Level 2 and 3 training is grant funded by the DfT. The Road Safety Team successfully secured funding of £316,360 to deliver 7,909 training places in 2019/20. Following a review of grant funding by the DfT the County Council was awarded an extra £20,000 in July 2019 increasing the 2019/20 delivery total to 8,409 spaces.
- 4.2. The current contractor is a consortium led by Mountbatten School, Pedal Power and British Cycling. The current contract ends on 31 July 2020 with no further options for extension.
- 4.3. The current arrangement provides cycle training to schools in all Hampshire districts, with the exception of Fareham, Gosport and Test Valley.
- 4.4. Fareham, Gosport and Test Valley, through their Schools Games Organiser (SGO) host school access funding through Youth Sports Trust. The Road Safety team will investigate if SGOs will continue to apply for funding. If not, these districts will be included in the County Council's application for further funding during the life of this contract.
- 4.5. The contract will procure the services of an external company which will recruit and provide instructors qualified to National Standards to deliver the training. The company will be responsible for contacting schools to book courses, instructor scheduling, training area risk assessments and training in line with Bikeability National guidelines.
- 4.6. A further bid for funding will be required to fund places from 1 April 2020 and the following years. Historically the DfT receive bids on a four-year cycle and review these each year. The current framework agreement allows for up to 10,000 places per annum as a contingency.
- 4.7. The DfT have a fixed price for Bikeability Level 2 and 3 training which is £40 per trainee. This has not changed since the scheme's introduction and is unlikely to change in the foreseeable future.
- 4.8. Subsequent years' training would be subject to the availability of DfT grant funding and further annual agreements.
- 4.9. Due to the popularity of the Bikeability programme, the number of places for which funding is available is insufficient to meet demand, and it is proposed to bid for additional places in the future as detailed in Section 5.
- 4.10. Bikeability Plus supports Bikeability at Levels 1, 2 and 3. Bikeability Plus is underpinned by the National Standard. The modules address a range of cycling barriers and support children and families cycling more safely, more often. 10% of the overall funding available for Bikeability is committed to Bikeability Plus and this is an opportunity to introduce the modules into Hampshire schools and evaluate the results, with a view to increasing participation in the future.
- 4.11. Bikeability Plus is a series of 10 modules. The Economy, Transport and Environment (ETE) Road Safety team seeks to apply for funding for the modules that best support road safety education. Three modules have been identified – Transition, Ride and Fix. These modules have clear aims to

support rider safety and provide lifesaving skills as children move from primary to secondary school. It is also hoped Transition will improve the number of students moving from Level 2 onto the more advanced Level 3 course.

## 5. Finance

- 5.1 Expenditure through the contract will be subject to the availability of DfT funding through the Bikeability grant. The contract will require no minimum spend.
- 5.2 The popularity of Bikeability training in schools has increased over the period of the previous contract and therefore an application to fund additional places will be made to the DfT in order to meet anticipated demand.
- 5.3 The Road Safety Team has successfully secured funding of £336,360 to deliver a total of 8,409 training places in 2019/20. Funding for the period beyond April 2020 is subject to review and the signing of a new grant agreement each year. The application will be based on the projected numbers as set out in the table below.

	2020-2021	2021-2022	2022-2023	2023-2024
Total DfT funding applied for	£371,172	£451,358	£451,358	£451,358
Total Bikeability places to be delivered	8,409 at £40 per place Bikeability Plus 1,934 at maximum £18 per trainee	10,343 at £40 per place Bikeability Plus: 2,091 at maximum £18 per trainee	10,343 at £40 per place Bikeability Plus: 2,091 at maximum £18 per trainee	10,343 at £40 per place Bikeability Plus: 2,091 at maximum £18 per trainee
Breakdown of Bikeability places per level	Level 2: 8,066 Level 3: 343 Bikeability Plus: 1,934	Level 2: 10,000 Level 3: 343 Bikeability Plus: 2,091	Level 2: 10,000 Level 3: 343 Bikeability Plus: 2,091	Level 2: 10,000 Level 3: 343 Bikeability Plus: 2,091

- 5.4 Tender submissions will be assessed with a ratio of 70% quality and 30% price. The price will be assessed based on any discount offered. Any discount offered will contribute towards officer time and resource dedicated to promoting and administering Bikeability.

## **6 Performance**

- 6.1 A lead officer from the Road Safety team will ensure that the successful contractor delivers a quality service in accordance with the Contract.
- 6.2 The lead officer will be responsible for reporting numbers trained to the DfT and for checking training delivered against the numbers invoiced.
- 6.3 Feedback will be sought from all schools receiving training along with regular monitoring of the trainers and instructors by the lead officer.
- 6.4 The contractor will only be eligible for contract extensions based on continually assessed performance.
- 6.5 Poor performance will be addressed through the contract and may ultimately lead to the contract being terminated early.

**REQUIRED CORPORATE AND LEGAL INFORMATION:**

**Links to the Strategic Plan**

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

**Other Significant Links**

<b>Links to previous Member decisions:</b>	
<u>Title</u> Contract for the provision of Bikeability training 2016 – 2018 (extendable to 2020) Reference 6992	<u>Date</u> 26 November 2015
<b>Direct links to specific legislation or Government Directives</b>	
<u>Title</u>	<u>Date</u>

<b>Section 100 D - Local Government Act 1972 - background documents</b>	
<p>The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)</p>	
<u>Document</u>	<u>Location</u>
None	

## **EQUALITIES IMPACT ASSESSMENT:**

### **1. Equality Duty**

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

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

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

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

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

The training provided is fully inclusive and should have no impact on groups with protected characteristics. Training will be adapted to suit the needs of any child where appropriate and individual risk assessments will be undertaken.

## HAMPSHIRE COUNTY COUNCIL

### Decision Report

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

**Contact name:** Patrick Bingham

**Tel:** 01962 845421

**Email:** patrick.bingham@hants.gov.uk

#### Purpose of this Report

1. The purpose of this report is to seek approval for an alternative, phased option for the implementation of the Botley Bypass to accommodate the off-site highway requirements of an adjacent residential and educational development.

#### Recommendations

2. 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.
3. 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.

#### Executive Summary

4. Executive Member for Environment and Transport decisions in November 2016 and January 2018 approved a preferred route and alignment for the Botley Bypass. This report seeks approval for an alternative, phased delivery option in order to incorporate the off-site requirements of a proposed Development to Land West of Woodhouse Lane.
5. A hybrid planning application has been submitted for a development to the west of Woodhouse Lane. If approved, the off-site highway works required to accommodate the development will implement sections of the approved Bypass, the planning permission for which was granted in November 2017.

6. The existing delivery proposal for Botley Bypass is illustrated in Appendix 1. This option will remain valid, but in order to provide the necessary flexibility should planning permission be granted to the Land West of Woodhouse Lane proposal, approval is sought for a second option which will likely consist of three phases. These are indicatively set out as follows (illustrated on Appendix 2):
  - i. Land West of Woodhouse Lane (First phase as shown in green on Appendix 2)
  - ii. Southern Woodhouse Lane (Second phase as show in blue on Appendix 2)
  - iii. Botley Bypass: eastern offline section (Third phase as shown in orange on Appendix 2)
7. 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.
8. The highway works required to accommodate the Development will supplement the previously approved proposals for the on-line Woodhouse Lane section of the Bypass and include a new priority access onto Woodhouse Lane opposite Hillier's Garden Centre and a widened entry and fourth arm at the new Woodhouse Lane/Bypass roundabout.
9. To ensure the viability of the offsite requirements, the planning permission is expected to require the developer to undertake adjoining elements of the approved Bypass works on both the central section of Woodhouse Lane and the new Bypass link between the Woodhouse Lane roundabout and its junction with Winchester Street (included within the green section of Appendix 2).
10. To complete the approved Bypass, it is intended for the residual elements of the route to be phased separately to the Development scheme, with the offline section of the route between Winchester Street and the A334 now forming a new reduced Bypass element (Orange section, Appendix 2). The remaining section of the southern Woodhouse Lane would be brought forward as a separate capital scheme should the required third-party land for this section be successfully secured through voluntary acquisition (Blue section, Appendix 2).
11. This revision will require a phased, sequential approach to the delivery of the route. However, it should be stressed that upon completion all three aspects of the route (comprising the southern Woodhouse Lane works, the Development scheme, and the new offline Bypass) will maintain the benefits,



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

12. The existing November 2017 Bypass planning permission requires the Bypass to be completed in accordance with the approved plans. However, the off-site highway infrastructure required to serve the development will vary this position and therefore a minor variation will need to be sought to the Bypass consent at the junction with Winchester Street which will allow for the phased implementation of the scheme.

## **Contextual information**

### Approved Bypass

13. 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.
14. Planning Permission for the Botley Bypass was granted on 22 November 2017 (Application No: CS/17/81226) and was granted in respect of the plans and particulars put forward under the planning application and subject to 29 conditions.
15. In January 2018 the Executive Member for Environment and Transport gave permission to progress the detailed design and development work for the Bypass and confirmed the alignment of the scheme.
16. The approved route for the Bypass (Appendix 1) comprises an improvement of the C195 Woodhouse Lane, from the Maypole Roundabout, north eastwards to a new roundabout junction to be situated to the south west of the B3354 Winchester Road bridge crossing of the railway; and a new length of A334 classified road from that roundabout, generally south eastwards, terminating at a new roundabout junction of the Bypass with the A334 Station Hill / A334 Mill Hill / A3051 Botley Road. The Bypass route will be crossed by a new bridge over the River Hamble. Further details of the approved scheme are set out in the [January 2018 Executive Member for Environment and Transport Decision Day report](#).
17. Collectively, the highway improvement works and the new A334 highway provide the Bypass of Botley to its north.

### Development Application - Land West of Woodhouse Lane

18. To the north west of Woodhouse Lane, a hybrid planning application is proposed by Hampshire County Council as developer, with accesses off Woodhouse Lane.
19. The hybrid planning application seeks outline permission for a proposed residential development and full permission for an education led site including associated supporting highway infrastructure.
20. The residential elements include up to 605 residential dwellings, a local centre, pedestrian and cycle links, drainage, public open space, landscaping, other supporting infrastructure, and mitigation measures (including noise attenuation) associated with the Development.
21. The educational elements include a 7 form entry secondary school with the potential to expand to 9 form entry and associated sports provision, primary access roads and points of access, pedestrian and cycle links, an underpass, drainage, landscaping, utilities, other supporting permanent and temporary infrastructure, and mitigation measures associated with the Development.
22. Should the Development proposal obtain planning permission, the Development's off-site highway improvement works will replace an element of the Botley Bypass. Slightly different highway improvement works to Woodhouse Lane would be undertaken from just south west of the Hillier Garden Centre site, to and including the roundabout proposed on Woodhouse Lane. The northern length of the offline route of the Botley Bypass, between Woodhouse Lane and the B3354 Winchester Street, would also be supplemented under this planning permission from the provisions of the Botley Bypass planning permission of 2017.

#### Alternative Bypass Implementation Option

23. To accommodate development proposals to the Land West of Woodhouse Lane in the event of their planning approval, it is proposed that approval be given for an alternative, phased option for the Bypass scheme, which would reduce the project in scope to include the remaining elements of the original route outside of the developer's obligation, including a new 4 way priority junction at Winchester Street and a new length of A334 Classified Road generally south eastwards from Winchester Street, terminating at a new roundabout junction at the A334 Station Hill/A334 Mill Hill/A3051 Botley Road.

#### Woodhouse Lane South

24. It is intended that if the timing of the voluntary land acquisition allows, works to complete the southern section of Woodhouse Lane between the Botley Road Maypole roundabout to just south west of the Hillier Garden Centre site will be progressed as a separate standalone capital scheme. Separating this scheme from the remainder of Bypass will better enable the scheme delivery to align with the timing of the Development works and

minimise the duration and impact of the works to the users and residents of Woodhouse Lane.

25. Should this prove possible, a separate project appraisal for this scheme will be reported to the Executive Member for Economy, Transport and Environment in early 2020.

#### Revised Bypass Planning Approval

26. 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, as required. 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 achieve the Development's Section 106 obligations.

#### Bypass Compulsory Purchase Order

27. In January 2018 the Executive Member for Environment and Transport made a recommendation to the Executive Member for Policy and Resources that a Compulsory Purchase Order (CPO) order be made to acquire the land to deliver the Bypass scheme, and this was subsequently approved.
28. In [November 2018](#) the Executive Member for Environment and Transport gave a recommendation that the Executive Member for Policy and Resources vary and extend the previously approved area of land required through a Compulsory Purchase Order to deliver the Botley Bypass scheme, and this was subsequently approved.
29. Should the developer led works progress, it is intended that the extent of the CPO land required be reduced accordingly and plot numbers 7, 8 and 9 be removed from the CPO land acquisition plan previously approved by the Executive Member for Policy and Resources in January 2018.
30. The developer led infrastructure works will be delivered on land owned and controlled by Hampshire County Council and will not pre-empt the outcome of a CPO application relating to the residual elements of the Bypass permission. The Development infrastructure works will function as a standalone scheme in the event that a CPO should not be approved.
31. Negotiations to acquire Plots 1 to 6 to the southern section of Woodhouse Lane are progressing well and it is hoped that these will be concluded voluntarily without the requirement for a CPO.

#### Enabling Works

32. In order to progress the scheme in the case of either option, design and development work is required, including enabling works to progress the site

preparation, supporting surveys, and diversion of utility services, all of which will be funded through existing resources allocated to the scheme.

### **Finance**

33. The proposed amendments will require the detailed funding allocations across the Economy, Transport, and Environment and the Policy and Resources capital programmes to be reviewed in due course. The proposals in this report will not change the overall funding requirement which remains within the existing approvals.
  
34. 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.

### **Consultation and Equalities**

31. Consultation was carried out in the development of the existing option, and as the new option proposed here maintains the objectives and alignment of the approved Bypass, no further consultation has been carried out in preparing this recommendation. However, full equalities impact assessments will be undertaken as the project progresses and will be further reported to the Executive Member.

**REQUIRED CORPORATE AND 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
<b>OR</b>	
<b>This proposal does not link to the Strategic Plan but, nevertheless, requires a decision because:</b>	

**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>

<b>Section 100 D - Local Government Act 1972 - background documents</b>	
<p>The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)</p>	
<u>Document</u>	<u>Location</u>
None	

## **EQUALITIES IMPACT ASSESSMENT:**

### **1. Equality Duty**

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

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

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

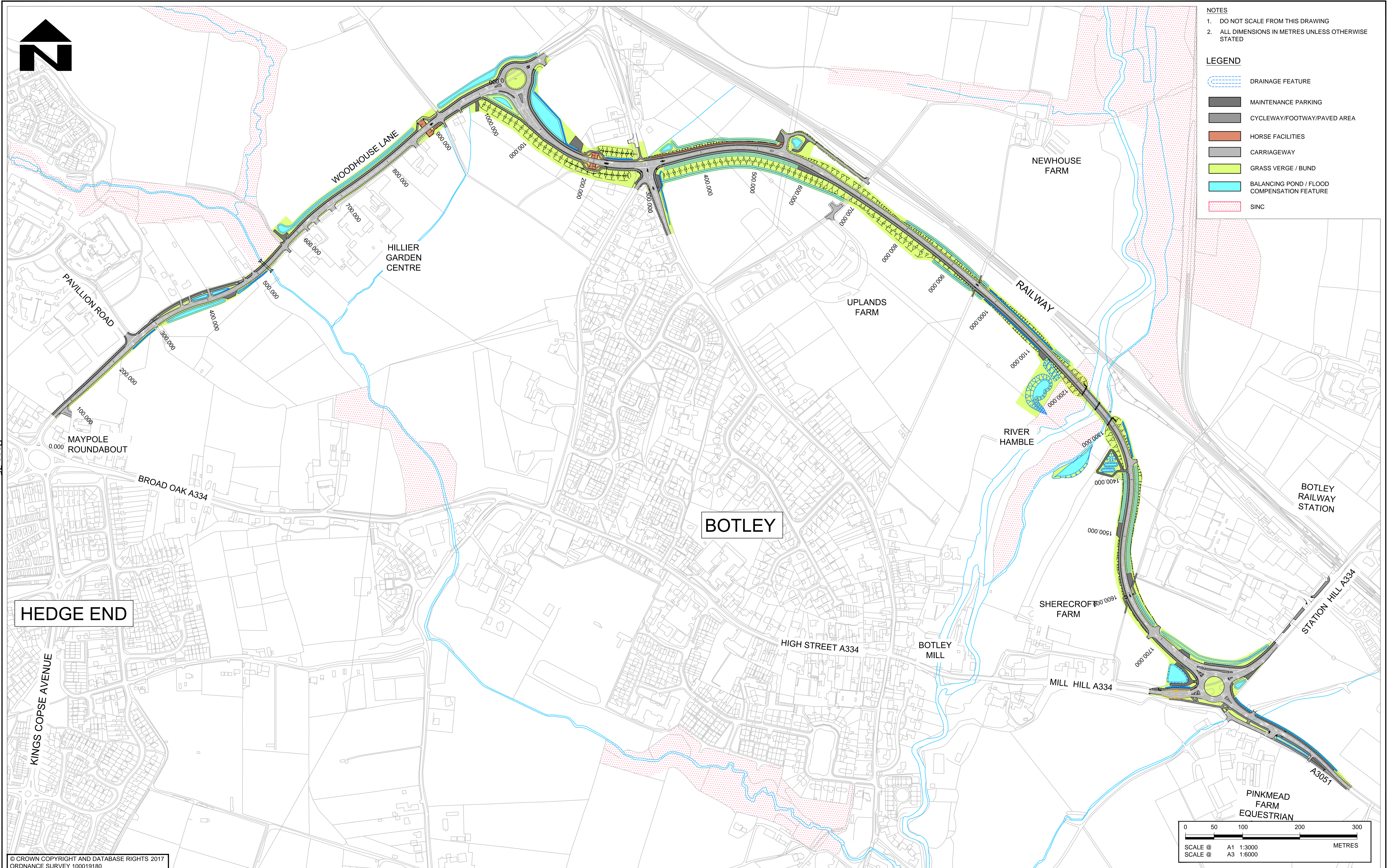
- The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- Encourage persons sharing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

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

The proposals in this report have been assessed as neutral for impacts on groups with protected characteristics. The report is procedural and seeks authority to pursue an alternative option to deliver a Bypass, maintaining the objectives and alignment of the approved project. Any impacts arising from the detailed implementation of an alternative option would be identified and assessed as the project progresses.



# Appendix 1



- NOTES**
- DO NOT SCALE FROM THIS DRAWING
  - ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED

- LEGEND**
- DRAINAGE FEATURE
  - MAINTENANCE PARKING
  - CYCLEWAY/FOOTWAY/PAVED AREA
  - HORSE FACILITIES
  - CARRIAGEWAY
  - GRASS VERGE / BUND
  - BALANCING POND / FLOOD COMPENSATION FEATURE
  - SINC

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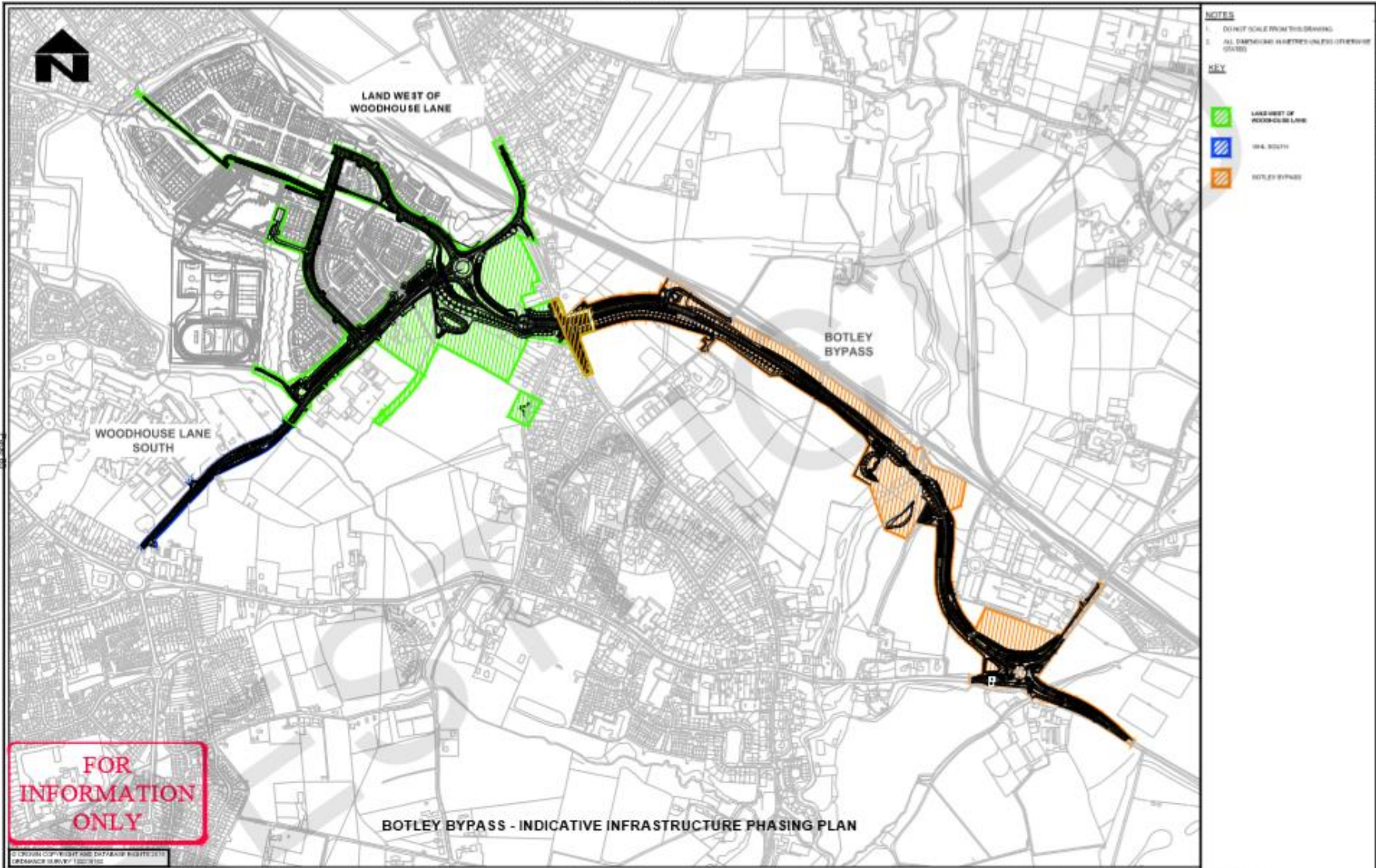
<p>CLIENT</p> <p><b>HAMPSHIRE COUNTY COUNCIL</b> ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT STRATEGIC TRANSPORT</p>		<p>CONSULTANT</p> <p><b>Hampshire County Council</b> <b>Engineering CONSULTANCY</b></p> <p>STUART JARVIS BSc DipTP FCIHT MRTPI: DIRECTOR OF ECONOMY, TRANSPORT &amp; ENVIRONMENT</p>		<p>DESIGNER</p> <p>RW</p> <p>CAD</p> <p>DPS</p> <p>CHECKED</p> <p>LW</p> <p>APPROVED</p> <p>CM</p>		<p>SCHEME</p> <p><b>BOTLEY BYPASS</b></p> <p>SCALE @ A1 1:3000</p> <p>SCALE @ A3 1:6000</p> <p>DATE</p> <p>29.03.2016</p>		<p>DRAWING TITLE</p> <p><b>OVERVIEW PLAN</b></p> <p>JOB No.</p> <p>SCALE @ A1 1:4000</p> <p>DATE</p> <p>29.03.2016</p> <p>SHEET NUMBER</p> <p>1 OF 1</p>		<p>HCC CAD PLOT: 13/7/2017 13:52:41</p> <p>DRAWING NUMBER</p> <p><b>EC/RJ567629/01/106</b></p> <p>REV</p>	
REV	AMENDMENTS	DATE	CAD	CHKD	APPD						



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APPENDIX 2



- NOTES**
- DO NOT SCALE FROM THIS DRAWING
  - ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED
- KEY**
- LAND WEST OF WOODHOUSE LANE
  - WAL SOUTH
  - BOTLEY BYPASS

**FOR  
INFORMATION  
ONLY**

**BOTLEY BYPASS - INDICATIVE INFRASTRUCTURE PHASING PLAN**

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HAMPSHIRE COUNTY COUNCIL  
PROPERTY, BUILDINGS AND REGULATORY SERVICES  
ARCHITECTS PRACTICE



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NO.	DATE	BY	FOR	REVISIONS

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## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Economy, Transport and Environment
<b>Date:</b>	17 September 2019
<b>Title:</b>	Transformation to 2021 – Revenue Savings Proposals
<b>Report From:</b>	Director of Economy, Transport and Environment and Deputy Chief Executive and Director of Corporate Resources

**Contact name:** Stuart Jarvis  
Sue Lapham

**Tel:** 01962 845260      **Email:** stuart.jarvis@hants.gov.uk  
01962 847804      sue.lapham@hants.gov.uk

#### Purpose of this Report

1. The purpose of this report is to outline the detailed savings proposals for Economy, Transport and Environment that have been developed as part of the Transformation to 2021 (Tt2021) Programme.

#### Recommendation

2. To approve the submission of the proposed savings options contained in this report and Appendix 1 to the Cabinet.

#### Executive Summary

3. The purpose of this report is to outline the detailed savings proposals for Economy, Transport and Environment that have been developed as part of the Transformation to 2021 (Tt2021) Programme.
4. The report also provides details of the Equality Impact Assessments (EIAs) that have been produced in respect of these proposals and highlights where applicable, any key issues arising from the public consultation exercise that was carried out over the summer and how these have impacted on the final proposals presented in this report.
5. The Executive Member is requested to approve the detailed savings proposals for submission to Cabinet in October and then full County Council in November 2019 recognising that there will be further public consultation for some proposals.

#### Contextual information

## DRAFT

6. Members will be fully aware that 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 (CSRs).
7. Whilst the County Council understands the wider economic imperative for closing the structural deficit, the prolonged period of tight financial control has led to significant reductions in government grant and the removal of funding that was historically provided to cover inflation, coupled with continued underfunding for demand pressures. At the same time the County Council has also had to respond to inflationary and growth driven increases in costs across all services, but in particular adults' and children's social care.
8. One of the key features of the County Council's well documented financial strategy and previous savings programmes has been the ability to plan well in advance, take decisions early and provide the time and capacity to properly implement savings so that a full year impact is derived in the financial year that they are needed.
9. This strategy has enabled the County Council to cushion some of the most difficult implications of the financial changes which have affected the short term financial viability of some County Councils, with Surrey previously considering a referendum for a 15% council tax increase and the well publicised financial issues facing Northamptonshire whose Director of Finance issued a Section 114 notice in February 2018, imposing spending controls on the council.
10. This approach has also meant that savings have often been implemented in anticipation of immediate need providing resources both corporately and to individual departments to fund investment in capital assets and to fund further change and transformation programmes to deliver the next wave of savings.
11. Whilst this has been a key feature of previous cost reduction programmes it was recognised that the Transformation to 2021 (Tt2021) Programme, the fifth major cost reduction exercise for the County Council since 2010, would be even more challenging than any previous transformation and efficiency programme against the backdrop of a generally more challenging financial environment and burgeoning service demands.
12. Unsurprisingly, the Tt2021 Programme is building seamlessly on from the Transformation to 2019 (Tt2019) Programme, with projects and programmes of work set to go further and harder in a number of areas as the search for an additional £80m of savings (combining cost reduction and income generation) develops.
13. The Tt2021 work has been taken forward without any impacts for Tt2019 delivery with the Corporate Management Team (CMT) setting appropriate time aside for the Tt2021 planning process whilst maintaining a continued strong grip on Tt2019.
14. What is different to previous years however is the fact that the profile of delivery for the Tt2019 Programme is back loaded, with some changes not being delivered at all until well after 2019/20. Secured savings exceeded the £100m mark in the first quarter of 2019 which represented another major

## DRAFT

milestone for the Programme. However, this leaves £40m to deliver and as we move ahead we know that the remaining savings areas will be the most difficult to secure.

15. Whilst sufficient resources have been set aside to cover this delayed implementation the need to commence the successor programme does therefore mean that there will be overlapping change programmes which is another significant difference. This does increase the overall risk in the budget going forward and there is clearly no room for complacency especially as implementation and delivery of Tt2021 will begin to run alongside the Tt2019 Programme and strong focus will be required to ensure simultaneous delivery of both.
16. Departments have looked closely at potential opportunities to achieve the required savings and unsurprisingly the exercise has been extremely challenging because savings of £480m have already been driven out over the past nine years, and the fact that the size of the target (a further 13% reduction in departmental cash limited budgets) requires a complete “re-look”; with previously discounted options having to be re-considered. It has been a significant challenge for all departments to develop a set of proposals that, together, can enable their share of the Tt2021 Programme target to be delivered.
17. The opportunity assessment and planning work has confirmed the sheer complexity and challenge behind some of the proposals, which means in a number of areas more than two years will be required to develop plans and implement the specific service changes.
18. The cashflow support required to manage the extended delivery timetable for the Tt2021 Programme will in the most part be met from departmental cost of change reserves but further funding of £32m to provide for necessary investment and the later delivery has already been factored into the requirements for the Grant Equalisation Reserve going forward. This provision will be considered as part of the updated Medium Term Financial Strategy (MTFS) that will be reported in October.
19. 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.
20. The consultation was clear that a range of options would be needed to deliver the required £80m of savings by 2021. Therefore, whilst each option offers a valid way of contributing in-part to balancing the budget – plugging the estimated £80m gap in full will inevitably require a combination of approaches. For example, the Information Pack illustrated the amount of savings that would still be required even if council tax was increased by up to 10%. It explained that the £80m estimated budget shortfall took into account an assumed increase in ‘core’ council tax of 4.99% in both 2020/21 and 2021/22. The Pack also explained that if central government were to support changing local government arrangements in Hampshire, savings would still take several years to be realised. Residents were similarly made aware that

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the use of reserves would only provide a temporary fix, providing enough money to run services for around 27 days.

21. As the consultation feedback confirms, a number of different approaches are likely to still be needed to meet the scale of the financial challenge. Consequently, the County Council will seek to:
- **continue with its financial strategy**, which includes:
    - **targeting resources** on the most vulnerable adults and children
    - **using reserves carefully** to help meet one-off demand pressures
  - **maximise income generation** opportunities;
  - **lobby central government** for legislative change to enable charging for some services;
  - **minimise reductions and changes to local services** wherever possible, including by raising council tax by 4.99%;
  - consider further the opportunities for **changing local government arrangements** in Hampshire.
22. Executive Members and Chief Officers have been provided with the key findings from the consultation to help in their consideration of the final savings proposals for this report. Responses to the consultation will similarly help to inform the decision making by Cabinet and Full Council in October and November of 2019 on options for delivering a balanced budget up to 2021/22, which the Authority is required by law to do.
23. In addition, Equality Impact Assessments have also been produced for all of the detailed savings proposals and these together with the broad outcomes of the consultation and the development work on the overall Tt2021 Programme have helped to shape the final proposals presented for approval in this report.

### Budget Update

24. Members will be aware that 2019/20 represented the final year of the current Spending Review period and that no indication has previously been provided by Government about the prospects for local government finance beyond this time. Although a further 4 year Spending Review had originally been planned for the summer of this year, this was impacted by Brexit and the national political situation.
25. In recent years, significant lobbying of the Government has been undertaken by Hampshire and the wider local government sector in order to ask them to address the financial pressures we are facing and to convince them to provide an early indication of the financial position beyond 2019/20 to aid medium term financial planning and to address the more immediate issue of budget setting for 2020/21. Whilst the news of a single year settlement was not welcome, it was not unexpected and was partly balanced by the promise of an early indication of the 'settlement' for local government.
26. The Spending Round announcement took place on 4 September and the key issues from a Hampshire perspective were:

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- £2.5bn nationally for the continuation of existing one-off grants across social care services (worth around £38.5m to Hampshire) most of which had already been assumed in the MTFS.
  - An extra £1bn for adults' and children's social care services, representing between £15m and £20m to Hampshire depending on the distribution methodology, which will be consulted upon.
  - Core council tax of 2% and the continuation of a 2% adult social care precept. This is below our assumptions in the MTFS and would lose the County Council around £12m of recurring income over the two years of the Tt2021 Programme.
  - Additional funding for schools, which includes extra funding for Special Educational Needs of £700m. If this was distributed on the same basis as previous additional grant, our share would be around £16.8m and would help to address the future growth in this area but does not provide a solution to the cumulative deficit position schools will face at the end of 2019/20.
27. The content of the proposed settlement and the issues it addressed were pleasing to see as they mirrored the key issues that we have been consistently raising for some time directly with the Government and through our local MPs.
28. In overall terms, there is a net resource gain to the County council, albeit that is only for one year at this stage. However, the cost pressures we face, particularly in adults and children's social care services are significantly outstripping the forecasts that were included in the original Tt2021 planning figures.
29. Without the additional injection of funding, the County Council would have faced a revised deficit position well in excess of £100m by 2021/22, but the additional resources bring us back to a broadly neutral position.
30. More detail will be provided in the update of the MTFS and as part of the Member briefings that will take place as part of the Tt2021 decision making process.

### **Transformation to 2021 – Departmental Context**

31. The Economy Transport and Environment (ETE) Department is responsible for a range of services, including highways maintenance and improvement, traffic management, subsidised public and community transport, waste disposal and recycling, minerals and waste planning, flood risk management, economic development and specialist environmental services. Most of these services are statutory, i.e. required by law, and there is requirement to maintain a base level of funding to meet our statutory requirements.
32. ETE has already made savings since 2011 totalling £56.5m, including real term reductions in operational budgets, increased income from charges and recharges, and reductions in core full time equivalent (FTE) posts by 24%. The requirement for 2021 is to identify and deliver a further £11.748m of savings against the net budget of £102.856m approved in February 2019.



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33. External spend, i.e. money paid to third parties to provide services, accounts for over 70% of the Department's gross spend. For the 2015 and 2017 savings programmes, the Department's strategy was to maximise savings from external spend. This proved successful, with the majority of savings coming from this workstream whilst still delivering good services. This involved either renegotiating, re-letting or refinancing all of our major contracts, including highways, waste disposal, Household Waste Recycling Centre management, street lighting, Intelligent Transport Systems, bus subsidies, and all our District Agency Agreements. This collective scale of savings cannot be achieved again until the contracts are renewed, and this will take us into the mid 2020s onwards.
34. As a result of the changes and savings already made from 2011-2019, the Department's scope to secure further savings is increasingly limited. All budgets have been looked at and details of the savings proposals under consideration for 2021 are shown in the rest of this section. The proposals and their potential impact are also set out in Appendix 1 and the references to individual proposals (e.g. ETE1) are included in the following paragraphs where applicable. The department has five proposals for 2021, two of which will directly affect the public (outlined in paragraphs 39 and 41) which would require a detailed stage two public consultation before any final decisions could be made on them.
35. Two proposals relate to the County Council's waste disposal statutory duties. The most significant proposal, in terms of scale, is proposed to come via the waste contract (recycling and other efficiencies - £8.2m) where the County Council has to arrange for the disposal of waste collected by District Councils. There are several elements to this proposal that include saving derived from increased operational efficiencies and the potential for negotiated contract variations. However, in order to deliver the full savings required there is a need to review, and revise, the existing arrangements for recycling between the County Council, as a statutory Waste Disposal Authority and Hampshire's District and Borough Councils as Waste Collection Authorities that have been in place, without significant update, since the inception of the Project Integra Partnership in the mid -1990's.
36. It is proposed to make changes including no longer subsidising aspects of the recycling systems run by District Councils to reduce costs to the County Council through a more financially sustainable model. The proposals will require a new financial framework within the Project Integra arrangements though the details will need to be worked through in the context of national changes being proposed.
37. The proposed changes will also support moves to adapt waste systems and infrastructure in line with emerging Government changes. There remains some uncertainty over the exact nature of any service changes at present due to proposed changes to recycling and waste collection services being considered by the Government, that have been the subject of a consultation process in early 2019 and are likely to be subject to further consultations in early 2020 with implementation unlikely to be before the mid 2020s however it remains important in the meantime to deliver the necessary savings which are not dependent on confirmation of detailed implementation proposals.



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38. There should be no impact on residents from the County Council's proposals, whilst the Governments stated intention is to harmonise and simplify the arrangements for recycling and residual waste collections.
39. The second proposal relates to the Household Waste Recycling Centres (HWRCs), at which the County Council continues to allow householders to deposit non-household waste but seeks to protect the overall service by recovering the cost of managing and disposing of such material through levying a charge on users bringing in the materials. It is proposed to recover costs by charging customers to dispose of non-household wood waste (£1.0m), e.g., fence panels, sheds, window frames etc. However, again we are aware that the Government is minded to review and then consult on future HWRC services. This is expected to occur in 2020.
40. It is proposed to make modest savings to the Highways service (£0.5m) through an alternative funding model for the Parish Lengthsmen scheme (Parish Lengthsmen carry out straightforward highways maintenance tasks requested by the local parish council), and/or other Highways Contract efficiencies. These are not anticipated to have any impact on residents.
41. Further reductions in the energy cost of managing Hampshire's street lighting network are also proposed (£0.5m), principally via opportunities offered through advances in technology. There may also be a requirement to extend part-night lighting for longer periods or additional areas than those introduced under the 2019 savings, and/or some additional dimming of the streetlights.
42. The remainder of the savings is proposed from changes to the department's operating model (£1.548m), the principal focus of which is income generation from trading and charging activities that were also key components of the 2019 savings programme. The trading offer focuses on increasing the net contribution from selling services to external organisations, and the charging proposal builds on the full-cost recovery approach for discretionary activities introduced in the 2019 programme. Any residual savings are planned from a reduced headcount of revenue-funded staff by up to 15-25 full time equivalent posts based on average budgeted salary costs. The department would seek to minimise the impact on staff through the use of vacancy management, natural turnover, redeployment of staff where possible, and exploring voluntary redundancy where appropriate. All the operating model proposals would need to be underpinned by further increases in productivity from, for example, digital tools and business process reviews.
43. The proposals set out in paragraphs 35-42 above combine to make the £11.748m target for ETE. Two service areas have a saving that could achieve further benefits subject to legislative change. In general terms, this would be in line with headline results from the recent 'Balancing the Budget 2019 Consultation', in which the top two preferred options from the 5,432 responses were 1) generating additional income and 2) lobbying central Government for legislative change. Specifically on the latter, the response for lobbying for changes on individual services were as follows – older person bus pass (66% agreed / 29% disagreed); 25% charge of each concessionary fare (42% agreed / 43% disagreed), £1 per visit to local HWRCs (40% agreed, 56% disagreed).

### Summary Financial Implications

44. The savings target that was set for Economy, Transport and Environment was £11.748m and the detailed savings proposals that are being put forward to meet this target are contained in Appendix 1.
45. £10.2m (87%) of these savings are currently expected to be delivered on time with £850,000 forecast to be achieved ahead of target.
46. In addition to funding for the wider implementation of the overall programme, £1.548m has been set aside in the Department's Cost of Change reserve to cover timing shortfalls currently anticipated in the following areas:
  - Street lighting, where the potential need for investment in new technology would mean the full value of the saving not being achieved by 2021/22.
  - Highways, to allow time for alternative funding to be confirmed for the Parish Lengthsmen scheme.
  - Operating model, to enable development of sustainable new trading activity.

### Workforce Implications

47. Appendix 1 also provides information on the estimated number of reductions in staffing as a result of implementing the proposals.
48. Up to 15 - 25 Full Time Equivalent (FTE) posts may be affected by the proposals and it is anticipated that savings would be achieved as far as possible through vacancy management and natural turnover within the relevant services although this may not be sufficient to meet the reduction required.
49. The County Council's approach to managing down staff levels in a planned and sensitive way through the use of managed recruitment, redeployment of staff where possible and voluntary redundancy where appropriate will be continued. The County Council will ensure appropriate consultation with staff and trade unions about workforce implications at the appropriate time and in accordance with County Council policies and procedures.

### Consultation, Decision Making and Equality Impact Assessments

50. As part of its prudent financial strategy, the County Council has been planning since June 2018 how it might tackle the anticipated deficit in its budget by 2021/22. As part of the MTFs, which was last approved by the County Council in September 2018, initial assumptions have been made about inflation, pressures, council tax levels and the use of reserves. Total anticipated savings of £80m are required and savings targets were set for departments as part of the planning process for balancing the budget.
51. The proposals in this report represent suggested ways in which departmental savings could be generated to meet the target that has been set as part of the Tt2021 Programme. Individual Executive Members cannot make decisions on strategic issues such as council tax levels and use of reserves and therefore, these proposals, together with the outcomes of the *Serving Hampshire - Balancing the Budget* consultation exercise outlined below, will

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go forward to Cabinet and County Council and will be considered in light of all the options that are available to balance the budget by 2021/22.

52. The County Council undertook an open public consultation called *Serving Hampshire – Balancing the Budget* which ran for six weeks from 5 June to the 17 July 2019. The consultation was widely promoted to stakeholders through a range of online and offline channels including: the County Council's website; local media and social media channels; the County Council's residents' e-newsletter *Your Hampshire*; direct mail contact to a wide range of groups and organisations across Hampshire; posters and adverts in County Council libraries, Country Parks, at Hillier Gardens and Calshot Activity Centre; in residential and day care settings, on electronic noticeboards in GP surgeries and healthcare settings. Information Packs and Response Forms were available in hard copy in standard and Easy Read, with other formats available on request. Comments could also be submitted via email, letter or as comments on social media.
53. The consultation sought residents' and stakeholders' views on several options that could contribute towards balancing the revenue budget, and any alternatives not yet considered – as well as the potential impact of these approaches. The consultation was clear that a range of options would be needed to meet the required £80m savings by 2021. For example, the Information Pack illustrated the amount of savings that would still be required even if council tax was increased by up to 10%.
54. The options were:
  - Reducing and changing services;
  - Introducing and increasing charges for some services;
  - Lobbying central government for legislative change;
  - Generating additional income;
  - Using the County Council's reserves;
  - Increasing council tax; and
  - Changing local government arrangements in Hampshire.
55. Information on each of the above approaches was provided in an Information Pack. This set out the limitations of each option, if taken in isolation, to achieving required savings. For example, supporting information explained that the £80m estimated budget shortfall took into account an assumed increase in 'core' council tax of 4.99% in both 2020/21 and 2021/22. The Pack also explained that if central government were to support changing local government arrangements in Hampshire, savings would still take several years to be realised. Residents were similarly made aware that the use of reserves would only provide a temporary fix, providing enough money to run services for around 27 days.
56. Therefore, whilst each option offers a valid way of contributing in-part to balancing the budget – plugging the estimated £80m gap in full will inevitably require a combination of approaches.

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57. A total of 5,432 responses were received to the consultation – 4,501 via the Response Forms and 931 as unstructured responses through email, letter and social media.
58. The key findings from consultation feedback are as follows:
- The majority of respondents (52%) agreed that the County Council should continue with its current **financial strategy**. This involves **targeting resources on the most vulnerable** people; **planning ahead** to secure savings early and enable investment in more efficient ways of working; and the **careful use of reserves** to help address funding gaps and plug additional demand pressures e.g. for social care.
  - Achieving the required savings is likely to require a multi-faceted approach. However, respondents would prefer that the County Council seeks to explore all other options before pursuing proposals to reduce and change services – in particular, opportunities to **generate additional income** and **lobby central government for legislative change**.
  - Just over one in three respondents (37%) agreed with the principle of **reducing or changing services** - but the proportion who disagreed was slightly higher (45%) - Of all the options, this was respondents' **least preferred**.
  - Around half of respondents (**52%**) **agreed** with the principle of **introducing and increasing charges** to help cover the costs of running some local services, but over one-third (39%) felt that additional charges should not be applied.
  - Respondents were in favour of **lobbying central government** to allow charging in some areas:
    - 66% agreed with charging for issuing Older Person's Bus Passes.
    - 64% agreed with charging for Home to School Transport.
    - 56% agreed with diverting income from speeding fines or driver awareness courses.
  - However, in other areas, opinions were more mixed:
    - 42% agreed and 43% disagreed with recouping 25% of concessionary fares.
    - most did not feel that it would be appropriate to lobby for charges relating to library membership (60% disagreement) or HWRCs (56% disagreement).
  - Overall, lobbying for legislative change to enable charging was respondents' **second preferred option**.
  - Of all the options presented, generating additional income was the **most preferred option**. Suggestions included:
    - Improving the efficiency of council processes.

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- Increasing fees or charges for services.
- Using council assets in different ways.
- Implementing new, or increasing existing, taxes.
- Lobbying central Government for more funding.
- Six out of ten respondents (61%) agreed with the position that **reserves should not be used** to plug the budget gap.
- Most respondents (55%) preferred the County Council to raise **council tax** by less than 4.99%. This compared to 34% of respondents whose first choice was to raise council tax by 4.99%. There was limited support for a rise in council tax above this level (14%).
- More than half of those who responded (**61%**) **agreed** that consideration should be given to **changing local government arrangements in Hampshire**.
- One in three (36%) respondents noted **potential impacts** on poverty (financial impacts), age (mainly older adults and children), disability and rurality.
- Staffing efficiencies were the most common focus of **additional suggestions** (31%).
- The 931 unstructured **other responses** to the consultation primarily focused on ways to reduce workforce costs (26% of comments), the impact of national politics on local government (8%), the need to reduce inefficiency (6%) and both support and opposition to council tax increases (7%).

### Proposals following consultation feedback

59. Executive Members and Chief Officers have been provided with the key findings from the consultation to help in their consideration of the final savings proposals. As the consultation feedback confirms, a number of different approaches are likely to still be needed to meet the scale of the financial challenge. Consequently, the County Council will seek to:
- **continue with its financial strategy**, which includes:
    - **targeting resources** on the most vulnerable adults and children
    - **using reserves carefully** to help meet one-off demand pressures
  - **maximise income generation** opportunities;
  - **lobby central government** for legislative change to enable charging for some services;
  - **minimise reductions and changes to local services** wherever possible, including by raising council tax by 4.99%;
  - consider further the opportunities for **changing local government arrangements** in Hampshire.

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60. The proposals set out in Appendix 1 have, wherever possible, been developed in line with these principles.
61. With regard to Household Waste Recycling Centres (HWRCs) it is proposed to extend the existing policy of recovering the disposal cost of non-household waste from charging to include large wood items such as fence panels, sheds and window frames (see Appendix 1 ETE2). This proposal is recommended ahead of alternatives such as reducing HWRC opening hours and is informed by the responses received from residents who have confirmed a preference for charging over reductions and changes to services.
62. The saving from the Department's Operating Model (see Appendix 1 ETE5) is mainly focussed on increasing net income from either providing traded services to other organisations or increasing the range of services provided where a charge is levied. Generating savings in this way helps protect front line services provided to the public and, again, this is informed by the views expressed in the consultation confirming a preference for generating additional income ahead of reducing or changing local services.
63. A number of specific comments were made regards ETE proposals in the *Serving Hampshire – Balancing the Budget* consultation. In terms of the written comments made in the formal responses, 36 made negative comments about the Highways and Winter Maintenance proposals, and 32 negative comments were made about the Street Lighting proposals. In addition, there were 31 comments on social media regards Highways Services, 17 of which asked for the service to be improved. A Parish Council also commented on the importance of the Parish Lengthsmen in delivering minor highways works, asking for the role to be extended.
64. Following the Executive Member Decision Days, all final savings proposals will go on to be considered by the Cabinet and Full Council in October and November – providing further opportunity for the overall options for balancing the budget to be considered as a whole and in view of the consultation findings. Further to ratification by Cabinet and the full County Council, some proposals may be subject to further, more detailed consultation.
65. In addition to the consultation exercise, Equality Impact Assessments have been produced for all the savings proposals outlined in Appendix 1 and these have been provided for information in Appendix 2. These will be considered further and alongside a cumulative EIA by Cabinet and the full County Council. The cumulative assessment provides an opportunity to consider the multiple impacts across proposals as a whole and, therefore, identify any potential areas of multiple disadvantage where mitigating action(s) may be needed.
66. Together the *Balancing the Budget* consultation and Equality Impact Assessments have helped to shape the final proposals presented for approval in this report.
67. Two proposals are likely to require a phase 2 consultation prior to a decision by the Executive Member for Economy, Transport and Environment (EMETE). Firstly, any proposal to extend part-night streetlighting and/or dimming, with an EMETE decision likely to take place spring/summer 2020. Secondly, the proposal to charge for non-household wood at HWRCs would require further consultation followed by an EMETE decision in early 2020.



**REQUIRED CORPORATE AND 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>
<b>Direct links to specific legislation or Government Directives</b>	
<u>Title</u>	<u>Date</u>
Looking Ahead - Medium Term Financial Strategy <a href="https://democracy.hants.gov.uk/ielssueDetails.aspx?Id=10915&amp;PlanId=0&amp;Opt=3#A18687">https://democracy.hants.gov.uk/ielssueDetails.aspx?Id=10915&amp;PlanId=0&amp;Opt=3#A18687</a>	Cabinet - 18 June 2018 County Council – 20 September 2018

<b>Section 100 D - Local Government Act 1972 - background documents</b>	
<p>The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)</p>	
<u>Document</u>	<u>Location</u>
None	



## **EQUALITIES IMPACT ASSESSMENT:**

### **1. Equality Duty**

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

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

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

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

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

Equality Impact Assessments have been produced for all the savings proposals outlined in Appendix 1 and these have been provided for information in Appendix 2.

**Economy, Transport and Environment – Proposed Savings Options (Subject to consultation where appropriate)**

<b>Ref.</b>	<b>Service Area and Description of Proposal</b>	<b>Impact of Proposal</b>	<b>2020/21</b>	<b>2021/22</b>	<b>Full Year Impact</b>	<b>Estimated Staffing Impact FTE</b>
			<b>£'000</b>	<b>£'000</b>	<b>£'000</b>	

<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 96 ETE1</p>	<p>Waste disposal contract: To <b>make changes to the financial arrangements by removing HCC cost subsidies in the recycling of household waste</b> in Hampshire, to:</p> <ul style="list-style-type: none"> <li>• maximise and retain income from the sale of recycled materials by HCC</li> <li>• charge costs currently incurred by HCC to District Councils</li> <li>• end direct subsidy payments to District Councils where recycling infrastructure and facilities have been provided to them free of charge to use</li> <li>• maximise impacts of Waste prevention activities</li> <li>• explore further re-financing options related to the Waste Disposal Contract</li> </ul>	<ul style="list-style-type: none"> <li>• District Council partners will be impacted by changing the financial model to remove subsidies which will impact through reduced income / recovery of full costs by HCC.</li> <li>• Service users should see no immediate impact, but in the long term may benefit from potential future countywide harmonisation of waste collection schemes and in the shorter term by a more straight-forward recycling offer and/or an increased range of materials.</li> <li>• No direct impact upon HCC staff is anticipated.</li> </ul>	0	8,200	8,200	0
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ETE2	<p>Waste disposal – HWRCs: To <b>charge customers to deposit wood at Household Waste Recycling Centres</b> (i.e. non-household wood wastes, including fence panels, sheds, window frames etc.).</p> <p>This is in-line with existing policies to charge for other DIY type wastes and will serve to recover costs only.</p>	<ul style="list-style-type: none"> <li>• Service users seeking to deposit non-household wood wastes will incur additional costs in using HWRC sites.</li> <li>• Veolia as partners will deliver the charging service, but there will be limited impact as required infrastructure is already in place.</li> <li>• There is likely to be increased customer contact from Service users as a result of the introduction of the charge.</li> </ul>	500	1,000	1,000	0

ETE3	Street Lighting: To <b>seek further reductions in the cost of managing Hampshire's streetlighting network</b> , through opportunities offered from advances in technology and/or other service efficiencies including extending dimming and part-night lighting.	<ul style="list-style-type: none"> <li>• The impact upon Service users will be dependent upon the nature of how savings are achieved. Service efficiencies could impact upon network coverage e.g. further part night lighting.</li> <li>• No direct impact on ETE staff is anticipated.</li> </ul>	50	100	500	0
ETE4	Highways: To <b>make modest savings to the existing Highways Service</b> , through alternative funding of the Parish Lengthsman scheme, and/or other Highways contract efficiencies.	<ul style="list-style-type: none"> <li>• Parish Council partners could be asked to provide funding for their Parish Lengthsman.</li> <li>• No direct impact on ETE staff is anticipated.</li> <li>• No impact on service users is anticipated.</li> </ul>	200	300	500	0



ETE5	<p>To build on cross-cutting income/savings already achieved in T19 (£4.85m target), by identifying further opportunities to:</p> <ul style="list-style-type: none"> <li>• generate income through <b>trading</b> activities</li> <li>• generate income through <b>charging for Council services</b></li> <li>• seek further efficiencies against the department's <b>Operating Model</b>.</li> </ul>	<ul style="list-style-type: none"> <li>• Changes to Operating Model may impact 15 - 25 Full Time Equivalent (FTE) posts. Savings would be achieved as far as possible through vacancy management and natural turnover within the relevant services although this may not be sufficient to meet the full reduction required and therefore other measures such as voluntary redundancy and redeployment where appropriate would be explored.</li> <li>• Service users may incur new or increased charges to access certain ETE services (these will be for the purpose of cost-recovery).</li> </ul>	100	600	1,548	15 – 25
<b>Totals</b>			<b>850</b>	<b>10,200</b>	<b>11,748</b>	<b>15-25</b>

## Appendix 2 – Equalities Impact Assessments

- [ETE1 Waste Disposal Contract](#)
- [ETE2 Waste Disposal: HWRCs](#)
- [ETE3 Street Lighting Efficiencies](#)
- [ETE4 Highways](#)
- [ETE5 Cross Cutting Departmental Savings - Service Users](#)
- [ETE5 Cross-Cutting Departmental Savings - Staff](#)

## HAMPSHIRE COUNTY COUNCIL

### Decision Report

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

**Contact name:** Sam Horne

**Tel:** 01962 832268

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

#### Purpose of this Report

1. The purpose of this report is to 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**

<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
<b>OR</b>	
<b>This proposal does not link to the Strategic Plan but, nevertheless, requires a decision because:</b>	
The policies in place require a change to ensure the effective and efficient running of the Household Waste Recycling Centre service.	

**Other Significant Links**

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

<b>Section 100 D - Local Government Act 1972 - background documents</b>	
The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)	
<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.

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## HAMPSHIRE COUNTY COUNCIL

### Decision Report

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

**Contact name:** Adrian Gray

**Tel:** 01962 846892

**Email:** adrian.gray@hants.gov.uk

### Purpose of this Report

1. This report reviews the Experimental Traffic Order Prohibiting Right Turns from C6 The Causeway onto the A33 Basingstoke Road (“the Experimental Traffic Order”). The purpose of implementing the experimental traffic order was to address a persistent accident pattern of right turn manoeuvres from The Causeway onto the A33. The order was experimental in order to provide a sufficient period to assess compliance with the restriction and the wider impact of the ban on surrounding roads. This report describes the evaluation and makes a number of recommendations.

### Recommendations

2. 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.
3. 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.
4. 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.

## **Executive Summary**

5. The Experimental Traffic Order which prohibits right turn manoeuvres at The Causeway junction with the A33 has increased traffic volumes on the local roads in the vicinity. The removal of the right turn has consequently increased the queues on the B3349 Odiham Road. As a result, drivers are using other, less suitable routes, or attempting unsafe manoeuvres such as U turns on the A33 itself.

## **Contextual information**

6. The junction of A33 Basingstoke Road with C6 The Causeway at Heckfield has a history of collisions resulting in injury. A number of casualty reduction measures have been implemented over time with varying success, but a casualty problem remained with traffic turning right from The Causeway on to the A33 Basingstoke Road. The Experimental Traffic Order was implemented on 10th December 2018 to try and tackle this persistent injury accident problem.
7. The purpose of implementing an experimental traffic order was to provide a sufficient period of time to evaluate the traffic impact of prohibiting right hand turns on the B3349 and A33 before determining whether the measures should be made permanent, or abandoned.
8. Since the introduction of the Experimental Traffic Order, the County Council has been monitoring its impact and effectiveness. There have been no injury accidents recorded at the junction since its introduction. However, a number of safety concerns have been raised. A new potentially more dangerous pattern of driver behaviour has emerged whereby drivers are turning left at The Causeway junction onto the A33 and using vehicular driveways to U turn to avoid the right turn prohibition. Anecdotal reports, survey data, as well as photos from members of the public have shown this manoeuvre to be common place. In addition, the layby on the A33 immediately adjacent to The Causeway has become rutted with the volume of vehicles U turning here.
9. 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.
10. 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.
11. The Experimental Traffic Order was made to enable the effectiveness of such a restriction to be assessed over an 18 month period. Following recent assessments and comments from the public, which demonstrate both adverse traffic flows arising from the Order as well as more urgent safety concerns, a new Revocation Order is recommended to remove the restriction, subject to the Revocation Order's advertisement and the later removal of the physical measures and signs that are currently in place.

12. Due to the need to address safety concerns relating to the unsafe manoeuvres described above as quickly as possible, it is recommended that the prohibited right turn is permitted while revocation takes effect by way of a temporary prohibition Notice under s14(2) of the Road Traffic Regulation Act 1984.
13. Hampshire County Council will investigate what other measures, if any, might be implemented to reduce casualties at this junction, while minimising adverse impacts on surrounding roads.
14. The overall effectiveness of removing the right turn from The Causeway is linked to the operation of the A33/B3349/Welsh Lane roundabout. Traffic data suggests that flows on the roundabout are unbalanced, which could partially explain the congestion levels on the A33 and the B3349. A wider strategic approach is therefore required to facilitate safety measures at The Causeway/A33 junction and to improve capacity locally.
15. The current Experimental Traffic Order has received thirty representations, twenty-three of which were against the order. These representations are summarised in Appendix 1.
16. The content of the representations, including the small number of comments in support of the measure, are noted and will be considered as part of the wider study into this location to identify solutions to the safety concerns that do not have a detrimental effect on the local road network.
17. A total of 30 comments were received in relation to the experimental order. Of those that supported the order, there were nonetheless concerns expressed in relation to the number of vehicles continuing to make the right turn at the junction. The consensus among those who objected was that the restriction had not been successful, with the number of vehicles continuing to make the right turn manoeuvre again raised, as well as the new pattern of driver behaviour U turning on the A33.

## **Finance**

18. The costs associated with the works required to implement the Order revoking the Experimental Traffic Order, as well as carrying out the Notice to permit the right turn, will be met within the existing safety engineering budget.

## **Legal**

19. The County Council has a duty under s122(1) and 122(2) of the Road Traffic Regulation Act 1984, which requires it to exercise its functions to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) which forms the basis for the decision being sought.
20. In order to issue a temporary Notice under s14(2) of the Road Traffic Regulation Act 1984, the County Council must be satisfied that it is necessary to do so without delay because of the likelihood of danger to the public or of serious damage to the road.

21. The pattern of driver behaviour of U turning on the A33 creates additional hazards that were not occurring prior to the introduction of the prohibition of right turns. This coupled with a high volume of right turns still occurring require the council to act quickly in the interests of safety.

## **Performance**

22. The junction of The Causeway and A33 will continue to be monitored as an existing accident site.

## **Consultation and Equalities**

23. No consultation is required to make an Order to revoke the Experimental Traffic Order. However, consultation was carried out during the first six months of the making of the Experimental Traffic Order, and appended to this report are the comments received. Those who commented will be updated on the decision that will be made following this report.
24. In earlier consultations (November 2018), the Police indicated that the Constabulary had concerns about drivers retaining the potential to make the right turn out of The Causeway. As a result, they were unable to support the proposal as one that they could devote resources to enforcing.
25. The proposal is to remove a no right turn restriction and return the junction to its original layout. Therefore, a neutral impact is expected for all service users including individuals with protected characteristics.

## **Conclusions**

26. This report seeks authority to make an Order to revoke the Experimental Traffic Order due to the creation of unsafe movements on the A33 and the high number of violations of the right turn ban. It is noted that a number of comments received in response to the Experimental Traffic Order were supportive, though among these were caveats relating to the violations observed by members of the public. Due to the frequency of such violations, and the new pattern of unsafe movements, a wider study into this location needs to be undertaken to ascertain what will work to solve the accidents problem, without having a detrimental effect on the local road network. This report also seeks authority to issue a temporary prohibition Notice under s14(2) Road Traffic Regulation Order 1984 on safety grounds.

**REQUIRED CORPORATE AND LEGAL INFORMATION:**

**Links to the Strategic Plan**

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

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

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

Document

Location

Traffic Order: The Causeway Heckfield -  
Experimental Prohibition of Right Turns  
Decision record

<http://democracy.hants.gov.uk/ieDecisionDetails.aspx?Id=908>



## **EQUALITIES IMPACT ASSESSMENT:**

### **1. Equality Duty**

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

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited by or under the Act with regard to the protected characteristics as set out in section 4 of the Act (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation);
- Advance equality of opportunity between persons who share a relevant protected characteristic within section 149(7) of the Act (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation) and those who do not share it;
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- Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

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

The proposal is to remove a no right turn restriction and return the junction to its original layout. Therefore, a neutral impact is expected for all service users including individuals with protected characteristics.

**C6 The Causeway, Heckfield – Comments on the Experimental Order preventing Right Turns (A1033)**

	<i>Those in support of No Right Turn</i>	<i>Objectors No Right Turn</i>	<i>Comments</i>	<i>Date</i>
1		Hampshire Police	Concerns public will continue to turn right. Feel engineering measures needed to prevent turn. Unable to proactively enforce PORT except on a general patrol.	22.11.18
2		Comment	HGVs using alternate route to avoid PORT and damaging verges in Malthouse Lane.	20.12.18
3	comment		Pleased. Signs being ignored though.  Originally wrote in to suggest stopping right turn & redirecting a short distance north to join A33	07.01.19  04.11.18
4	comment		Huge success, far less dangerous but still people turning right	08.01.19
5	comment		Imagines will be a huge success and will surely save lives.  Original correspondence with HCC saying change needed, suggested closing right turn. Direct north to A33 roundabout junction.	02.01.19  15.05.18

C6 The Causeway, Heckfield – Comments on the Experimental Order preventing Right Turns (A1033)

6		comment	Has lengthened commute 15 mins. Ruined traffic flow now all traffic forced down to Wellington Rbt. Wants a fix. Has increased emissions & fuel, increased traffic will damage road & economy (Time lost).	14.01.19
7		comment	Has eased things considerably but measures do not prevent vehicles turning right. Also mentions Bramshill junc. And has written in previously.  Original correspondence with HCC prior to 13 June 2018 where he stated worst part of turning left was lack of visibility. Maybe a rbt would set cars further back to alleviate this?	16.01.19
8	comment		Pleased with change. Any way to monitor those still turning right?	17.01.19
9	comment		Delighted now left turn only. Traffic continues turning right – can this be monitored somehow as dangerous.	19.01.19
10		comment	Thinks this has made the junction more dangerous. Still turning right, or turning left, 3-point turn in layby and going the opposite way stopping traffic both directions.	25.01.19

C6 The Causeway, Heckfield – Comments on the Experimental Order preventing Right Turns (A1033)

			<p>Roundabout at Wellington Country Park is badly designed and also needs looking at. Accident waiting to happen.</p> <p>further emailed (11 Feb) to advise that one bollard is down at the junction, which could potentially roll into the road.</p>	11.02.19
11	comment		<p>Re: Left turn for trial period. In favour BUT cars are still turning right. Asks 'can anything be done'?</p>	28.01.19
12	comment		<p>Thinks junction a lot safer but there is always someone turning right or going left and doing a U-Turn. Have sat-navs been updated? Accident soon.</p>	31.01.19
13		comment	<p>New no right turn signs not working as cars are still turning right at the junction towards Reading.</p>	24.12.18
14		comment	<p>Due to the trial of no right turn from the Causeway on to the A33 vehicles are turning left on the rough ground and swinging right up A33 towards Reading. This is dangerous in that they disregard the restriction, some do not wait for it to be safe and cause drivers to brake suddenly and some cars are not aware how</p>	20.03.19

C6 The Causeway, Heckfield – Comments on the Experimental Order preventing Right Turns (A1033)

			rough the ground is and steep drop back down could ground the cars, jamming them mid crossing. For some cars the road is not wide enough and they are damaging the verge on the opposite side of the main road. I feel it is only a matter of time before there is a collision	
15		comment	SW passed to JF to respond. It is more dangerous since introduction of PORT as many cars go left then turn in layby or next small junction, backing up traffic.	28.03.19
16		comment	Vehicles are using our tenants' drives to reverse in and out onto A33 to turn. Dangerous situation. Large lorries using the Monument as a turning circle. I have been in touch with one company doing this, verges being damaged. Saw 5 vehicles turning in just 2 mins.	29.03.19
17	comment	comment	Pleased but people are ignoring new layout, need Centre island shaping and widening to deter right turns and enforcement cameras or	04.04.19

C6 The Causeway, Heckfield – Comments on the Experimental Order preventing Right Turns (A1033)

			<p>police presence to stop illegal turns. (JF responded)</p> <p>On 3/4 I witnessed a Tarmac branded HGV tipper make the right turn bringing the A33 carriageways to a standstill and causing traffic build up. Later that day returning from Reading on A33 had to emergency break to avoid collision with car making right turn in front of me.</p>	
18		comment	<p>Congratulations on wasting tax payers money. As many turning right as previously, causing traffic holdups for those wishing to turn left.</p>	05.04.19
19		comment	<p>Understands decision to implement No Rt Turn but requests full review on impact on local roads. Malthouse Lane single track used by horseriders &amp; dogwalkers is being used to bypass restriction, and morning rush hour traffic using it to do U-turn onto A33.</p>	10.05.19
20		comment	<p>Concerns over 'No right turn'. Since trial began, country lanes blighted by 'alternative route finders' trying to avoid peak queues. Both Bar Lane &amp; Malt House Lane are single</p>	22.05.19



C6 The Causeway, Heckfield – Comments on the Experimental Order preventing Right Turns (A1033)

			track, no speed, tight bends used as Rat Run to detriment of Walkers, cyclists, riders etc. Often flood, gridlock and access to homes blocked. Many still ignoring sign or U-turning. Situation now more dangerous. Suggest Traffic Lights.	
21		comment	Going to be a very bad accident caused by junction changes. Understands needed making but needs monitoring as people still turn right, or left and immediately U-Turning, or using Malthouse Lane. Lane not made for this use, queues and a major accident waiting to happen.	22.05.19
22		comment	Understands done on safety grounds and now turns left ½ mile but daily sees 2 or 3 vehicles still turning right. suggests hard kerbing, a camera or a roundabout.	29.05.19
23		comment	Firm complaint needs for measures but this has actually exacerbated problems. At least dozen cars/day pull into their drive to reverse out and go opposite direction. Have CCTV proof. They are finding their own drive obstructed and receive verbal abuse. Many	03.06.19

C6 The Causeway, Heckfield – Comments on the Experimental Order preventing Right Turns (A1033)

			drivers still turning right. Speed 50mph+, cameras might help. Retired PO with Thames Valley.	
24		comment	Both locations badly affected by experimental PORT. Traffic doubled on Wellington Country Park Road & Swallowfield Bypass Rbt. Tailbacks at rush hour times. Riseley a 'rat run' to access bypass further up. Soon 150 extra cars will join Wellington Country Park Rbt on estate completion – even worse. Traffic Lights or Rbt should make safer & control traffic in a more acceptable way.	08.06.19
25		comment	Trying to find out why junction changed. Lived there 27 years and travelled past junction daily. Never had problem. Previously vehicles turning right had central area between lanes to wait for gap. Now with left only vehicles U-turn in their driveway making it dangerous to exit. Another accident on 2nd July, writing off car & van, injuries. Even in the hour after the accident at least 15 cars U-turned through the damaged cars or stopping southbound lane waiting for a	05.07.19

C6 The Causeway, Heckfield – Comments on the Experimental Order preventing Right Turns (A1033)

			gap northbound. No central area here so must negotiate two lanes at once. Please change junction back before a serious accident does occur.	
26		comment	Has witnessed near misses on a daily basis since change to PORT. They either use mud layby or go south to bend in road and cut across 50mph road there. Death trap. Please reinstate as previously.	Approx 19 July 19
27		comment	Enquiry 2Verge has become unofficial U-turn site, making road more dangerous, needs sorting before someone killed. Dummy camera at junction or digger & mound?	29 July 19
28		comment	Complaining about the long queues to get onto A33 since PORT. Asks how traffic is to be managed with new housing development at Risley soon.	13 Aug 19 approx
29		comment	supports measures to reduce potential for serious accidents but had received various comments on adverse effects of alterations. <ul style="list-style-type: none"> <li>- significant changes to traffic volumes in lanes around Heckfield, with damage to verges and danger to pedestrians,</li> </ul>	<u>20 Dec 2018</u>

**C6 The Causeway, Heckfield – Comments on the Experimental Order preventing Right Turns (A1033)**

			cyclists, horses etc. Vehicles diverting to avoid B3349, so far mostly cars, but road not suitable for large vehicles. Request further signage to prohibit traffic, esp hcv from using Malthouse Lane.	
30		comment	How does HCC monitor the junction to stop people turning right . Now the road lay out has been changed	

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## HAMPSHIRE COUNTY COUNCIL

### Executive Decision Record

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

Contact name: Katy Sherwood

Tel: 01962 847347

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

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

a) That the Executive Member for Economy, Transport and Environment be requested to make 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.	Blackwater Valley Advisory Committee for Public Transport 19/20	(i) To consider proposals of bus and train companies operating within the areas of the four constituent Councils which it is considered will affect the interests of the population of two or more member districts; (ii) To discuss and recommend proposals for the improvement of existing services; (iii) To discuss and recommend proposals for the introduction of new services or the variation of existing services to serve a wider area; and (iv) To assist in the development of good public relations. (v) To invite key stakeholders of the public transport sector to participate in the meeting.		

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.	Warwick, <b>Bolton</b> (Heron)	Quantrill
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**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:**

<p><b>Approved by:</b></p>  <p>-----</p> <p><b>Executive Member for Economy, Transport and Environment</b> <b>Councillor Rob Humby</b></p>	<p><b>Date: 17 September 2019</b></p>
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