

## NOTICE OF MEETING

<b>Meeting</b>	Executive Member for Economy, Transport and Environment Decision Day
<b>Date and Time</b>	Tuesday, 12th November, 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. PUBLICATION OF THE CONCESSIONARY TRAVEL SCHEME 2020-2021** (Pages 5 - 10)

To consider a report of the Director of Economy, Transport and Environment regarding annual approval of the range of concessions detailed for the Hampshire Concessionary Travel Scheme for 2020/2021.

**2. LOCAL FLOOD AND WATER MANAGEMENT STRATEGY** (Pages 11 - 154)

To consider a report of the Director of Economy, Transport and Environment seeking approval for the draft Hampshire Local Flood and Water Management Strategy which will then be subject to public consultation for a statutory period of 8 weeks.

### Non Key Decisions

**3. A30 TRAFFIC MANAGEMENT REVIEW** (Pages 155 - 178)

To consider a report of the Director of Economy, Transport and Environment regarding an update on findings from a review of Traffic Management and Road Safety issues along the A30 between Basingstoke and Blackwater.

**4. ETE CAPITAL PROGRAMME QUARTER 2 2019/20** (Pages 179 - 188)

To consider a report of the Director of Economy, Transport and Environment regarding a high-level summary of progress and delivery within the capital programme in 2019/20 and provides recommendations for changes to the programme in 2019/20 and beyond.

**5. PROJECT APPRAISAL - HIGHWAY IMPROVEMENTS AND TOUCAN CROSSING AND CYCLE IMPROVEMENTS HAMBLEDON ROAD WATERLOOVILLE** (Pages 189 - 216)

To consider a report of the Director of Economy, Transport and Environment seeking approval and providing details for the proposed scheme to improve pedestrian and cycling safety on Hambledon road just south of Milton Roundabout, Waterlooville.

**6. LOCAL BUS CONTRACTS** (Pages 217 - 246)

To consider a report of the Director of Economy, Transport and Environment regarding the outcomes of tenders to provide four bus services in the Fareham and Gosport area and two in the Alton area. The services have been tendered via the Public Bus Dynamic Purchasing System.

**7. TRANSFORMING CITIES FUND BIDS UPDATE** (Pages 247 - 254)

To consider a report of the Director of Economy, Transport and Environment regarding an update following feedback from the Department for Transport on the draft Strategic Outline Business Cases submitted in June for the Transforming Cities Fund proposals for Portsmouth and Southampton areas.

**ABOUT THIS AGENDA:**

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

**ABOUT THIS MEETING:**

**The press and public are welcome to attend the public sessions of the meeting. If you have any particular requirements, for example if you require wheelchair access, please contact [members.services@hants.gov.uk](mailto:members.services@hants.gov.uk) for assistance.**

County Councillors attending as appointed members of this Committee or by virtue of Standing Order 18.5; or with the concurrence of the Chairman in connection with their duties as members of the Council or as a local County Councillor qualify for travelling expenses.

## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Economy, Transport and Environment
<b>Date:</b>	12 November 2019
<b>Title:</b>	Publication of the Concessionary Travel Scheme 2020-2021
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Kevin Ings

**Tel:** 01962 846986

**Email:** kevin.ings@hants.gov.uk

#### Purpose of this Report

1. The purpose of this report is to seek approval to provide the range of concessions detailed for the Hampshire Concessionary Travel Scheme for 2020/2021.

#### Recommendations

2. That approval be given to provide the range of concessions detailed within this report for the Hampshire Concessionary Travel Scheme for 2020/2021 and that this forms the basis of the draft scheme to be published on 1 December 2019.
3. That non-automatic renewal of older person's concessionary bus passes which have not been used in the 12 months prior to their renewal shall now be confirmed as County Council policy, but that on request an eligible older person will be issued with a pass.
4. 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 minor variations to the final Scheme as may be required, and to implement the Scheme including making any necessary contractual and financial arrangements such as re-imbusement payments to operators.

#### Executive Summary

5. This paper seeks to set out the background to the scheme and proposes the scheme for 2020/2021.

#### Contextual information

6. This report concerns the administration of concessionary travel, for which the County Council acquired responsibility in April 2011.
7. The published scheme is updated annually, and the County Council is required to publish details of its draft Concessionary Travel Scheme for 2020/2021 by 1

December 2019. The final details of the scheme have to be published by 3 March 2020, 28 days prior to implementation on 1 April 2020. This report seeks approval from the Executive Member for Economy, Transport and Environment for the range of concessions as here detailed.

8. The statutory scheme provides for free off-peak travel on local bus services for eligible older and disabled persons. Off-peak is defined as between 0930 and 2300 on Monday to Friday, and at all times at weekends and on Bank Holidays. The County Council has not been notified of any changes. Reimbursement rates are calculated by specialist consultants based on Department for Transport (DfT) guidance.
9. Since it commenced on 1 April 2011, the Hampshire scheme has incorporated a number of enhancements for those with disabilities. This followed a detailed Equalities Impact Assessment. It also extended the concession offered for all passholders on some community transport services and Taxishare schemes. These discretionary elements were included in the scheme, which was approved by the Executive Member for Environment on 19 November 2010.
10. The enhancements to the statutory scheme are currently as follows:
  - **Free travel at all times for holders of Hampshire disabled persons bus passes** on journeys commencing in Hampshire to destinations in England;
  - **Companion Travel** – The Scheme will allow certain Hampshire pass holders who have been issued with a ‘Companion pass’ to be accompanied by a companion who is eligible for the same free travel benefits as the pass holder. The companion may be anyone whom the pass holder considers appropriate to provide assistance;
  - **25% Discount** on Community Transport Services such as Dial-a-Ride and Call & Go providing that the pass holder meets all relevant eligibility criteria. The discount was reduced from 50% from the 1 April 2019 following the last review of Passenger Transport services during 2018; and
  - **Alternative Discretions** – Travel vouchers worth £36 are offered as an alternative concession for those entitled to a disabled person’s pass. These are valid on participating taxis, voluntary car schemes, Dial-a-Ride and Call & Go services.

### **Renewal Arrangements for the Older Persons Concessionary Bus Pass**

11. In order to reduce the unnecessary cost of issuing passes to people who have moved away from the area, distress to relatives where a passholder has died, and to avoid the risk of fraud if a pass is delivered to an address where the passholder no longer lives, it was agreed that from 2017 an older person’s concessionary pass would not be issued automatically if it had not been used in the 12 month period prior to renewal.
12. There is no impact upon a person’s entitlement to a pass, and anyone who contacts the County Council to say that they have not received their new pass is issued with one. The change came into effect for renewals of Older Persons passes after 1 January 2017, and it is proposed to continue this arrangement.



13. Disabled Person's passes continue to be renewed automatically subject to any appropriate review of eligibility.

### **Equalities**

14. The proposals in this report have been developed with due regard to the requirements of the Equality Act 2010, including the Public Sector Equality Duty and the County Council's equality objectives. Under the proposals in this report, Scheme eligibility and the concessions offered for 2020/21 remain unchanged from eligibility in the current year and therefore there will be no further impact upon those groups with protected characteristics.

### **Finance**

15. The overall size of the budget is £13.1million. This covers the cost of issuing concessions and reimbursement costs to operators for concessionary travel. A new contract for producing and issuing concessions, for which approval was given at the decision day on 15 January 2019, will be in place for the 2020/21 scheme arrangements and this is expected to offer savings against the current costs. This will help to mitigate any risk of increased reimbursement costs to operators as a result of operator appeals. Operator re-imburement payments account for the most significant part of the budget and are made by the County Council as advised by consultants who process these claims from operators in accordance with the scheme detail on behalf of the Council.

**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>	yes

**Other Significant Links**

<b>Links to previous Member decisions:</b>	
<u>Title</u> Publication of the Concessionary Travel Scheme 2019/20	<u>Date</u> 13 November 2018
<b>Direct links to specific legislation or Government Directives</b>	
<u>Title</u> Transport Act 2000 as amended by the Concessionary Bus Travel Act 2007	<u>Date</u> 2000, 2007

<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 developed with due regard to the requirements of the Equality Act 2010, including the Public Sector Equality Duty and the County Council's equality objectives. Under the proposals in this report, Scheme eligibility and the concessions offered for 2020/21 remain unchanged from eligibility in the current year and therefore there will be no further impact upon those groups with protected characteristics.

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## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Economy, Transport and Environment
<b>Date:</b>	12 November 2019
<b>Title:</b>	Local Flood and Water Management Strategy
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Simon Cramp

**Tel:** 01962 832348

**Email:** simon.cramp@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 adopt the draft Hampshire Local Flood and Water Management Strategy (LFWMS) and to undertake public consultation on the strategy as required by the Flood and Water Management Act.

### Recommendations

2. That the Executive Member for Economy, Transport and Environment approves the draft Hampshire Local Flood and Water Management Strategy (attached to this report as Appendix 1) for adoption, subject to a public consultation for a period of 8 weeks.
3. That authority is delegated to the Director of Economy, Transport and Environment to make minor amendments to the draft Hampshire Local Flood and Water Management Strategy as required by the outcome of the public consultation, in consultation with the Executive Member for Economy, Transport and Environment.

### Executive Summary

4. This report explains the requirement of the County Council as a Lead Local Flood Authority to prepare a Local Flood Risk Management Strategy.
5. The County Council's existing Local Flood Risk Management Strategy was published in 2013 and it is considered that this is now in need of updating. The report sets out the ambition to prepare a new strategy that sets out the County Council's approach to flood risk and water management in its widest sense. The report proposes that the new strategy is known as the Hampshire Local Flood and Water Management Strategy (LFWMS).
6. The report describes the seven key principles that frame the strategy and inform the proposed policies and actions, and seeks approval from the Executive Member for Economy, Transport and Environment to submit the draft LFWMS to public consultation for 8 weeks. The report also seeks approval to adopt the

interim policy position whilst the strategy undergoes consultation and pending final formal adoption.

### **Contextual Information**

7. Under the Flood and Water Management Act (2010), Hampshire County Council became the Lead Local Flood Authority (LLFA) for Hampshire. In accordance with the legislation, all LLFAs across the country are required to produce a Local Flood Risk Management Strategy.
8. Under the act, the LLFA's strategy must specify:
  - risk management authorities within that area;
  - their flood and coastal erosion;
  - risk management functions and objectives for managing flood risk;
  - measures proposed to achieve those objectives;
  - how and when the measures are expected to be implemented;
  - costs and benefits and funding sources assessment of local flood risk;
  - how and when the strategy is to be reviewed; and
  - how the strategy contributes to the wider environmental objectives.
9. The County Council's first and current LFRMS was adopted in July 2013. Since publication of the strategy, the County Council's awareness of flood risk and water management systems has increased. Informed by the experience of the widespread flood events in Winter 2013/14, new research and national guidance on the impact of climate change, and the draft national Flood and Coastal Erosion Risk Management Strategy, the County Council's approach to flood and water management is evolving. It is the County Council's aspiration to become a leading example for LLFAs across the country and to produce an updated strategy containing clear, concise statements of intent of how the County Council will seek to manage flood risk and water as a resource across Hampshire.
10. It is therefore proposed that the updated LFRMS is renamed the Hampshire Local Flood and Water Management Strategy (LFWMS), signifying the wider water resource management remit and the partnership working with other Risk Management Authorities (RMAs) that this entails.
11. The County Council's vision is to create a safer, more resilient Hampshire. The priority of the new strategy is to protect people, homes, businesses and key infrastructure by:
  - avoiding risks and managing water resources through effective planning and design;
  - preventing future flooding by reducing or removing existing risks;
  - adapting to flood risk in order to minimise the impact and enable normal life to return as soon as possible;
  - enabling communities to be better prepared to react to flood events and recover more easily; and
  - adopting practices that are sustainable and affordable now and in the future.
12. The Hampshire Local Flood and Water Management Strategy (LFWMS) explains how the County Council will undertake flood risk and water management by following 7 principles:

- effective Partnership Working;
  - developing a Catchment Approach;
  - understanding Priorities and Risks;
  - supporting the Planning Process by encouraging Sustainable and Resilient Development;
  - recording, Prioritising and Investigating Flood Events;
  - working with Multi-Agency Groups to Develop Flood and Water Management Schemes; and
  - encouraging and Supporting Community Resilience.
13. The new strategy sets out tangible policy statements and proposed actions which identify what the County Council, working with its partners, will do to improve flood and water management across Hampshire. The strategy seeks to further improve existing working relationships with partner organisations such as the Environment Agency, water companies, Catchment Partnerships and local authorities at all levels of government.
14. As part of the development of the new strategy, the activities of Hampshire's Strategic Flood and Water Management Partnership Board is being reviewed to ensure its future composition and operation remains fit for purpose going forward. The current board includes representation from:
- Hampshire County Council;
  - Adjoining Lead Local Flood Authorities;
    - Portsmouth City Council;
    - Southampton City Council;
    - Isle of Wight County Council;
  - Water companies;
    - Southern Water (also representing Thames and Wessex);
  - Risk Management Authorities;
    - Environment Agency (Solent and South Downs Area Office);
    - District/Borough Councils (Chief Executive and Officer representation);
  - Key Stakeholders;
    - New Forest National Park Authority (also representing South Downs National Park Authority);
    - Hampshire Association of Local Councils; and
    - National Flood Forum.
15. While the Flood and Water Management (FWM) Act 2010 places a duty on all flood risk management authorities to co-operate with each other, the act does not say what any local arrangements should look like. As a Lead Local Flood Authority, the County Council established the current Partnership Board in 2011 to enable effective partnership working with other Flood Risk Management Authorities and key partners to manage the risk of flooding in Hampshire.
16. In line with the ambitions of the new strategy, it is considered that the structure of the existing Partnership Board would benefit from adopting a broader based,

'Partnership' approach, and that a Standing Conference arrangement, aligned with the County Council's Economy, Transport and Environment Select Committee, be investigated in more detail with key partner organisations for implementation in 2020.

17. It is the intention for the strategy to be hosted online making it more accessible for partners and members of the public, and to enable it to be updated as required in response to national policy and guidance, particularly the national Flood and Coastal Erosion Risk Management (FCERM) Strategy, and the outcomes of the County Council's programme of Catchment Plans for Hampshire.

### **Consultation and Equalities**

18. The County Council has undertaken informal consultation with representatives of the Environment Agency, Risk Management Authorities, water companies and emergency services who form part of the Hampshire Strategic Flood and Water Management Partnership Technical Delivery Group. The responses to the early draft strategy were supportive of the approach. It is intended to seek the views of these and other partner organisations as part of the formal consultation.
19. As required by the provisions of the Flood and Water Management Act (2010), the draft Hampshire Local Flood and Water Management Strategy (LFWMS) will be submitted for public consultation beginning in late November 2019. The consultation will be open for 8 weeks, 2 weeks longer than is statutorily required, to allow for the Christmas and New Year period.
20. When preparing a LFRMS, it is a statutory requirement to carry out a Strategic Environmental Assessment (SEA) to identify any potentially significant environmental effects arising from the implementation of the strategy. The SEA is an integrated, systematic appraisal of the potential environmental impacts of policies, plans, strategies and programmes during the development of the Plan before they are approved. This is to ensure that the implications for the environment have been fully and transparently considered. A Habitat Regulations Assessment, and consultation with Natural England, has been undertaken as part of this process. The assessments found that there were no significant negative effects of the strategy.
21. A Draft Scoping Report was provided to Statutory Consultees (Natural England, Thames Water, Historic England and the Environment Agency) in 2017 to allow them to express their views on the scope of SEA for the emerging flood risk management strategy. The interim Environmental Assessment (attached as Appendix 2) will be made available to the public and consultation bodies during the period of formal consultation on the draft Hampshire Local Flood and Water Management Strategy to facilitate informed consultation responses on both documents.
22. Following completion of an Equalities Impact Assessment, it is considered that the proposal will have a neutral impact on groups with protected characteristics.

### **Next Steps**

23. It is proposed that the draft Hampshire Local Flood and Water Management Strategy (LFWMS) be submitted for an 8 week public consultation period



beginning in late November 2019. If the public consultation produces any significant areas of challenge or objections, a report will be brought back to the Executive Member for Economy, Transport and Environment in due course. In the event that the consultation raises only minor suggested amendments, it is proposed that these are dealt with under the recommended delegation to the Director of Economy, Transport and Environment.

**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> Local Flood Risk Management Strategy	<u>Date</u> 23 July 2013
<b>Direct links to specific legislation or Government Directives</b>	
<u>Title</u> Flood and Water Management Act	<u>Date</u> 8 April 2010

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

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

<u>Document</u>	<u>Location</u>
Hampshire Local Flood and Water Management Strategy	SharePoint – to be identified

## **EQUALITIES IMPACT ASSESSMENT:**

### **1. Equality Duty**

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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 strategy includes policy and actions that are intended to benefit all communities in Hampshire. It is considered that there will be no additional impact on people with protected characteristics and therefore the strategy has been assessed as having a neutral impact overall.

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# Local flood



# and water management strategy

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From working with communities developing new flood action plans, to improving the management of our natural resources, the County Council's ambition is to be at the forefront of flood risk and water management creating **a safer, more resilient Hampshire**. Our priority is to protect people, homes, businesses and key infrastructure by:

- Avoiding risks and managing water resources through effective planning and design;
- Preventing future flooding by reducing or removing existing risks;
- Adapting to flood risk in order to minimise the impact and enable normal life to return as soon as possible;
- Enabling communities to be better prepared to react to flood events and recover more easily; and
- Adopting effective practices that are sustainable and affordable now and in the future.

Since taking on our responsibilities as Lead Local Flood Authority under the Flood and Water Management Act of 2010, and publishing our first Local Flood Risk Management Strategy in 2013, awareness of flood risk, and water management systems has increased. Informed by the experience of the widespread flood events in winter 2013/14, new research and national guidance on the impact of climate change, and the draft national Flood and Coastal Erosion Risk Management Strategy, our approach to flood and water management is evolving.

Building on the knowledge and understanding that we have gained, this document updates our Local Flood Risk Management Strategy and sets out how local flood risks will be managed in the county by the authorities involved. It describes our approach in the form of a vision, a set of seven principles and tailored policies.

We understand that it is only with effective liaison with all those involved in flood and water management including Flood Risk Management Authorities, local communities and residents that long lasting improvements can be achieved. We recognise that we have a leading role in achieving that outcome. Not only



in fulfilling our responsibilities, such as those we have as the Lead Local Flood Authority, Highway Authority and in emergency planning, but in using our influence to encourage others to undertake their roles effectively to achieve real results.

We understand and support the need for development across Hampshire for the benefit of our residents. We will work closely with planning authorities to help places plan and adapt to flooding and coastal change across a range of climate futures, and use our powers to ensure that new development contributes positively to flood risk and water management.

We will continue to seek out new ideas and innovation. We will work with universities, the private and voluntary sectors, and our partners in the field of flood mitigation, Natural Flood Management and other areas to achieve improved outcomes for Hampshire.

We believe that local flood risk management needs to be set within a wider view of flood and water management which is why we've called this document Hampshire's **Local Flood and Water Management Strategy**. The principles set out in our strategy cover our statutory roles along with our aspirations and what we believe to be morally right with regard to flood and water management in Hampshire. This document provides the platform for a broad based approach and will be part of a family of documents that together set out the County Council's strategy and policy for flood risk and water management in its widest sense.

**Councillor Rob Humby**

Executive Member for Transport and Environment  
Hampshire County Council

# Executive Summary



## The County Council has a vision to create a safer, more resilient Hampshire.

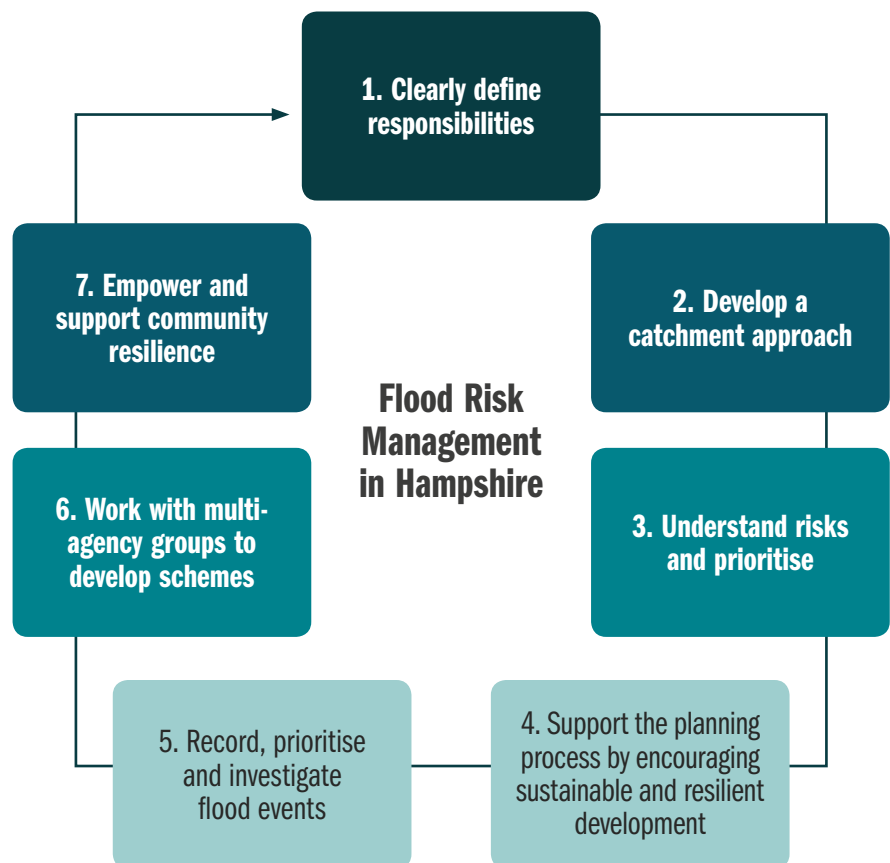
Its priority is to protect people, homes, businesses and key infrastructure by:

- Avoiding risks and managing water resources through effective planning and design;
- Preventing future flooding by reducing or removing existing risks;
- Adapting to flood risk in order to minimise the impact and enable normal life to return as soon as possible;

- Enabling communities to be better prepared to react to flood events and recover more easily; and
- Adopting effective practices that are sustainable and affordable now and in the future.

This flood and water management strategy is about achieving that vision. We have produced a set of **policies** with which robust flood mitigation plans can be managed. By following these policies in a logical step-by-step process Hampshire County Council will, with the support of the Hampshire Strategic Flood Risk Management Partnership Board, bring about effective flood risk management in Hampshire.

Each of these principles has a series of **objectives** beneath it which document tangible, practical steps which Hampshire County Council will undertake in order to achieve its vision for flood risk management in Hampshire.



## **Policy 1. To ensure collaboration and successful flood risk management Hampshire County Council will undertake effective partnership working**

A number of different bodies, from central government to local councils, have a role in flood risk management and working in partnership is essential to achieving effective action. In order to develop and maintain effective partnership working, maximise opportunities for joint action and ensure respective roles and responsibilities of all risk management authorities are clearly defined, Hampshire County Council will implement the following actions:

- 1A.** Lobby central government and the Environment Agency to ensure that Hampshire's specific flood risk challenges are recognised and appropriate national funding mechanisms are in place.
- 1B.** Lead the Hampshire Strategic Flood Risk Management Partnership Board to shape flood risk management strategy with all relevant partners.
- 1C.** Lead the Hampshire Flood Risk Management Technical Delivery Group to coordinate flood alleviation activity across the region.
- 1D.** Improve information available to the public on the Council's website regarding flood risk responsibility.
- 1E.** Update this strategy as required by the Environment Agency

## **Policy 2. To better understand the risks associated with the movement of water Hampshire County Council will develop a catchment approach to flood and water management**

Managing water in Surface Water Management Plans based on administrative boundaries doesn't work. Water will flow where it wants to naturally. In order to represent flood risk in a more realistic and accurate way, a catchment approach based on geographic river catchment boundaries will be adopted. To achieve this Hampshire County Council will implement the following actions:

- 2A.** Develop 18 prioritised river catchment based flood management plans across Hampshire.
- 2B.** Record and monitor flood risk data by river catchment area.
- 2C.** Develop catchment based working groups for flood alleviation schemes.
- 2D.** Ensure a sequential approach to measures to reduce flood risk in the catchment with a preference to natural flood risk management.

## **Policy 3. To help protect communities that are most vulnerable to flooding, Hampshire County Council will continue to identify risks and develop clear priorities**

Some areas and residents of Hampshire are more at risk of flooding than others and we need to concentrate on those communities that are most susceptible. In order to highlight the most vulnerable areas and prioritise resources accordingly Hampshire County Council will implement the following actions:

**3A.** Utilise a risk based approach applying a risk matrix and knowledge of historic flooding in each catchment.

**3B.** Undertake a prioritisation exercise based on numbers of properties at risk; vulnerability of resident and susceptibility of critical infrastructure along with other socio-economic factors for each of the 18 catchment based flood risk management plans.

**3C.** Improve flood data collection, recording and sharing to better identify 'at risk' areas.

**3D.** Use this improved data collection to inform an updated Surface Water Management Asset Register.

#### **Policy 4. To ensure successful and sustainable growth Hampshire County Council will support the planning process by encouraging resilient development**

Development of new housing, jobs and infrastructure is vital to improve the prosperity of the county and enhance the standard of living for our residents. The Lead Local Flood Authority is a key consultee in the planning process. In order to guide Local Planning Authorities to approving development which will not increase flood risk, Hampshire County Council will implement the following actions:

**4A.** Encourage the development of robust flood risk management policies within the Local Planning Authorities' Local Plans.

**4B.** Require developments to utilise Sustainable Drainage Systems (SuDS) and the drainage hierarchy based on current best practice and industry standards for water quality and quantity.

**4C.** Encourage development which demonstrates an understanding of

environmental sensitivity and provides appropriate mitigation.

**4D.** Require development to demonstrate a net environmental gain in local flood risk management

**4E.** Ensure that works to Ordinary Watercourses are only consented where there is no increased flood risk and enforce against unconsented works where appropriate.

**4F.** Work with the Environment Agency, local planning authorities and other partners to develop the planning skills and capabilities to advise developers on how adaptive approaches should inform strategic local plans, and enable climate resilient places.

#### **Policy 5. To increase knowledge and understanding of flood events Hampshire County Council will record, prioritise and investigate instances of flooding**

Having access to a comprehensive data set and detailed information on previous floods in Hampshire is essential for the investigation of flooding events and prioritisation of those areas most at risk. In order to improve flood data capture and provide guidance and advice to those experiencing flood events Hampshire County Council will implement the following actions:

**5A.** Record and respond to all instances of flooding from any source reported to us.

**5B.** Prioritise flood investigation work according to our published prioritisation schedule.

**5C.** Liaise with highway authorities to investigate highway flooding.

**5D.** Undertake formal investigations for significant flooding events.

## **Policy 6. To reduce flood risk in vulnerable areas Hampshire County Council will work with Multi-Agency Groups to develop Flood Alleviation Schemes**

To deliver effective flood alleviation schemes we need to ensure that everyone involved in the process of flood risk and surface water is fully engaged in the process and encouraged to undertake their roles effectively. This requires frequent liaison with a wide variety of organisations. In order to ensure the effective implementation of flood alleviation works across the county, Hampshire County Council will implement the following actions:

- 6A.** Continue to work in partnership to deliver the Council's Flood Risk and Coastal Defence Programme.
- 6B.** Encourage the development and implementation of innovative flood alleviation measures and a flexible policy approach from partner organisations.
- 6C.** Work to maximise the available funding from national and local sources including the private sector, and enable investment in schemes to contribute positively to local economic regeneration and sustainable growth.
- 6D.** Continue to attend and contribute to other multi-agency group meetings concerning flood risk across Hampshire and the South of England including Regional Flood and Coastal Committee meetings.
- 6E.** Work with other Risk Management Authorities to set up new multi-agency groups where appropriate for emerging flood alleviation schemes.
- 6F.** Work with coast protection authorities and the Environment Agency on the refresh of shoreline management plans to ensure that

these take account of local circumstances, infrastructure and assets, and that there is full recognition of the costs and benefits of proposed 'adaptive approaches' such as reversal of hold the line policies.

## **Policy 7. To improve adaptation to and recovery from flood events Hampshire County Council will encourage and support community resilience**

Hampshire County Council realises that the task of flood risk management across the county requires ongoing engagement with local communities. In order to ensure flood resilience across the county is maximised, local residents and communities must be engaged in a long-term programme of flood awareness, riparian maintenance and preparedness. To encourage the growth of this engagement Hampshire County Council will implement the following actions:

- 7A.** Increase the number of community Flood Action Groups and emergency Flood Action Plans.
- 7B.** Produce guidance in the form of action plans and recommendations from flood investigation reports to inform communities of the best action to take.
- 7C.** Improve online guidance on funding sources and support available from charities such as the National Flood Forum.

# Effective Partnership Working Policy

## To ensure collaboration and successful flood risk management Hampshire County Council will undertake effective partnership working

A number of different bodies, from central government to local councils, have a role in flood risk management and working in partnership is essential to achieving effective action. In order to develop and maintain effective partnership working, maximise opportunities for joint action and ensure respective roles and responsibilities of all risk management authorities are clearly defined, Hampshire County Council will implement the following actions:

**1A.** Lobby central government and the Environment Agency to ensure that Hampshire’s specific flood risk challenges are recognised and appropriate national funding mechanisms are in place.

**1B.** Lead the Hampshire Strategic Flood Risk Management Partnership Board to shape flood risk management strategy with all relevant partners

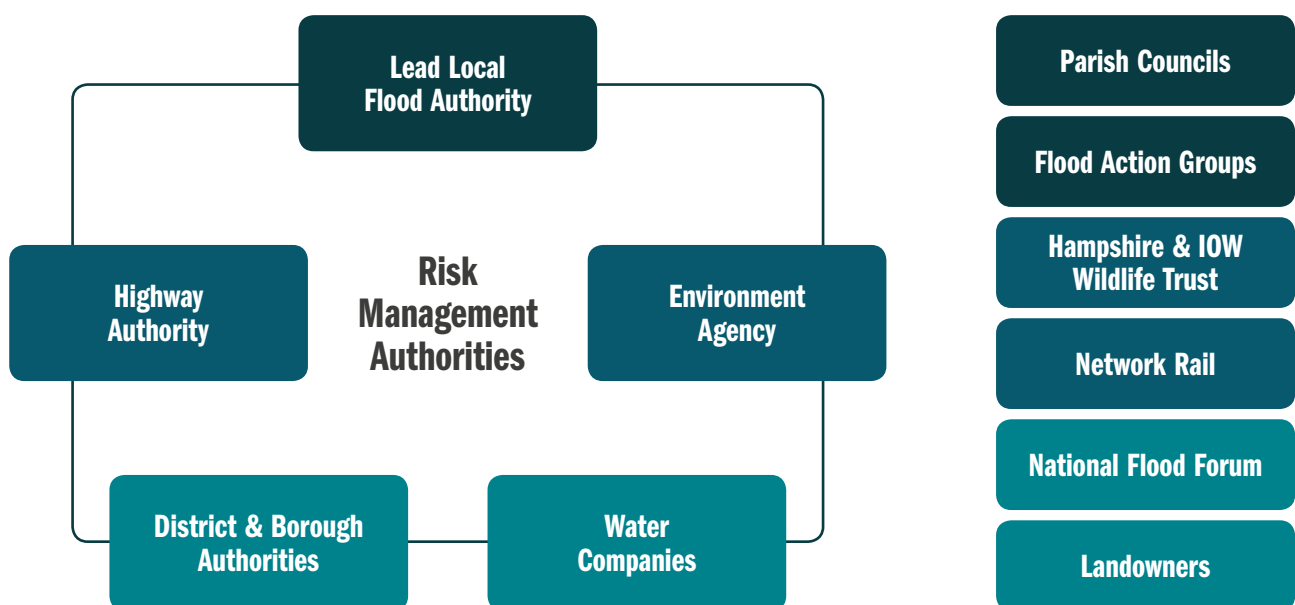
**1C.** Lead the Hampshire Flood Risk Management Technical Delivery Group to coordinate flood alleviation activity across the region

**1D.** Improve information available to the public on the Council’s website regarding flood risk responsibility.

**1E.** Update this strategy as required by the Environment Agency

One of the aims of the Flood and Water Management Act of 2010 was to simplify the roles and responsibilities for managing flood risk. Under the act, the County Council was given the role of Lead Local Flood Authority (LLFA). Nevertheless, many organisations are responsible for different aspects of flood and water management.

This information is publicly available on the County Council’s [flood risk website](#).



The County Council understands that it can be frustrating for members of the public as it is often not easy to identify which organisation is responsible for which area of flooding. The County Council works closely with all Risk Management Authorities (RMA) and other organisations in order to simplify the process for Hampshire residents.

The County Council leads the **Hampshire Strategic Flood Risk Partnership Board** as a forum for all the Risk Management Authorities across the county to share ideas, information, and improve resilience by helping to steer the strategic direction of flood and water management in Hampshire.

Hampshire County Council also leads the **Hampshire Flood Risk Technical Delivery Group** which brings together representatives from the organisations named below to support the Partnership Board in implementing the policies and actions outlined in this strategy document, partner organisations' delivery programmes, and to report on general flood and water management issues.

The roles and responsibilities of key partners and stakeholders is set out below.

## Responsibilities

Organisation/ group	Risk Management Authority	Flood Risk role
Lead Local Flood Authority	✓	Managing Local Flood Risk Sources (Surface water, groundwater flooding and ordinary watercourses).
Environment Agency	✓	Responsible for managing flood risk from main rivers and the sea and has a strategic overview of all sources of flooding and coastal erosion.
Water Companies	✓	They are responsible for the risk of flooding to water supply and sewerage facilities and the risk to others from the failure of their infrastructure.
Highway Authorities	✓	Managing the Highway drainage network
District and Borough Councils	✓	Operation and maintenance of some of existing sea defences. Have powers to undertake works on ordinary watercourses. Riparian owners
Landowners		Maintaining watercourses on their land under their riparian responsibilities
Parish Councils		Riparian owners and Identify local risks and preparation of flood action plans



## Hampshire County Council

As a Lead Local Flood Authority (LLFA), Hampshire County Council has a responsibility to manage flood risk from surface water and groundwater. In addition, it has additional flood risk management functions under other legislation. The relevant acts and orders are listed below:

- **Flood and Water Management Act (FWM) 2010**
- **The Town and Country Planning (Development Management Procedure) (England) Order 2015**
- **Land Drainage Act as amended by the FWM Act 2010**

### **Under this legislation Hampshire County Council, as Lead Local Flood Authority for Hampshire, is required to:**

- Prepare and maintain a strategy for local flood risk management in Hampshire
- Act as a coordinating body for views and activity of other local flood risk management authorities and communities
- Maintain a register of flood risk management assets
- Investigate significant local flooding incidents and publish the results of such investigations
- Comment on, as part of the planning process, the design of Sustainable Drainage Systems (SuDS) for all major planning applications in Hampshire

- Issue consents for altering, removing or replacing certain structures or features on ordinary watercourses

For more detailed information on the responsibilities of LLFAs please click [here](#)

The County Council will regularly review and update its **online guidance** regarding roles and responsibilities to ensure that Hampshire residents have access to the clearest and most relevant information at all times.

Hampshire County Council also has a duty as a 'competent authority' under the Conservation of Habitats and Species Regulations 2017 to have regard to the EC Habitats Directive when exercising our responsibility to manage flood risk. The County Council must ensure that flood risk management works do not lead to a 'likely significant effect' on any sites designated under the EC Habitats Directive.

## Environment Agency

The Environment Agency (EA) has a strategic overview of all sources of flooding and coastal erosion. It also plans and implements flood and coastal erosion risk management activities on main rivers and the coast; regulates reservoir safety and works in partnership with the Met Office to provide flood forecasts and warnings.

All main rivers are listed on the **EA website**. Hampshire main rivers tend to be larger watercourses such as the River Test and Itchen, however, there are a number of smaller watercourses which are also designated as main river.

The EA has regional offices across the UK managing flood risk at a more local level. There





are three of these covering Hampshire as shown on the plan above.

## Water Companies

Water companies are responsible for managing the risk of flooding to water supply and sewerage facilities and the risk to others from the failure of their infrastructure. Their main roles are to:

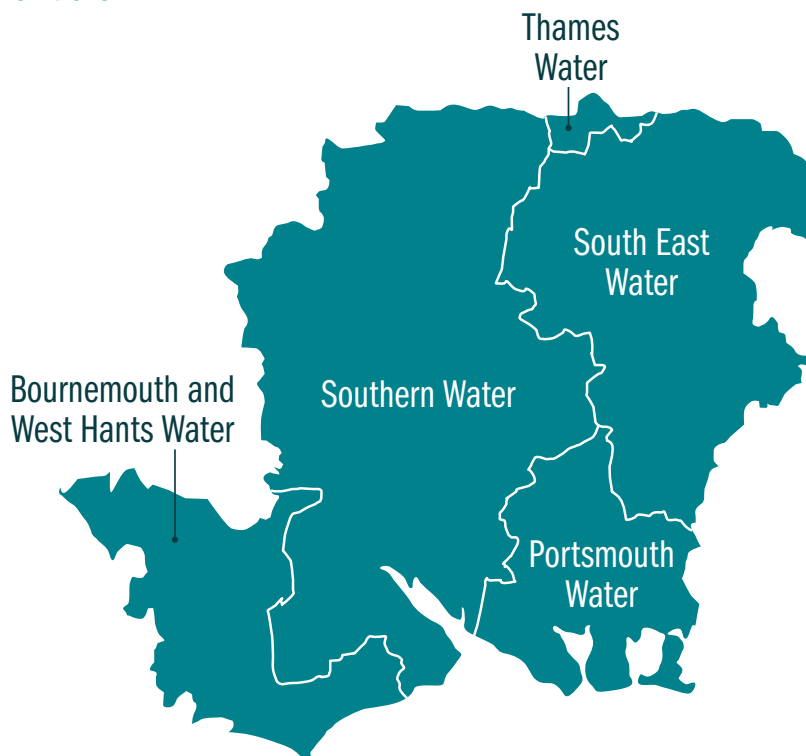
- Ensure systems have the appropriate level of resilience to flooding and maintain essential services during emergencies.
- Maintain and manage water supply and sewerage systems to reduce the risk and impact of flooding and pollution.
- Provide advice to LLFAs, developers and landowners on how water and sewerage company assets impact on local flood risk.
- Work with the Environment Agency, LLFAs and local councils to coordinate management of water and sewerage system works with other flood risk management schemes.
- Have regard to Flood and Coastal Erosion Risk Management (FCERM) plans in their own plans and work.

There are a number of different water providers and sewerage companies across Hampshire which generally align to the boundaries of the River Basin Districts.

## Sewerage Providers



## Mains Water Providers



## Highways authorities

**Highways England** maintain, operate and improve all motorways and major A roads in England. **Hampshire Highways** is the Highway Authority for all other adopted roads in Hampshire outside of Southampton and Portsmouth.

The County Council has the lead responsibility for providing and managing highway drainage of its highways under **the Highways Act 1980**. It is responsible for a very small proportion of drainage ditches which have been constructed by the Highway Authority to drain the highway alone.

Hampshire County Council will co-ordinate drainage works and maintenance to ensure that the worst flood risk areas on the highway are targeted first, and that measures to improve the resilience of roads to flooding from all sources are integrated into highway infrastructure schemes wherever possible. Often flooding incidents are as a result of non-highway water causing the highway drainage to exceed its capacity. In these instances, the LLFA will press for potential mitigation works to be identified and implemented.

The County Council recognises the particular importance of the highway drainage system in those areas most at risk of flooding. We will therefore continue to monitor these locations to ensure that the most effective maintenance regime is in operation to provide the optimum resilience.

## District and Borough Councils

Historically, district and borough councils were designated as 'Local Drainage Authorities' under the Land Drainage Act 1991. They had a number of permissive powers for mitigation

of flooding from ordinary watercourses and responsibilities to manage flood risk as set out in planning legislation. The FWM Act 2010 transferred many of these powers to the LLFA. However, district councils may still undertake flood related works on Ordinary Watercourses, groundwater or surface water schemes.

District and Borough Councils are a key partner in flood and water management as a result of the local knowledge they hold and the contacts they have with local communities. They may also be riparian landowners.

## Town and Parish Councils

**Town and Parish Councils** play an important role in the local management of flood risk, especially in the rural areas of Hampshire. They can provide vital support to residents when setting up community Flood Action Groups (FAGs), preparing community Flood Action Plans (FAPs), gathering data on flood incidents, and assisting in fund raising.

It is important for Town and Parish Councils to be aware of the riparian responsibilities of their residents and to help to communicate this message to them in order that the drainage networks, particularly in small rural communities, continue to operate effectively.

Many Parishes and Town Councils take part in local arrangements in order to undertake riparian responsibilities, for example the parish lengthsman scheme. They provide a way in which the delivery of specific work that is important to the Parish and Town Council, and the local community can be carried out. The lengthsman carries out simple and straightforward tasks such as vegetation clearance, and sign cleaning on highway and parish areas. Low risk maintenance operations to clear ditches and other drainage features

is a valued part of the service. The County Council will continue to support the use of lengthsman wherever possible, and work with Parish and Town Councils to highlight the need for maintenance activity beneficial to flood and water management.

## Landowners

Under Common Law, landowners have a duty to accept water from higher ground and to maintain flow paths through their property. Landowners adjoining a ditch are responsible for maintaining that ditch as part of their riparian responsibilities.

The owners of land adjoining a highway also have a duty to maintain roadside ditches to prevent them causing a nuisance to road users.

Hampshire County Council has produced a **guidance leaflet** for riparian owners which explains their rights and responsibilities.

## Network Rail

Railway infrastructure can be especially prone to flooding incidents. For example, in cuttings or tunnels which are lower than the surrounding land. Accordingly, the company has processes in place to mitigate the effects of flooding, such as the deployment of barriers to prevent water ingress.

Hampshire County Council works closely with Network Rail to ensure that any works that are undertaken for flood risk management across Hampshire will have no negative effects on the strategic rail network.

## Flood Action Groups

Local Flood Action Groups are invaluable in identifying areas at risk in the community. Anecdotal information and neighbourhood knowledge can be hugely significant in the first stages of a flood investigation.

Flood Action Groups are also vital, in co-ordination with Parish Councils, when communicating flood risk issues to local residents and businesses, and encouraging community led flood risk initiatives which have resulted from action plans and investigations.

## Hampshire and Isle of Wight Wildlife Trust

The Hampshire and Isle of Wight Wildlife Trust (HIWWT), Wessex Chalk Stream and Rivers Trust, along with Catchment Partnerships are important partners in flood risk and water management. Hampshire County Council recognises that, with careful management, flood mitigation methods can also be beneficial to biodiversity and habitat creation.

# Catchment Approach Policy



## To better understand the risk of water movement Hampshire County Council will develop a catchment approach

Managing water in Surface Water Management Plans based on administrative boundaries doesn't work. Water will flow where it wants to naturally. In order to represent flood risk in a more realistic and accurate way, a catchment approach based on geographic river catchment boundaries will be adopted. To achieve this Hampshire County Council will implement the following **actions**:

**2A.** Develop 18 prioritised river catchment-based flood management plans across Hampshire.

**2B.** Record and monitor flood risk data by river catchment area.

**2C.** Develop catchment based working groups for flood alleviation schemes.

**2D.** Ensure a sequential approach to measures to reduce flood risk in the catchment and encourage the wider use of natural flood risk management techniques.

A flood risk management approach based upon the river catchment area, known as a **catchment approach**, rather than one based on administrative boundaries, enables a more integrated multi-agency response, in active partnership with local communities. It recognises that measures in one part of the catchment could affect flood risk within another part. Many of Hampshire's rivers, including the internationally important River Test and River Itchen, rise and fall within the county. This gives

us a unique opportunity to develop a whole system management approach.

The catchment approach allows prioritisation of flood risk mitigation within a catchment whilst appreciating that a scheme in one location may impact on all areas in that catchment. The approach also recognises that flooding is rarely from one single source, it is usually multi-sourced and therefore the responsibility of multiple agencies.

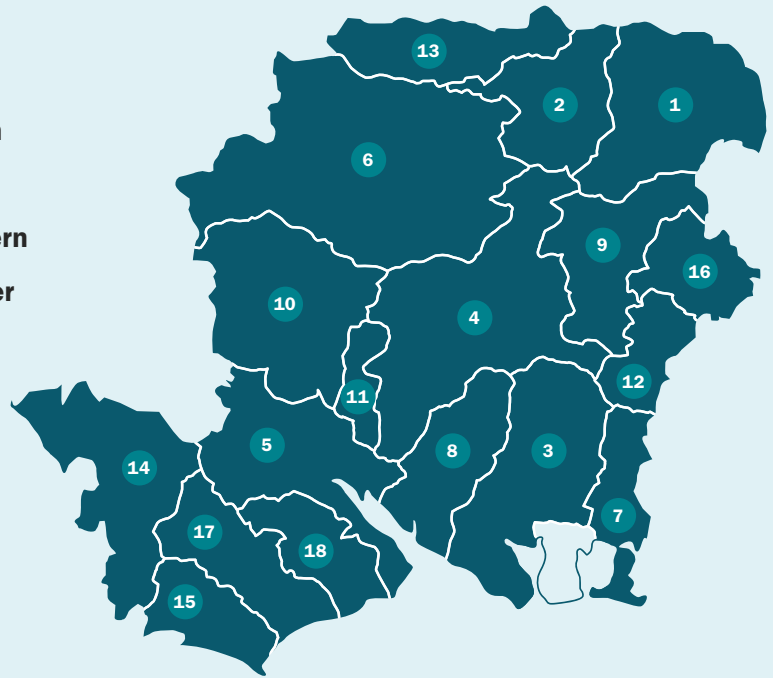
### Aims of the Catchment Flood Risk Management Approach

- Ensure a stepped approach to interventions and measures to reduce flood risk in the catchment with preference for natural flood risk management, recognising that one single solution is not appropriate in all situations.
- Work more effectively with partners within the catchment area, understanding each organisation's role and sharing responsibility to develop appropriate flood risk mitigation.
- Empower local residents and communities to take action to mitigate flooding

It is recognised that the majority of significant flooding incidents are due to a mix of several sources of flooding including groundwater, surface water (pluvial), river (fluvial), coastal and sewer flooding. The catchment approach will take all these sources into account when assessing flood risk.

## Catchment areas

- |                   |                |
|-------------------|----------------|
| 1 Loddon East     | 12 Rother      |
| 2 Loddon West     | 13 Enbourne    |
| 3 Meon/Wallington | 14 Lymington   |
| 4 Itchen          | 15 Avon        |
| 5 Test (Lower)    | 16 Wey Eastern |
| 6 Test (Upper)    | 17 Avon Water  |
| 7 Lavant          | 18 Beaulieu    |
| 8 Hamble          |                |
| 9 Wey Western     |                |
| 10 Test (middle)  |                |
| 11 Monks Brook    |                |



Hampshire County Council's flood recording systems are set up to record incidents on a catchment basis in order for investigations to take into consideration effects encountered elsewhere in the catchment.

Across all its areas of responsibility, and in keeping with a catchment based approach, Hampshire County Council will undertake all of its duties in accordance with the drainage hierarchy which states that:

**The aim should be to discharge surface run off as high up the following hierarchy of drainage options as reasonably practicable:**

1. into the ground (infiltration);
2. to a surface water body;
3. to a surface water sewer, highway drain, or another drainage system;
3. to a combined sewer.

<https://www.gov.uk/guidance/flood-risk-and-coastal-change>

Catchment Flood Risk Management plans, known as **Catchment Plans**, identify areas that are at risk of flooding and that have experienced flooding in recent events. They also seek to understand how and why the catchment floods, so that communities and flood risk management partners can co-ordinate flood risk reduction activities. Individual Action Plans form part of the Catchment Plan and sit below the overarching strategy. The **Action Plans** for the catchment develop short, medium, and long term approaches to managing flood risk.



## Factors that affect catchment behaviour

The catchment area is the most significant factor in determining the amount or likelihood of flooding experienced by any community. General factors that determine how a catchment might respond to flooding include:

**Topography** plays an important part in how fast runoff will reach a river. Rain that falls in steep areas will reach the primary river in the drainage basin faster than flat or lightly sloping areas.

**Shape** will contribute to the speed with which the runoff reaches a river. A long thin catchment will take longer to drain than a circular catchment.

**Size** will help determine the amount of water reaching the river, as the larger the catchment the greater the potential for flooding.

**Geology and Soil type** will help determine how much water reaches the river. Certain soil types such as sand are very free-draining, and rainfall is likely to be absorbed easily into the ground. However, soils containing clay can be almost impermeable and rainfall will run off and contribute to flood volumes.

**Land use and management** contributes to the volume and rate of water reaching the river. For example, rainfall on impermeable surfaces such as roofs, pavements, and roads will be collected by rivers with almost no absorption into the groundwater.

This approach recognises the interconnectedness of the natural environment, and that actions in one part of the catchment may have implications for other parts of the catchment. The County Council will seek to implement the catchment-based approach in a way that will conserve the needs of the environment.

## Factors affecting Hampshire catchments' flood risk

The geology of a county has a significant effect on its risk of flooding. Impermeable bedrock can lead to flash floods from surface water, whilst chalk bedrock is absorbent and delays this, although, with persistent rainfall, this can lead to flooding caused by groundwater.

Hampshire's geology is shown above and is factored into all flood risk mitigation schemes undertaken by the County Council.

Hampshire is bordered to the south by the Solent, and the county is drained by 18 separate river catchments. To the north and east, the rivers Kennet, Loddon, Wey, and Addleston Bourne drain towards the Thames.

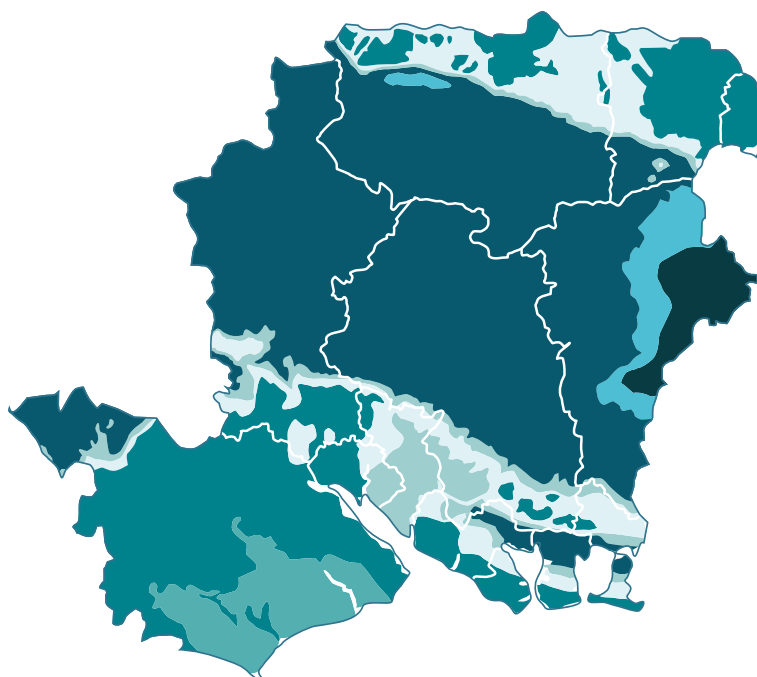
Much of central Hampshire is dominated by the catchments of the Test and Itchen, both high quality chalk rivers which, along with the Hamble and Meon, drain in a southerly direction to Southampton Water and the Solent.

In the west of the county, the Avon drains to the west and the Lymington River and Beaulieu River drain the New Forest towards the Solent and Southampton Water. Whilst towards the south and east, the River Wallington drains south to Portsmouth Harbour and the Rother flows east to join the Arun.

The different characteristics of these rivers and catchments influence the flood risk of the surrounding areas, with slow responding groundwater dominated catchments (such as the Test and Itchen) more prone to groundwater flooding, whilst quick responding catchments may be more prone to river or surface water flooding.

Flooding from the sea is the predominant source of flood risk to Hampshire's most populated areas on low lying coastlines in Portsmouth, Southampton, Gosport, Havant, Hayling Island, Fareham, Eastleigh and the New Forest.

- Barton, Bracklesham and Bagshot Beds
- Chalk
- Hampstead Beds and Bembridge Marls
- London Clay
- Lower Greensand
- Oldhaven, Blackheath, Woolwich, and Reading and Thanet beds
- Upper Greensand and Gault





## Catchment Plan Programme

A programme of 18 catchment plans is being prepared based upon the risk factors discussed above. Each catchment plan will:

- Establish the causes and sources of flood risk within the catchment area, and identify the geographic areas, or priority groups, that are at the highest risk of flooding;
- Assess the potential impact of flooding to the properties and strategic infrastructure assets located within the priority groups; and
- Produce high level Action Plans and guidance specific to the priority areas that outline measures to improve the catchment’s resilience against flooding both now and in the future.

For further information please see [Appendix 1](#).

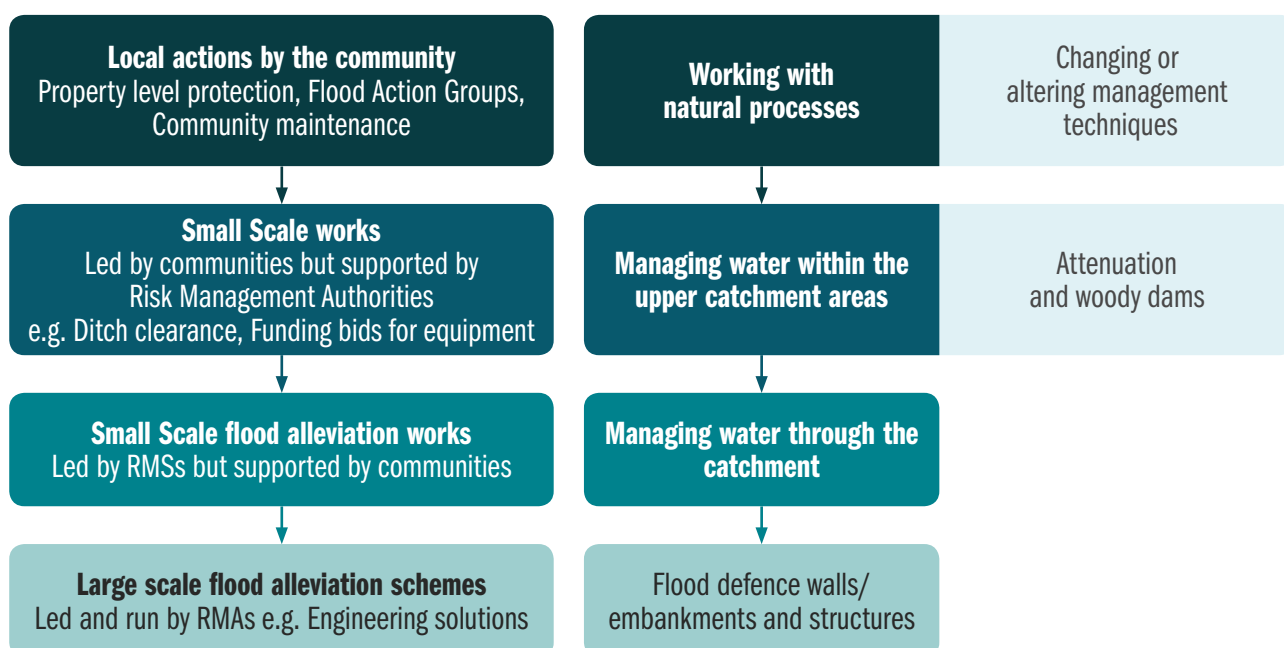
The catchment plans are being undertaken in priority order with those identified as being at highest risk being prepared first. Although the programme is built primarily on a risk basis, it is important to note that there may be individual

locations within lower prioritised catchment areas where investigations may need to be undertaken. The process of prioritising the catchment plans is outlined in Chapter 3. Understand Priorities and Risks.

## Potential types of flood risk measures

There is a suite of measures and actions that can be included within any action plan. These can include ‘soft’ actions, such as improved processes and information sharing between organisations and community engagement, as well as ‘harder’ engineering solutions. The County Council will ensure a stepped approach to flood risk management with a preference for more natural methods above harder engineering measures following the **natural flood management hierarchy** below.

The County Council will take a tiered approach by considering lower cost simpler measures that can be undertaken by local groups before other measures. The tiered approach allows a range of measures to be looked at within a community, and the development of a short, medium and long term approach to managing flood risk.



# Priorities and Risk Management Policy



## To help communities that are most vulnerable to flooding, Hampshire County Council will continue to improve our understanding of priorities and risks

Some areas and residents of Hampshire are more at risk of flooding than others and we need to concentrate on those communities that are most susceptible. In order to highlight the most vulnerable areas and prioritise resources accordingly Hampshire County Council will implement the following actions:

**3A.** Utilise a risk-based approach applying a risk matrix and knowledge of historic flooding in each catchment.

**3B.** Undertake a prioritisation exercise based on numbers of properties at risk; vulnerability of residents and other socio-economic factors for each of the 18 catchment based flood risk management plans.

**3C.** Improve flood data collection, recording and sharing to better identify ‘at risk’ areas.

**3D.** Use this improved data collection to inform an updated Flood Risk Asset Register.

caused by the interaction of different sources of flooding it is important that we consider other types of flooding and work with those organisations responsible for its management.

## Risk

In general, risk is described as the likelihood of an event occurring, multiplied by the severity of the consequence of the event. In a flooding event this would amount to:

Frequency of flooding	5	Medium	High	High	Extreme	Extreme
	4	Medium	Medium	High	High	Extreme
	3	Low	Medium	Medium	High	High
	2	Low	Low	Medium	Medium	High
	1	Low	Low	Low	Medium	Medium
		1	2	3	4	5
		Consequence on flooding				

## Flood risk in Hampshire

Flooding in Hampshire can occur for a variety of reasons due to the characteristics of the county which include an extensive coastline, large river network and chalk (and other) aquifers. This strategic document focuses on local flooding which is caused by surface water, groundwater and flooding from ordinary watercourses. However, as the most severe floods are often

## Prioritisation of Catchment Plans

The County Council has developed a tool to identify and prioritise those catchment areas most at risk from flooding within Hampshire. The tool provides a robust, evidence-based approach to guide the prioritisation of individual catchments so that plans for those areas at highest risk can

be prepared first. The prioritisation process will support the County Council's strategic investment decisions and inform its discussions with key stakeholders. The prioritisation was undertaken according to the following criteria:

- Properties at risk of flooding based on available modelling and mapping;
- Incidents of historic flooding;
- Indices of deprivation;
- Risk to Hampshire's strategic road network and the potential cost of repair; and
- Damages incurred to properties, including numbers of properties and value of damages incurred.

Although all sources of flooding were considered, greater weight has been placed on predicted risk from surface water and groundwater flooding, as these are Hampshire County Council's areas of responsibility. However, the Council is committed to working with all risk management authorities across the catchments to reduce risk from all sources of flooding.

This work has allowed the County Council to understand the relative risk within these individual catchments and has been used to develop the Catchment Plan Programme as detailed in [Appendix 2](#).

## Information sharing with other Risk Management Authorities

The County Council will work with other Risk Management Authorities across Hampshire to work towards the most effective and

widespread method for capturing flooding data. This will include information from the Environment Agency, District and Borough Councils and local community sources.

In this way, data can be used to identify 'at risk' areas and pinpoint communities which would benefit from flood alleviation activity.

The majority of this information will be shared with the public through the County Council's Flood Risk Asset Register

## Manage Surface Water Management Asset Register

The Flood and Water Management Act requires the LLFA to create and maintain a register of all structures and features that are anticipated to have an effect on flood risk in the area. This is known as a 'Surface Water Management Asset Register'. The County Council has prepared such a register that is available on our [website](#).

At present the register contains only basic information about the structures owned by Hampshire County Council and deemed to have an impact on flood risk.

The County Council will also:

1. Register assets that have been specifically built for flood alleviation purposes (such as Hambledon Flood Alleviation Scheme); and
2. Consider the registration of assets that have a significant impact on flood risk that were not built to specifically mitigate flood risk.

The register will ensure that potential changes to any of the listed structures would have to be carefully managed so that flood risk is not increased.

# Sustainable and Resilient Development Policy



## To ensure successful and sustainable growth Hampshire County Council will support the planning process by encouraging resilient development

Development of new housing, jobs and infrastructure is vital to improve the prosperity of the county and enhance the standard of living for our residents. The Lead Local Flood Authority is a key consultee in the planning process. In order to guide Local Planning Authorities to approving development which will not increase flood risk, Hampshire County Council will implement the following actions:

**4A.** Encourage the development of robust flood risk management policies within the Local Planning Authorities' Local Plans, and in Neighbourhood Plans.

**4B.** Require developments to utilise Sustainable Drainage Systems (SuDS) and the drainage hierarchy based on current best practice and industry standards for water quality and quantity

**4C.** Encourage development which demonstrates an understanding of environmental sensitivity and provides appropriate mitigation

**4D.** Require development to demonstrate a net environmental gain in local flood risk management

**4E.** Ensure that works to ordinary watercourses are only consented where there is no increased flood risk and enforce against unconsented works where appropriate

**4F.** Work with the Environment Agency, local planning authorities and other partners to develop the planning skills and capabilities to advise developers on how adaptive approaches should inform strategic local plans and enable climate resilient places.

As the Lead Local Flood Authority, Hampshire County Council has a role within the development planning process in relation to surface water drainage for new developments. Our regulatory role for consenting works on ordinary watercourses is also linked to development where works are proposed to these.

## Our role within the plan making process

As the LLFA, Hampshire County Council is consulted on and responds to Local Plans that are prepared by the Local Planning Authorities, and Neighbourhood Plans. We will provide comments on:

- The adequacy of local planning policies to support our wider flood risk role as the LLFA
- The use of baseline data and information to assess flood risk

Throughout this process we will encourage the adoption of policies in local plans which require the highest standards of SuDS, improve surface water management where possible, and complement our overall flood risk strategy and catchment plans.

## Individual Planning Applications

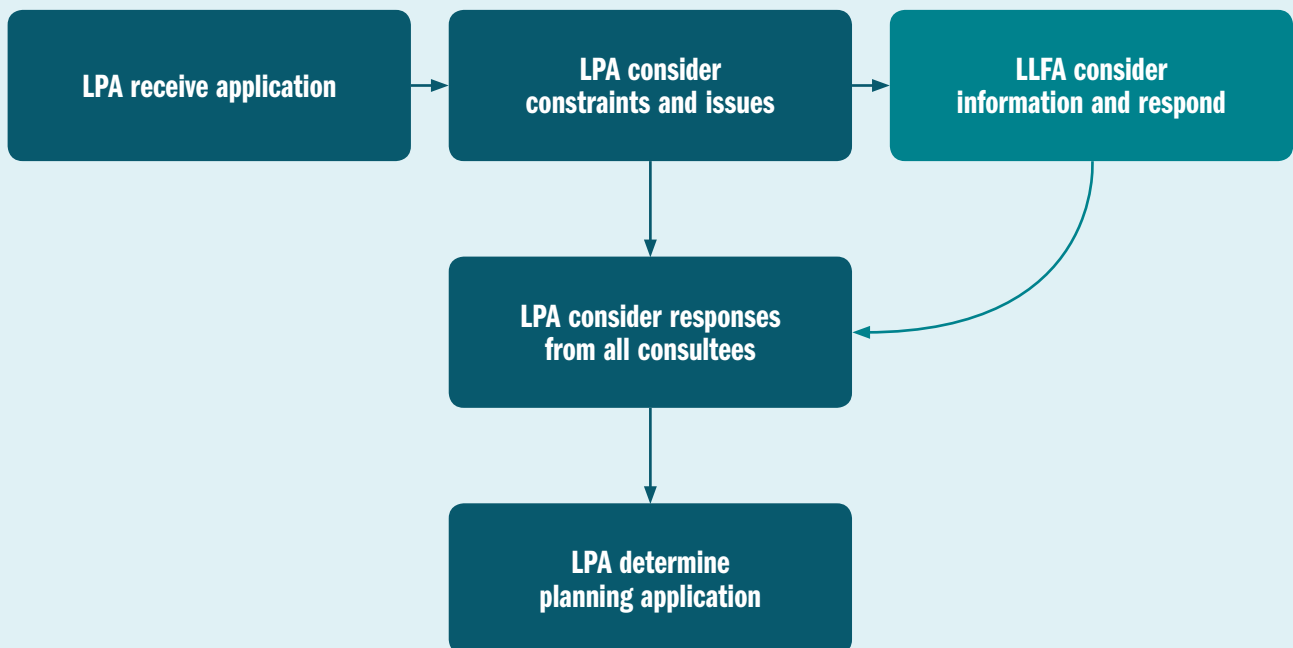
Under the Town and Country Planning (Development Management Procedure) (England) Order 2015, the Lead Local Flood Authority is the statutory consultee on surface water drainage for major developments.

For a full definition of ‘major planning application’, please visit the Government’s Legislation [website](#).

The County Council has a statutory time frame of 21 days to respond to each of these consultations.

Please see below for the County Council’s **process for responding to Local Planning Authorities (LPA) on major planning applications.**

Further information on how we respond to planning consultations can be found on our [website](#).



# Advising on Sustainable Drainage Systems in new developments

Traditionally surface water management has been undertaken by providing drainage features that aim to get the water away from the site as quickly as possible. This approach has often led to increased flood risk further downstream. In addition, drainage features were often “out of sight”, not always of sufficient size or maintained appropriately leading to increased flood risk.

Source control is where surface water is managed as close to the source as possible, mimicking the natural process by intercepting and holding back water. This is now considered the most appropriate method to mitigate flooding and potential water quality issues. Best practice has identified a hierarchy of drainage options:

- into the ground (infiltration)
- to a surface water body
- to a surface water sewer, highway drain, or another drainage system
- to a combined sewer

Underlying these options is the requirement to ensure that, post development, **no greater volume of surface water leaves the site and/or no surface water leaves the site at a faster rate** than occurred pre-development or, preferably, the discharge rate is limited to greenfield runoff rates. The County Council would normally object to planning developments if the net effect on the flood risk in an area is too great.

Hampshire County Council will follow best practice requirements when responding to Surface Water Management consultations by:

- Promoting and encouraging the use of surface water SuDS techniques above the use of underground pipes or storage.
- Ensuring that post development run off rates and volumes are equal to or less than pre- development amounts.
- Ensuring sufficient attenuation of surface water flood water, up to a 1 in 100 year event plus the appropriate extra percentage for expected climate change is provided.
- Ensuring that the drainage system consider the required water quality and is designed appropriately for the development use and the associated discharge point, including the wider sensitivity of those locations.
- Ensuring Local Planning Authorities are aware of historic flood events in the area including surface water and groundwater events
- Ensuring that responsibility and processes for ongoing maintenance of SuDS are considered in the planning process

For further information on designing for SuDS, please see [Appendix 3](#).

# Adoption and Maintenance of SuDS

It is important for developers to provide evidence that those who will be **responsible for adopting and maintaining the SuDS features have been identified and approached to understand their requirements** for these features. They may have their own requirements in relation to design and maintenance that will need to be included within any design. Adopting and maintaining authorities within Hampshire can vary between sites, but can comprise a combination of the following:

- Water Companies
- Inset Companies
- Private Management Companies
- Parish Councils
- District or Borough Councils
- Hampshire County Council

Hampshire County Council will continue to encourage Local Planning Authorities to ensure that a robust and ongoing maintenance regime and formal adoption process is secured through the granting of planning permission, including the use of Section 106 agreements where necessary

As the Lead Local Flood Authority, the County Council does not adopt or maintain SuDS features within new developments. As the Highway Authority, Hampshire County Council has information on what we will adopt and maintain in relation to SuDS and surface water drainage. This is available [here](#).



# Ordinary Watercourse Consenting

The Lead Local Flood Authority is responsible for consenting certain works on ordinary watercourses. These works can include culverting, infilling and diversions of these watercourses. For further information on legislation, please see **Land Drainage Act as amended by the Flood and Water Management Act 2010**, specifically **section 23**.

Consent will not normally be given to build a pipe, culvert or other underground structure that a watercourse can flow through. As these are unseen and difficult to access for maintenance, blockages can quickly develop with a consequent increase in flood risk and damage to the environment.

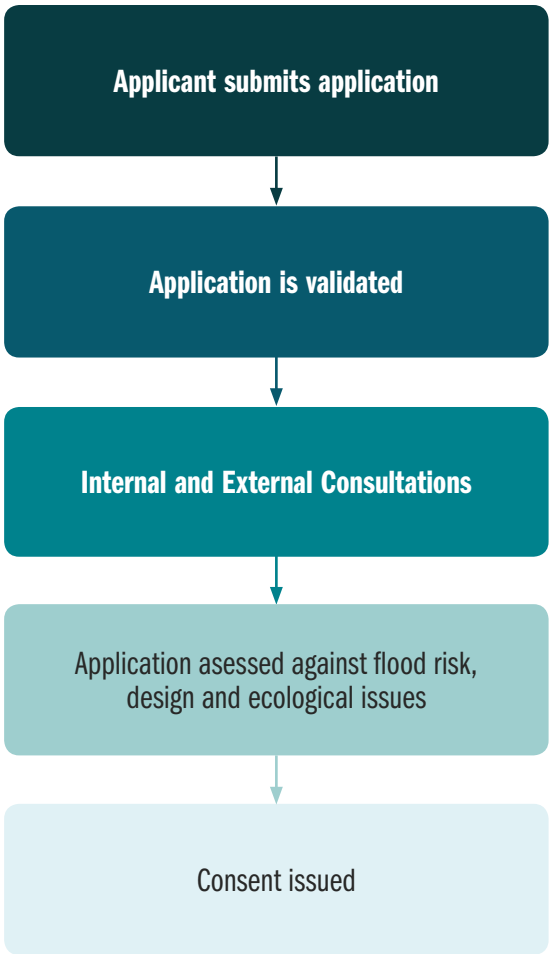
Hampshire County Council will follow best practice when issuing or refusing ordinary watercourse land drainage consents by:

- Encouraging Local Planning Authorities to notify developers when granting planning permission for development that ordinary watercourse consent may also be required prior to development commencing.
- Ensuring ordinary watercourse consent is only granted for those works which will not increase flood risk.
- Working with riparian owners to plan for and take appropriate action.
- Encouraging the use of natural flood measures and the application of the natural flood management hierarchy.

- Ensuring appropriate action is taken against unconsented works, where they pose significant flood risk.
- Consider the effects on statutory environmental designations and wider biodiversity as part of the consenting process.
- Undertaking appropriate consultation with others as required.

## Ordinary watercourse consenting process

The diagram below shows how an application for ordinary watercourse land drainage consent will be dealt with by Hampshire County Council within the 2 month statutory timeframe.





# Recording, Prioritising and Investigating Flood Events Policy

## To increase knowledge and understanding of flood events Hampshire County Council will record, prioritise and investigate instances of flooding

Having access to a comprehensive data set and detailed information on previous floods in Hampshire is essential for the investigation of flooding events and prioritisation of those areas most at risk. In order to improve flood data capture and provide guidance and advice to those experiencing flood events Hampshire County Council will implement the following actions:

**5A.** Record and respond to all instances of flooding from any source reported to us.

**5B.** Prioritise flood investigation work according to our published prioritisation schedule.

**5C.** Liaise with the Highway Authority to investigate highway flooding.

**5D.** Undertake formal investigations for significant flooding events.

As Lead Local Flood Authority (LLFA), Hampshire County Council has a duty to investigate **significant** flood events to the extent that the LLFA deem is appropriate. These are formal investigations under Section 19 of the FWM Act 2010. Reports on these investigations will be published on the **Hampshire County Council's flooding website**. The following **Flood Investigations Statement** sets out what we will investigate. How we propose to undertake investigations is also explained below

### Flood Investigations Statement

Hampshire County Council, as Lead Local Flood Authority for Hampshire, will investigate '**significant**' flooding in accordance with the requirements of Section 19 of the Flood and Water Management Act 2010.

**Significant** flooding is defined as:

- Flooding that affects 20 or more properties internally in one flood event within the same location OR:
- Flooding that affects significant lengths of the highway and lasts for a period of 3 hours from the onset of flooding.

# Flood Investigation process

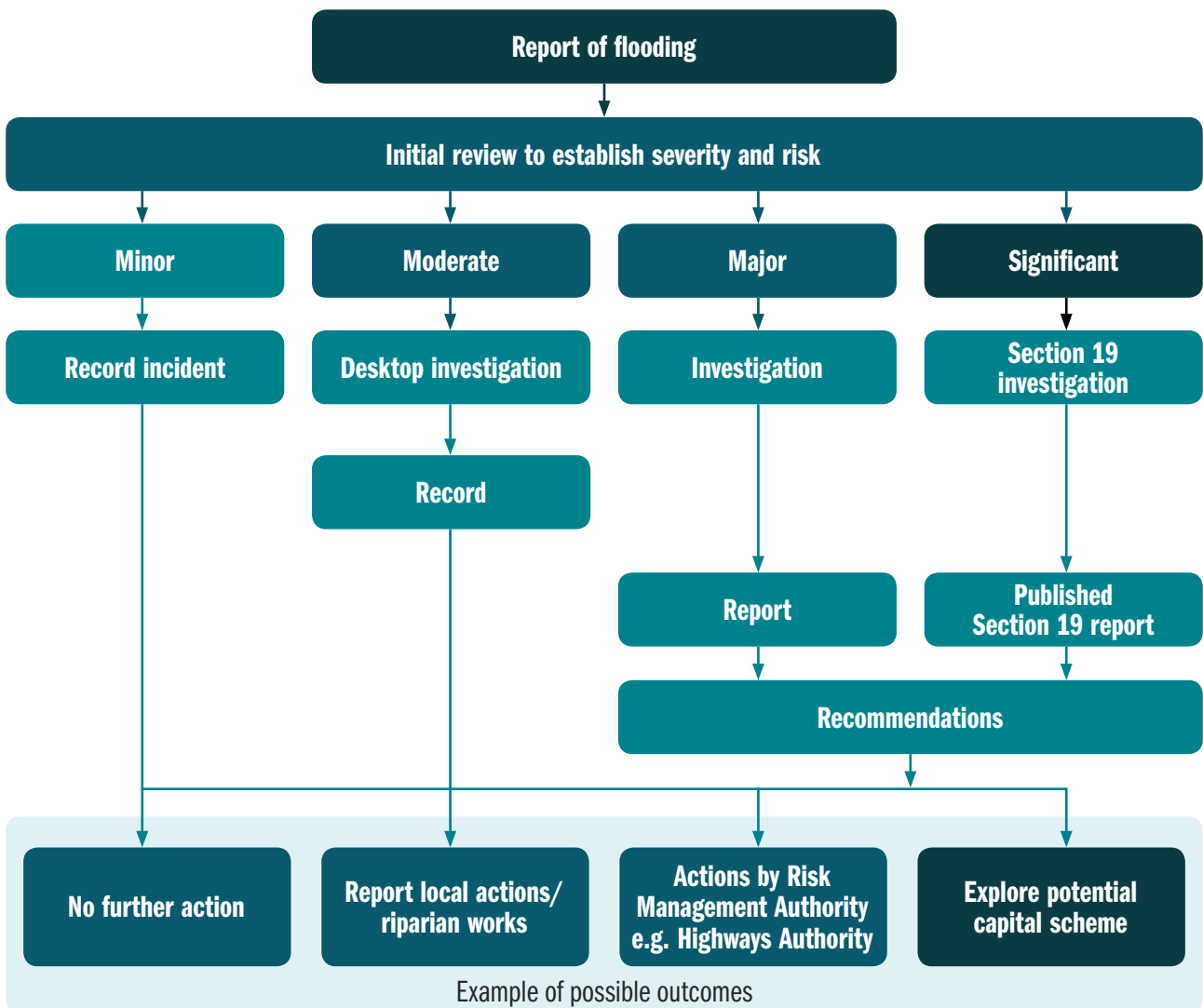
The key purpose of investigating flooding is to determine the cause and identify steps that could be taken to help prevent a recurrence or reduce the impact of a similar event in future.

The LLFA logs every report of flooding that is received and an initial review of information is undertaken. More information will be gathered from the reporter where necessary. Those Risk Management Authorities (RMA) with responsibility for the drainage system, or elements of it involved in the flood incident will be expected to progress the investigation and identify potential mitigation measures. For example, a blocked foul water sewer would be the responsibility of the relevant water company.

The process will also consider issues relating to water quality, flood risk downstream and ecological issues from any potential mitigation measures and will pay due regard to relevant environmental legislation, including the Habitats and Species Regulations (2017).

As the LLFA, we will work with other RMAs to implement the mitigation measures identified where appropriate and possible, and as informed by the prioritisation of catchment areas.

The following process will be followed for flood investigations:



Although not all flooding will be the subject of a formal investigation under Section 19 of the Flood and Water Management Act, Hampshire County Council will still investigate each incident to the extent necessary.

For highway flooding, we will work with Hampshire Highways or Highways England to investigate the incident. Other sites will be logged and assessed so that the flood incidents with the greatest impacts on people, homes, businesses and key infrastructure are investigated first. Investigation does not infer that works will be undertaken to mitigate flood risk, although if the cause is found to be as a result of other parties, they will be notified and we will recommend that mitigation measures are undertaken.

If flooding is as a result of ordinary watercourse issues, we will contact the riparian landowner to ensure their responsibilities are discharged.

Although the investigation report can identify issues and potential mitigation measures, the FWM Act 2010 does not confer powers on the LLFA to be able to enforce the investigation's conclusions. However, the County Council will work with other RMAs to pursue these with the relevant parties to ensure that appropriate mitigation measures are implemented where possible and to emphasise flood risk priorities within Hampshire.

	Criteria	Likely response
<b>Significant flooding</b>	<ul style="list-style-type: none"> <li>Flood that affects 20 or more properties internally in one flood event within the same location OR</li> <li>Flooding that affects significant lengths of highways that affects access to 20 or more properties and lasts for a period of 3 hours or more</li> </ul>	Formal Flood investigation under Section 19 of the Flood and Water Management Act 2010 undertaken
<b>Major</b>	<ul style="list-style-type: none"> <li>Internal flooding of 1 (domestic or commercial) property which has occurred on more than one occasion OR</li> <li>Internal flooding of 5 or more properties as a result of a single flood event OR</li> <li>A major transport route has been disrupted for more than 10 hours</li> </ul>	Flooding is logged Desktop review Site visit Recorded Report completed
<b>Moderate</b>	<ul style="list-style-type: none"> <li>Flooding that affects more than 1 property internally in 1 flood event OR</li> <li>Flooding that affects highways access to 1 or more properties and lasts for more than 3 hours</li> </ul>	Flooding is logged Desktop review undertaken Recorded
<b>Minor</b>	<ul style="list-style-type: none"> <li>Flooding that affects gardens and open areas with no internal property flooding OR</li> <li>Ponding on small sections of highways</li> </ul>	No investigation

# Working with Multi-Agency Groups Policy



## To reduce flood risk in vulnerable areas Hampshire County Council will work with Multi-Agency Groups to develop Flood Alleviation Schemes

To deliver effective flood and water management schemes we need to ensure that everyone involved in the process of flood risk and surface water management is fully engaged in the process and encouraged to undertake their roles effectively. This requires frequent liaison with a wide variety of organisations. In order to ensure the effective implementation of flood alleviation works across the county, Hampshire County Council will implement the following actions:

**6A.** Continue to work in partnership to deliver the Council's Flood Risk and Coastal Defence Programme and community-led flood alleviation initiatives supported by the Rural Communities Fund.

**6B.** Encourage the development and implementation of innovative flood and water management measures and a flexible policy approach from partner organisations.

**6C.** Work to maximise the available funding from national and local sources including the private sector, and enable investment in schemes to contribute positively to local economic regeneration and sustainable growth.

**6D.** Continue to attend and contribute to other multi-agency group meetings concerning flood risk across Hampshire and the South of England including Regional Flood and Coastal Committee meetings.

**6E.** Work with other Risk Management Authorities to set up new multi-agency groups where appropriate for flood alleviation schemes.

**6F.** Work with coast protection authorities and the Environment Agency on the refresh of shoreline management plans to ensure that these take account of local circumstances, infrastructure and assets, and that there is full recognition of the costs and benefits of proposed 'adaptive approaches' such as reversal of hold the line policies

As Lead Local Flood Authority for Hampshire, the County Council has an ongoing programme of capital flood risk schemes as well as more local works. With all of these projects, the County Council works with other organisations at a national, regional and local scale. These multi-agency groups work together towards the most practical and cost effective way to reduce flood risk across the county.

In developing flood alleviation schemes, the County Council will ensure compliance of works with relevant environmental legislation, including the Habitats and Species Regulations (2017). It is also recognised that there is the potential for flood risk management works to present opportunities for biodiversity enhancement. The County Council will seek to realise these opportunities where possible.

The County Council will work with the relevant water and sewerage companies in Hampshire to produce Drainage and Wastewater Management Plans using the UK\_DWMP\_

Framework by the end of 2022, to support their business plans for the 2024 Price Review.

The County Council will work closely with these companies in the development and implementation of innovative flood and water management measures, and a flexible policy approach. We will seek to inform their capital investment plans, which are approved and regulated by Ofwat, and influence their outcome delivery incentives (ODIs) including for sewer flooding, partnership working, sustainable drainage and resilience of services.

The County Council will help facilitate delivery of co-funded schemes with water companies and other RMAs. We will also encourage water companies to examine the potential for optimising the opportunities for rainfall capture and storage as part of an integrated approach to flood and water management.

The County Council recognises that ‘tankering’, pumping wastewater from a sewer into a tanker lorry and taking it away for treatment during an emergency, can be costly, disruptive and damaging to the environment, and is only effective at low levels of flow. Where needed, the County Council will look to facilitate the maintenance of essential water and sewerage services by over-pumping, enabling wastewater which has been screened to be released into nearby rivers, streams or ditches.

The County Council will also work with water companies to secure appropriate provision of infrastructure and capacity improvements for new development, and collaborate in coordinating the management of water supply and sewerage systems with other flood risk management work.

As a Highway Authority, the County Council has the lead responsibility for maintaining and managing the highway under the Highways Act 1980. When bringing forward plans to improve the existing highway or provide new infrastructure, the County Council will look for opportunities to enhance flood resilience. For example, using the road camber and kerb lines to more effectively manage surface water flows on the highway and direct it away from vulnerable properties; installing culverts beneath the highway to enable over-pumping in known high risk areas; and increasing the height of transport infrastructure and evacuation routes that are prone to flooding to reduce their vulnerability and the negative impacts of inundation.

In delivering new schemes, we will work in partnership with other RMAs to identify key services and utilities at risk and then applying a hierarchy of control to minimise or eliminate exposure to hazards. For example, we will encourage the relocation of critical services that are identified to be in high risk areas. Where this isn’t possible, the County Council will support the implementation of adequate protection to remove or reduce the risk.

We have also established two groups to support a partnership approach flood and water management in Hampshire.

### Hampshire Strategic Flood and Water Management Board

- National Flood Forum
- Highway Authority
- **Hampshire County Council**
- **The Environment Agency**
- **Thames Water**
- **Southern Water**
- **Wessex Water**
- Hampshire Association of Local Councils
- District Authorities
- National Park Authorities

### Hampshire Technical Delivery Group

- Highway Authority
- Lead Local Flood Authority
- Water Companies
- Environment Agency
- District Authority representatives
- Hampshire County Council Emergency Planning
- Hampshire Fire and Rescue

## Funding mechanisms

Funding for flood defences or mitigation schemes can come from a number of sources. **Appendix 4** provides a brief list of the main ones.

Successful delivery of flood risk management measures will require innovative ways of working and funding, based on teamwork and trust. Collaborative working and joint funding across partner organisations is key to maximising the return on investment in flood risk management.

Whilst it may be possible to fully fund some projects using only the national and regional funding sources such as Flood Defence Grant in Aid (FDGiA) and local levy, the majority of schemes will require a range of funding sources to make up the total sum needed. Tools such as the **Partnership Funding Calculator** have been developed to assist in funding allocation.

The suitability of potential funding sources depends on a number of factors:

- Total sum required
- Total fund available
- Effort / investment required (number of applications, match funding, etc)
- Qualifying benefits required
- Frequency of availability (e.g. annual)
- Longevity
- Level of competition

## Potential Hampshire flood mitigation schemes

Where work is due to be funded by the County Council, the method of prioritisation will follow that set out in this strategy based on catchment prioritisation. However, we recognise that there may be opportunities to benefit from flood mitigation works that are being led by external organisations. The County Council will therefore take a flexible approach to the prioritisation methods described in this strategy in order to help ensure that schemes delivering significant flood risk reduction for people, homes, businesses and key infrastructure, and that would otherwise fail due to lack of funding, can be secured.

Where work is due to be funded by outside sources, the method of prioritising this work may change to incorporate funding guidelines. However, every other set of guidance set out in the strategy will be adhered to.

The County Council has identified a long list of locations where flooding has occurred in the past, and where the potential for the implementation of measures to reduce flood risk is to be explored. A number of these locations are included on the national Flood

and Coastal Erosion Risk Management (FCERM) 6 year programme. Working with the Environment Agency, the County Council will examine the opportunity to secure FDGiA and local levy funding for these, and other locations, as they come forward. Details of these schemes will become available as feasibility studies take place for each site.

Should other funding schemes or opportunities become available for flood and water management initiatives, the County Council will prioritise sites in accordance with the criteria set out in this strategy.





# Supporting Community Resilience Policy



## To improve adaptation to and recovery from flood events Hampshire County Council will encourage and support community resilience

Hampshire County Council realises that the task of flood risk management across the county requires ongoing engagement with local communities. In order to ensure flood resilience across the county is maximised, local residents and communities must be engaged in a long-term programme of flood awareness, riparian maintenance and preparedness. To encourage the growth of this engagement Hampshire County Council will implement the following actions:

**7A.** Increase the number of community Flood Action Groups and emergency Flood Action Plans.

**7B.** Produce guidance in the form of action plans and recommendations from flood investigation reports to inform communities of the best action to take.

**7C.** Improve online guidance on funding sources and support available from charities such as the National Flood Forum.

Community resilience is an extremely important area of work for flood risk management. The role of RMAs across Hampshire is to reduce the risk posed by flooding as much as possible. However, there is no guarantee that during exceptional weather events flooding will not occur.

Therefore, the County Council encourages communities that are vulnerable to flooding to

increase their own resilience in order to reduce the effects of flood events.

We work closely with residents' groups to maximise use of local resources and knowledge so that they can help themselves during a flood event. Communities are advised to set up **Flood Action Groups** and emergency plans.

## What will the County Council do during a severe flood event?

During an emergency, we will work with the local borough and district councils, parish and town councils, emergency services, the Environment Agency, other RMAs, and local flood action groups to co-ordinate the response for severe flooding.

Working with partners, the County Council will facilitate the implementation of the most appropriate measures. This could include:

- Setting up temporary shelters for those who are evacuated;
- Providing temporary housing;
- Supporting the deployment of flood defences measures such as temporary barriers;
- Making sandbags available at locations of highest risk. Some local borough and district councils provide sandbags for emergencies. Please contact your borough or district council for more information.



- Arranging for roads to be closed and diversion routes established;
- Working with utility companies to prioritise protection of key infrastructure; and
- Enabling over-pumping to maintain water and sewerage services.

The County Council will work with partners during the recovery period to ensure that those affected by the event are able to return ‘normal life’ as soon as possible. The County Council will investigate the causes of the flooding, record lessons learned and make recommendations. This could include:

- Adjusting flood plans;
- Improving communications with riparian owners about responsibilities;
- Raising awareness of options for property level resilience;
- Increasing the frequency of maintenance operations and targeting interventions at key locations;
- Reprioritising work programmes for the local Lengthsman;
- Highlighting features at risk with other RMAs; and
- Identifying opportunities for measures to reduce future flood risk.

## Local Resilience Forum

The Hampshire and Isle of Wight **Local Resilience Forum** is comprised of local Emergency Service responders (Police, Fire, Ambulance), Local Authorities, and associated businesses, organisations and voluntary sector representatives, working together to reduce risk in the local area and improve community resilience.

The group is co-ordinated by the County Council’s **Emergency Planning** team and undertakes various monitoring exercises and regular reviews of flood incidents and processes within the County.

## National Flood Forum

Hampshire County Council works with the **National Flood Forum** to help support areas at risk. The forum is a national charity dedicated to supporting and representing communities and individuals at risk of flooding by:

- Helping people to prepare for flooding in order to prevent it or mitigate its impacts
- Helping people to recover their lives once they have been flooded
- Campaigning on behalf of communities who are at risk from flooding and working with government and agencies to ensure that they develop a community perspective

# Glossary

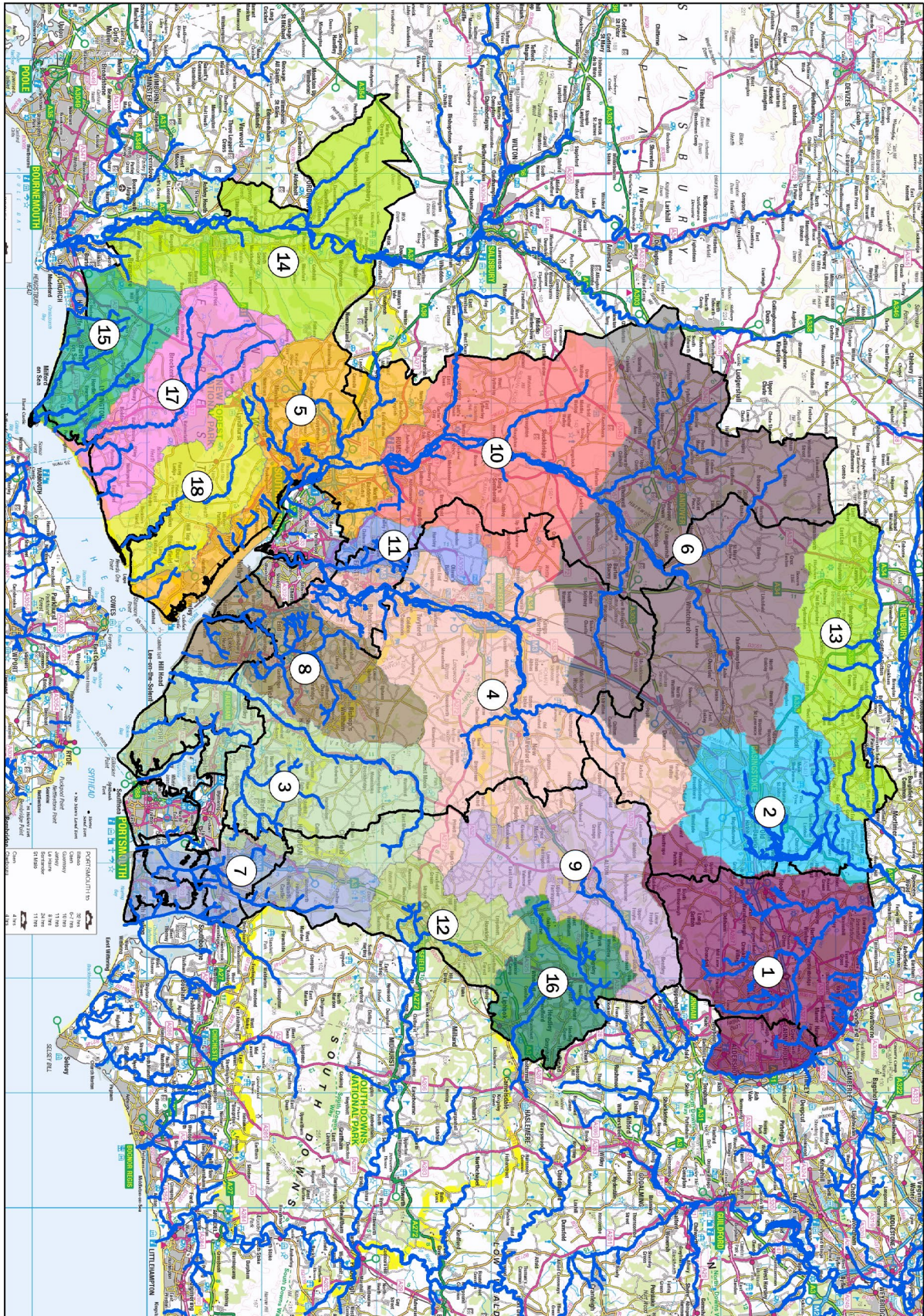
<b>EA</b>	Environment Agency	<b>LFRMS</b>	Local Flood Risk Management Strategy
<b>FAG</b>	Flood Action Group	<b>LLFA</b>	Lead Local Flood Authority
<b>FAP</b>	Flood Action Plan	<b>LPA</b>	Local Planning Authority
<b>FCERM</b>	Flood and Coastal Erosion and Risk Management	<b>NGO</b>	Non Government Organisation
<b>FDGiA</b>	Flood Defence Grant in Aid	<b>OW</b>	Ordinary Watercourse
<b>FRCD</b>	Flood Risk and Coastal Development	<b>OWC</b>	Ordinary Watercourse Consent
<b>FWM</b>	Flood and Water Management	<b>RFCC</b>	Regional Flood and Coastal Committee
<b>FWMA</b>	Flood and Water Management Act	<b>RMA</b>	Risk Management Authority
<b>HIWWT</b>	Hampshire and Isle of Wight Wildlife Trust	<b>SuDS</b>	Sustainable Drainage System(s)
<b>LFRM</b>	Local Flood Risk Management	<b>TICP</b>	Test and Itchen Catchment Partnership

# Appendix 1

Catchment Plan	Catchment Plan Number	Including	District boundaries (Hampshire)
<b>Loddon East</b>	1	Whitewater, Blackwater, Hart	Rushmoor, Hart
<b>Loddon West</b>	2	Loddon, Bow Brook, Lyde	Basingstoke, Hart
<b>Meon/Wallington</b>	3	Alver, Wallington, Meon	Gosport, Eastleigh, Winchester, Havant, East Hampshire, Fareham
<b>Itchen</b>	4	Itchen	Basingstoke, East Hampshire, Winchester, Eastleigh
<b>Test (Lower)</b>	5	Test, Tanners Brook	New Forest, Test Valley
<b>Test (Upper)</b>	6	Test, Bourne Rivulet	Basingstoke, Test Valley, Winchester
<b>Lavant</b>	7	Ems, Lavant	Havant, East Hampshire
<b>Hamble</b>	8	Hamble	Winchester, Fareham Eastleigh
<b>Wey Western</b>	9	Wey	East Hampshire
<b>Test (middle)</b>	10	Test, Wallop Brook	Test Valley, Winchester
<b>Monks Brook</b>	11	Monks Brook	Eastleigh, Test Valley, Winchester
<b>Rother</b>	12	Rother, Eilmore	East Hampshire
<b>Enbourne</b>	13	Enbourne	Basingstoke and Deane
<b>Lymington</b>	14	Lymington	New Forest
<b>Avon</b>	15	Avon, Linford Brook	New Forest
<b>Wey Eastern</b>	16	Wey, Slea, Oakhanger	East Hampshire
<b>Avon Water</b>	17	Avon Water, Mude	New Forest
<b>Beaulieu</b>	18	Beaulieu	New Forest



# Appendix 1





# Appendix 2

## How we will develop Catchment Plans

As the LLFA, the County Council has an important co-ordinating role for flood risk management activities. However, other organisations, individuals and authorities also have to play an active role in developing and implementing the plans.

### Key Elements for Delivery of Catchment Plans

- A good understanding of how the catchment floods and the areas of risk
- All partners are engaged to deliver individual and joint actions
- Communities understand their role in mitigating flood risk and play an active role within the process and delivery of the actions.

### Establish working group

Any flooding within a catchment is likely to have multiple sources of flooding and require a number of different measures. In order to address this, working groups will be established. The co-ordinating authority and organisations needed in the working group will depend on the specific catchment and its flood issues.

The working group may develop and change over time depending on the type of measures and issues identified.

### Gather data/information on the flooding mechanisms

Existing information and data on the area and its flood risks will be gathered by the working group and a gap analysis will be undertaken.

### Identify key flood risk areas/issues within the catchment

Using the information gathered and local knowledge, the working group will form a 'baseline' of information and knowledge across all partners.

This will identify where further data gathering work may be required such as more surveys/ flood modelling and mapping to better understand the risks and mechanisms of flooding. This additional work may also form part of the actions within the action plan.

Information on the flooding extent and the impact will need to be quantified where possible to support any funding proposals, including from external sources such as Flood Defence Grant in Aid.

### Identify and assess measures

At this stage it is important to identify the potential measures throughout the catchment and to make an assessment of the benefits that might be realised through implementing these proposals. Measures will need to be appropriate to the flooding mechanism and where early actions, such as maintenance works, can be completed relatively quickly, these should be progressed subject to funding.

# Appendix 3

## Designing for SuDS

We recommend that those proposing new developments consider industry standards and best practice when developing any SuDS schemes.

## Key principles of SuDS design within Hampshire

SuDS systems should be considered within the development as early as possible within the pre-planning phase. This should include understanding the constraints and opportunities of including SuDS within a new development.

These constraints and opportunities may include for example the geological conditions in some areas of the development, the integration of open space and landscaping, and the potential land taken for these SuDS features balanced against other requirements.

The **criteria for water quantity and quality** should be identified at the earliest opportunity. In terms of water quality this should be based on the pollution potential of the proposal development and the sensitivity of the receiving water body.

The design should meet the runoff and water quality criteria whilst being as **uncomplicated in design as possible**. The aim of the design should be to reduce the maintenance requirements over the longer term.

Spatial location of any SuDS features should also be considered within the layout and form of the development. SuDS that are below ground or hard to access should be avoided where possible as these are often more difficult to

We recommend the following best practice documents:

- CIRIA The SuDS Manual C753
- Planning for SuDS –making it happen C687

Available on <http://www.susdrain.org>

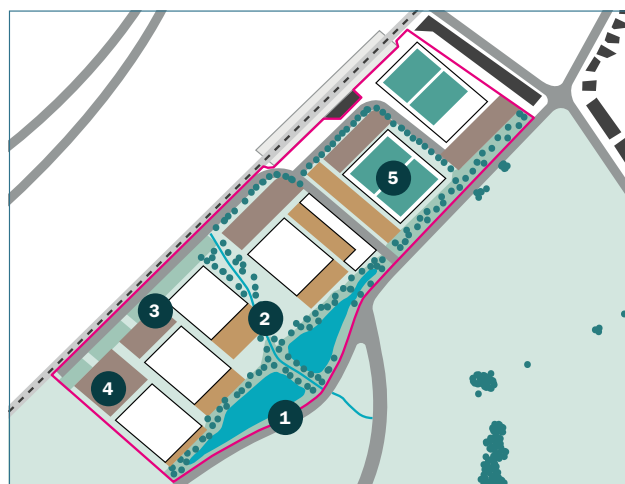
For further information see:

**Water, People, Places**

reach for inspection and maintenance purposes.

## SuDS Brief

- 1 Pond
- 2 Daylighted water course
- 3 Swale
- 4 Permeable paving or bioretention
- 5 Warehouse green roof



# Appendix 4

	Source	Administered by	Summary
Defra Partnership funding	Defra	EA/RFCC	Capital funding from Government is provided through Flood Defence Grant-in-Aid (FDGiA). This is provided by Defra and administered and managed by the Environment Agency, although funding approvals are also subject to the consent of the relevant Regional Flood and Coastal Committee (RFCC). Defined 'Outcome Measures' are used to determine which applications will receive funding, and how much.
Local Levy	Levy (precept) on County and Metropolitan Councils, Unitary Authorities and London Boroughs.	RFCC	Funds raised using the existing RFCC local levy will count as a local contribution in terms of the FDGiA process, even though the levy is supported by funding through the Department of Communities and Local Government. Local Levy funding can be used to support flood risk management projects that do not attract 100% national funding through FDGiA, thus enabling locally important projects to be undertaken to reduce the risk of flooding within the RFCC area.
Local Authority Capital & Revenue Funding	Council Tax	Local Authorities	Authorities have their own funding for capital projects and revenue programmes which may also be used for flood risk management purposes.
Non-Government Organisations	Donations	Individual organisations	NGOs are non profit, voluntary citizens' groups organised on a local, national or international level. NGOs tend to be task-oriented, driven by people with a common interest, and maybe organized to provide analysis and expertise around specific issues.
Section 106 agreements	Developers	Local Planning Authorities	Used to support the provision of services and infrastructure, including flood risk management measures. The agreements provide a means to ensure that a proposed development contributes to the creation of a sustainable environment, particularly by securing contributions towards the provision of infrastructure and facilities. Site viability is key to a developer's willingness to contribute to this type of agreement. The earlier any LFRM costs associated with a site are identified the better, since developers can then factor these costs into the price of the land and make informed decisions as to the overall viability of the site.
Community Infrastructure Levy	Developers	Local Planning Authorities	This is to be spent on local and sub-regional infrastructure to support the development of the area. Key to securing potential CIL receipts is early identification of the need for flood risk management infrastructure so that it can be factored into the setting of the charge.







# **Local Flood Risk Management Strategy (LFRMS)**

**Interim Strategic Environmental Assessment  
(SEA) Environmental Report**

**Hampshire County Council**

**May 2018**

## Document Control

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# Non Technical Summary

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## Introduction

The following Non Technical Summary outlines the conclusions of the Strategic Environmental Assessment (SEA) undertaken as part of the review of Hampshire County Council's Local Flood Risk Management Strategy (LFRMS), fulfilling the requirements of the SEA Directive as follows.

The Strategic Environmental Assessment Directive<sup>1</sup> requires: a non technical summary of the information provided under the above headings (annex 1j).

The new strategy which covers the period 2018 to 2027 replaces the current strategy which was adopted in 2013.

## Purpose of this assessment

When preparing a LFRMS, it is a statutory requirement to carry out an SEA to identify any potentially significant environmental effects arising from the implementation of the strategy. SEA is an integrated, systematic appraisal of the potential environmental impacts of policies, plans, strategies and programmes during the development of the Plan before they are approved; ensuring that the implications for the environment have been fully and transparently considered. It considers issues such as biodiversity, population, human health, flora and fauna, soils, water, air, climate, material assets, heritage, landscape and the interactions between these factors.

SEA aims to make a plan more sustainable and more responsive to its environmental effects by identifying the plans significant impacts and ways of minimising its negative effects.

The SEA has been undertaken by Hampshire County Council's Environmental Impact Assessment Team.

This Interim Environmental Report presents the findings of the SEA of the draft LFRMS and they should be read in conjunction.

## Background to the Hampshire Local Flood Risk Management Strategy Review

Hampshire County Council as the Lead Local Flood Authority working in partnership with the District Councils is required to produce a LFRMS under the Flood and Water Management Act 2010.

Hampshire's first LFRMS was adopted in 2013; since this document was produced the knowledge of the broad nature and extent of flood risk across Hampshire has grown. HCC has

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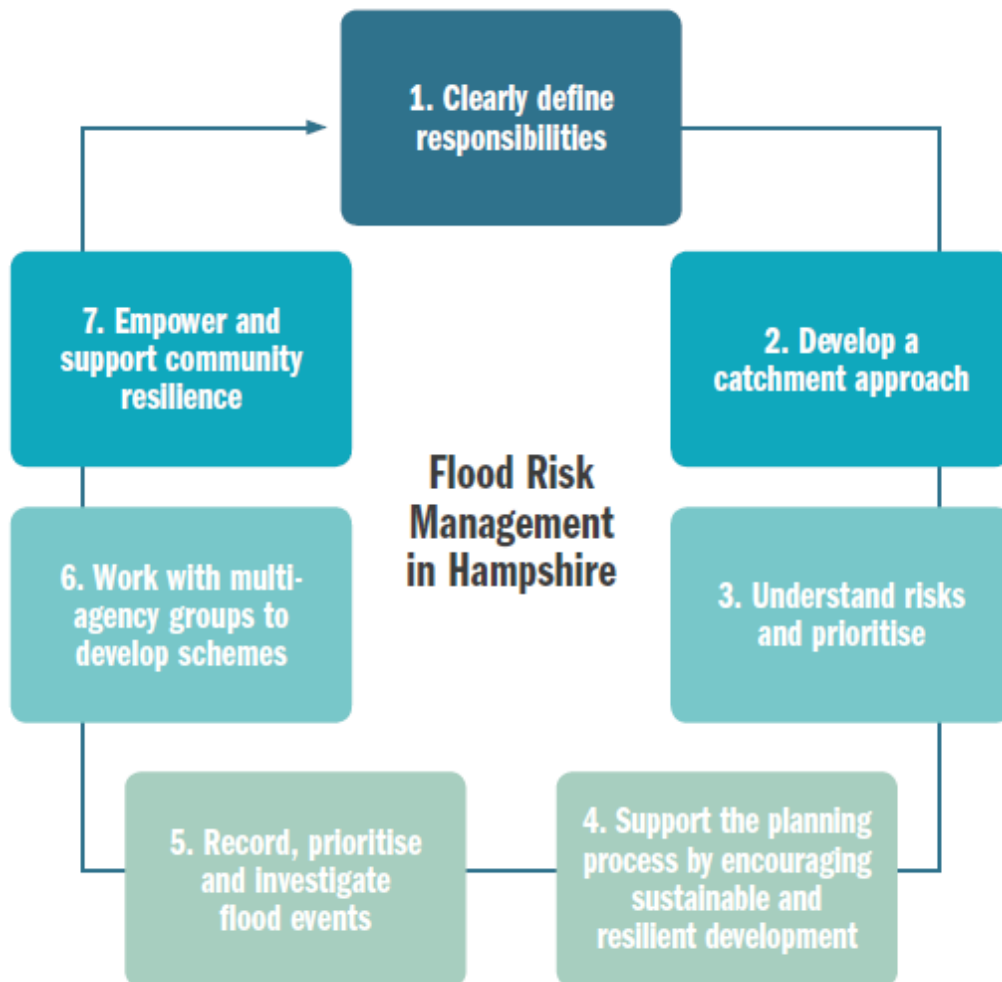
<sup>1</sup> Directive 2001/42/EC

worked closely with other Flood Risk Management Authorities, local communities, residents and partners and increased our understanding of Sustainable Drainage Systems. HCC also recognises the multi-source nature of flooding and the significant role that natural geology and topography play in flood risk management.

On this basis it was decided that the 2013 LFRMS be revised in order to allow a catchment approach to flood risk management, enabling the plan to be based on natural river catchment areas rather than local authority administrative boundaries.

The vision of this revised LFRMS is to *‘ensure Hampshire becomes more resilient to flood risk both now and in the future by working in partnership with residents, colleagues and other Risk Management Authorities’*.

In order to achieve this vision HCC has produced a framework of seven principles, through which robust flood mitigation plans can be managed. The seven principles have been illustrated below.



Each of these principles has a series of objectives which document the steps HCC will take to achieve its vision.

**Summary of the Strategic Environmental Assessment Process**

SA/SEA is a staged process, which ensures that the potential environmental effects of a policy or plan are identified during the development of the plan. It provides a framework through which to consult upon the proposed environmental effects and to update or improve upon the plan, before it is adopted. The stages of SA/SEA can be summarised as follows:

- Stage A: Setting the context, establishing the baseline and deciding on the scope of the assessment. A Scoping Report is produced at this stage.
- Stage B: Developing and refining options assessing effects
- Stage C: Preparing the Environmental Report (this Interim SA/SEA report)
- Stage D: Consulting on the draft plan
- Stage E: Monitoring significant effects of implementing the plan

The first stage of the SA/SEA (Stage A) involved preparation and circulation of a Scoping Report for consultation (April / May 2017). The Scoping Report identified key plans, policies and programmes of relevance to the LFRMS. It also set out the baseline environment, any existing sustainability issues, and the future baseline scenario without the Plan. The Scoping exercise identified some key themes across the Plan area that need to be assessed in the SA/SEA, and scoped out issues where significant effects were not anticipated.

Following the Scoping exercise, a process of developing and refining the options (taking into account Consultee comments) commenced (Stage B). This document (Interim SEA Report) has been prepared as part of ‘Stage C’ and can also be referred to as the (draft) ‘Environmental Report’. This will be released for consultation and the opportunity for comment prior to the final revisions to the LFRMS and the final Environmental Report.

**Developing the SEA Framework**

The SA/SEA framework is made up of a number of SA/SEA Objectives which are used to test the objectives, policies and options of the JMWP against. The SA/SEA Objectives have been developed based on the review of plans, programmes and the baseline information, and are as follows:

1). To conserve and enhance the biodiversity, flora and fauna of Hampshire including natural habitat and protected species
2). To maintain and improve ground and surface water quality in Hampshire
3). Protect and enhance landscape character, local distinctiveness and historic environment of Hampshire
4). Limit vulnerability to potential predicted flooding of climate change by adapting new and existing development to the impacts of climate change

5). To maintain and protect soil quality
6). To improve the health and well being of the population
7). Minimise adverse impacts of local flood risk on key infrastructure, land assets and properties
8). Protect and enhance open spaces, recreational areas and rights of way and improve accessibility for everyone
9). Reduce and manage the risk of flooding and resulting detriment to public well-being, the economy and the environment
10). Minimise adverse effects on water hydromorphology, natural processes and aquatic environment
11). Minimise adverse effects on water resource availability
12). Engage with local communities, improve and support community level flood response and recovery, by improving the understanding, preparedness and response of the local community to flooding.

**The Appraisal Process**

The aspects of the plan which have been subject to the SEA appraisal process include:

- the seven principles and the objectives;
- the Catchment Flood Risk Management Approach aims;
- the overall Catchment Management Approach; and
- the Catchment Flood Risk Management Approach prioritisation process.

With respect to alternative policy options given, only a limited range of options were considered. These included business as usual i.e. continuation of the existing plan, no plan and a new plan based on catchment areas (including the initial draft).

The assessment of environmental effects was qualitative and informed by professional judgement and experience with other SA/SEAs, as well as an assessment of national, regional and local trends.

Colour coding has been used to ensure the impacts are visually apparent at a glance, as shown below:

Symbol	Explanation of the Effect
+	Positive: will result in positive impact on the objective



0	Neutral: Neutral or negligible effect on the objective
-	Negative: Option will result on a negative impact on the objective
?	Unknown: The relationship is unknown, or there is not enough information to make an assessment

**Summary of SEA Findings Principles and Objectives**

The assessment noted that in general, the principles and objectives of the LFRMS have a neutral or positive effect when compared against the SEA objectives.

No significant negative effects were identified.

The assessment suggests that the principles and objectives have taken into consideration potential environment effects and many of the principles scored positively against the relevant SEA objectives. All of the seven principles were found to have at least one positive effect.

In particular Principle 2 ‘to develop catchment approach’ scored positive for three SEA objectives with respect to improving public wellbeing, empowering the community and protecting the aquatic environment.

The SEA objective 12 ‘Engage with local communities, improve and support community level flood response and recovery, by improving the understanding, preparedness and response of the local community to flooding’ was well represented and five of the seven principles were found to have a positive effect.

It is noted that most of the SEA objectives (SEA objectives 1, 2, 3, 5, 8 and 11) were not found to not positively or negatively represented in any of the seven principles and the effects for these SEA objectives were considered either neutral or not enough information was available on which to make an assessment.

**At glance total / combined effects of the LFRMS principles and objectives**

	SEA Objectives											
<b>Flood and Water Management Principle</b>	1 Biodiversity	2 Water quality	3 Landscape and heritage	4 Climate Change	5 Ground Conditions	6 Quality of Life	7 Flood Risk Assets	8 Public Access	9 Flood Risk public wellbeing and economy	10 Aquatic Environment	11 Water resources	12 Community

Flood and Water Management Principle	SEA Objectives											
	1 Biodiversity	2 Water quality	3 Landscape and heritage	4 Climate Change	5 Ground Conditions	6 Quality of Life	7 Flood Risk Assets	8 Public Access	9 Flood Risk public wellbeing and economy	10 Aquatic Environment	11 Water resources	12 Community
1) Clearly Define Responsibilities												
2) Develop a Catchment Approach	?	?	?	?	?	?	?	?			?	
3) Understand Priorities and Risks												
4) Support the Planning Process by encouraging Sustainable and Resilient Development		?								?		
5) Record, Prioritise and Investigate Flood Events												
6) Work with Multi-Agency Groups to Develop Flood Alleviation Schemes						?						
7) Empower and Support Community Resilience												

Specific strengths of the LFRMS objectives (including those identified as having significant positive effects) include:

- Prioritising vulnerable areas at risk of flooding based on the number of properties at risk and vulnerability of residents (SEA objective 9).

- The commitment to working on a catchment basis provides opportunities for a more natural and joined up approach to flood risk management working across administrative boundaries and one which recognises that flooding incidents are often due to a mix of several sources.
- This approach will also facilitate local decisions to be made on flood risk management which will benefit the maximum number of Hampshire residents thereby having a significant positive effect on the quality of life of Hampshire's residents (SEA objective 6).
- The specific inclusion of long term engagement of local communities which is considered key to ensuring the success of the plan (SEA objective 12). This will result in a significant positive effect with respect to early engagement and participation.
- Commitment to improve the website and information accessibility will positively impact the communities understanding of flooding (SEA objective 12).
- The inclusion of reporting incidents and using this information to develop action plans and recommendations shows a joined up long term approach which will benefit the public with respect to flooding (SEA objective 12).
- Acknowledgement of the importance of effectively liaising with all other flood authorities beyond HCCs administrative boundaries. Although this is not a specific SEA objective it will have a positive effect on many of the SEA objectives.
- Committing to supporting and encouraging the drainage hierarchy, SUDs and appropriate mitigation its role as a statutory consultee.

No negative effects were identified and on this basis no specific mitigation measures are required. However, potential areas of improvement and consideration for refining the LFRMS objectives are provided as follows<sup>2</sup>:

- It would be beneficial if the LFRMS objectives more clearly differentiated between the statutory requirements and the principles which will form the framework for developing future schemes.
- It is noted that the LFRMS principles and objective do not contain any commitment to supporting the protection and / or improvement of the natural or historic environment (biodiversity, soil, water quality, heritage etc.). Although it is acknowledged that this is not a primary function of the LFRMS it would be beneficial to include the concept of striking a balance between the need to manage the risks of flooding, whilst protecting the quality of life for communities, and the quality and diversity of environmental assets and also recognising that flood mitigation scheme can represent opportunities for environmental enhancements. There is an opportunity for positive impacts on a number of the SEA objectives if this gap is specifically addressed within a LFRMS objective.

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<sup>2</sup> It is noted that the recommended amendments may be considered to form part of the alternative options (refer Section 3.7).

- Although the plan makes reference to and describes the natural flood management hierarchy (*HCC will ensure a stepped approach to flood risk management with a preference for more natural methods above harder engineering measures*). Consideration could be given to formalising the commitment via a specific objective within principle 2 ‘developing a catchment approach’. This would strengthen the principle.
- With respect to principle 7 ‘empower and support community resilience’, it would be beneficial to specify the ways that HCC shall raise awareness and improve communication consultation to ensure that sectors of the community more vulnerable to flooding such as the elderly or those living in deprived areas can access information and support about flood risk.
- It would be prudent to include a mechanism to ensure the LFRMS is an iterative process which can respond to changes in the environment, specifically with respect to climate change.

### Catchment Management Approach Assessment Summary

The catchment management approach has the potential to have significant positive effects across many of the SEA objectives. However, it was noted that not enough information was provided in order to appropriately assess many of the SEA objectives.

Specific strengths of the catchment management approach (including significant positive effects) include:

- The commitment to natural flood management solutions and the formalisation of the flood management hierarchy which is considered to have a significant positive effect on the aquatic environment potentially resulting in the enhancement of natural process and improvements in the aquatic environment. The flood management hierarchy may indirectly have many positive benefits with respect to biodiversity, surface and groundwater over the medium and long term.
- The acknowledgment that water resources do not respect administrative boundaries has the potential to indirectly positively impact a number of the SEA objectives.
- The specific commitment to empower local residents will have a significant positive effect resulting in early engagement and participation with the community (SEA objective 12).

Potential areas of improvement, with respect to the catchment management aims include the inclusion of an additional aim formalising the development of catchment management action plans on a priority basis.

As the catchment management plans form an integral part of the LFRMS it would be beneficial to add specific criteria or objectives that all Catchment Management Plans should adhere to. These could include:

- Formally committing to the flood management hierarchy thereby embedding its use within the LFRMS.
- Adopting a joint approach to development of the Catchment Management Plans and working with partners beyond the HCC administrative boundaries where applicable in those catchments extending outside of the plan area.
- Specifically requiring that opportunities to enhance and protect the natural and historic environment are sought.
- Including a provision for local community empowerment including the timing and mechanisms for taking action.
- Including a requirement for the plans to be subject to Habitat Risk Assessment (where appropriate).

### **Catchment Management Prioritisation Assessment Summary**

It is noted that the criteria used to prioritise the development of the catchment management plans was weighted, allowing the determination of how much influence each criterion has on the final result. This SEA was not able to assess the impact of the weighting however, the overall criteria have been assessed in order to establish whether there were any gaps in the assessment and to identify potential areas of improvement.

The SEA of the prioritisation criteria assessment determined that the criteria were well represented with respect to objectives 4, 6, 7 and 9. However, the criteria used for the prioritisation omitted potential environmental impacts associated with biodiversity, water quality, heritage and landscape.

Consideration could be given to the addition of criteria which reflects potential opportunities to protect and enhance the natural and cultural environment.

### **Limitations and Difficulties**

It is of note that the LFRMS is itself a high level, overarching document which lacks specific policies and / or actions. The LFRMS does not identify specific sites/ areas targeted for flood management neither does it compare different flood management options against each other and as such it is difficult to define the likely environmental effects of implementing the plan and to assess cumulative effects. However, the LFRMS should define the work of the Lead Local Flood Authority and provide a framework to guide the detail of the Catchment Management Plans and Action Plans.

Further, it is noted that much of the LFRMS relates to statutory functions to which SEA is not applicable.

Instead the SEA has focused on ensuring that environmental issues are fully integrated into the plan and the decision making processes thereby promoting sustainable development through all of the subsequent plans and decisions which are made as a result.

### Proposed monitoring

This Interim SEA Report provides some suggested monitoring measures for each SA/SEA Objective. These simple, effective and measurable, indicators will aid the future monitoring of the Plan.

### Concluding Statement

The LFRMS shows many aspects of good planning, and has been developed and informed by a sound evidence base, up-to-date baseline data and complies with relevant national and local planning policy. The assessment did not identify any significant negative effects of the plan. Given the high level nature of the LFRMS and the fact that the LFRMS does not contain specific details about schemes, it was not possible to provide specific mitigation measures to reduce or off set specific potential adverse effects of the LFRMS however, mitigation measures considered ways to proactively maximise positive effects via the inclusion of new provisions and / or changes / amendments to the existing provisions.

### Next Steps

To enable the stakeholders to contribute to the LFRMS the Interim Strategic Environmental Report with the consultation draft of the LFRMS will be consulted on between ? and ? 2018. Following consultation, comments received will be taken into account and changes to the LFRMS will be re assessed and then a Final Environmental Report will be prepared.

Consultation responses should be directed to Vicki Westall at HCC on [vicki.westall@hants.gov.uk](mailto:vicki.westall@hants.gov.uk)

# 1 Introduction

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## 1.1 Purpose of the Assessment

- 1.1.1 Hampshire County Council (HCC) as the Lead Local Flood Authority (LLFA) for Hampshire has a responsibility to produce a Local Flood Risk Management Strategy (LFRMS) under the requirements of the Flood & Water Management Act 2010. The current LFRMS<sup>3</sup> which was adopted in 2013 is being reviewed and updated to provide an overall strategic approach to the management of flood risk in Hampshire which incorporates community engagement, a catchment management approach and the principles of Sustainable Drainage Systems (SuDs) in new developments.
- 1.1.2 When preparing a flood management plan, it is a statutory requirement to conduct a strategic environmental assessment (SEA)<sup>4</sup> in accordance with the Strategic Environmental Assessment (SEA) Directive<sup>5</sup>, (The Directive) and the SEA Regulations which implement the Directive into UK law (The Regulations)<sup>6</sup>.
- 1.1.3 Article 3 (2) of the SEA Directive makes SEA mandatory for plans and programs which are preferred for agriculture, forestry, energy, industry, transport, waste management, water management, telecommunications, tourism, town and country planning or land use, and which set the framework for future development consent for projects listed in Annex I and II of the Environmental Impact Assessment (EIA) Directive (2014/52/EU)<sup>7</sup>; and which in view of the likely effects on sites, have been determined to require an assessment pursuant to Article 6 or 7 of the Habitats Directive (92/43/EEC)<sup>8</sup>.
- 1.1.4 Due to the scale of the changes proposed in the updated LFRMS and the potential for significant environmental effects it was considered appropriate to update the SEA.
- 1.1.5 The purpose of the SEA is to ‘provide for high level protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans and programmes with a view to promoting sustainable development<sup>9</sup>.’ The SEA:

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4 Commonly referred to as Strategic Environmental Assessment (SEA).

5 European Directive 2001/42/EC ‘on the assessment of the effects of certain plans and programmes on the environment’.

6 Environmental Assessment of Plans and Programmes Regulations, 2004

7 Directive 2014/52/EU on the assessment of the effects of certain public and private projects on the environment

8 Directive 92/43/EEC of 21 May 1992 on the conservation of natural habitats and of wild fauna and flora

9 SEA Directive, STRATEGIC ENVIRONMENTAL ASSESSMENT (SEA) AND EX-ANTE EVALUATION FOR THE EMFF OPERATIONAL PROGRAMMES (OP)

- Identifies, describes and evaluates the significant environmental effects of implementing the LFRMS;
- Identifies actions to prevent, reduce or as fully as possible offset any adverse effects;
- Allows the environmental effects of alternative flood risk management approaches and mitigation measures to be considered;
- Provides an early and effective opportunity to engage in preparation of the LFRMS through consultation; and
- Monitors the implementation of the plan to identify any unforeseen environmental effects and take remedial action where necessary.

1.1.6 SEA is the systematic appraisal of the potential environmental impacts of policies, plans, strategies and programmes before they are approved.

1.1.7 This interim report will show how objectives, policies and options have been identified and appraised. This report constitutes the Interim Report (first version) which will be subject to consultation after which time a revised Environmental Report will be prepared.

## 1.2 The SEA Process

1.2.1 SEA is an integrated, systematic appraisal of the potential environmental impacts of policies, plans, strategies and programmes during the development of the Plan before they are approved, ensuring that implications for the environment are fully and transparently considered before those final decisions are taken. SEA aims to make a plan more sustainable and more responsive to its environmental effects by identifying the plan's significant impacts and ways of minimising its negative effects<sup>10</sup>.

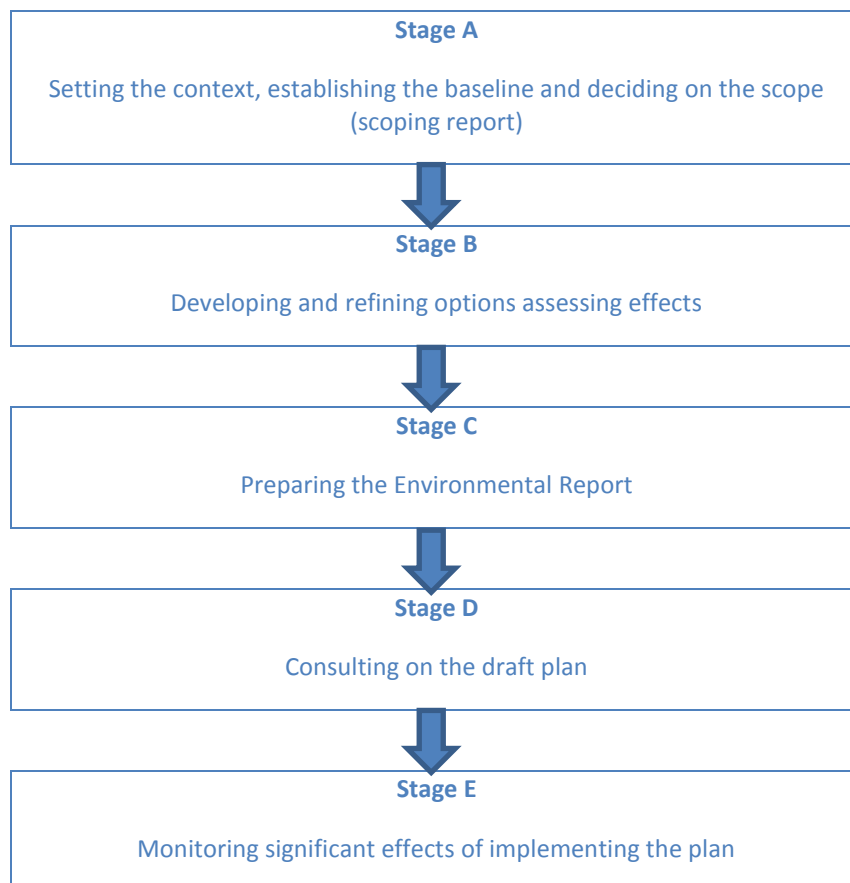
1.2.2 The approach for undertaking the SEA has been based on '*Strategic Environmental Assessment Improving the effectiveness and efficiency of SEA/SA for land use plans, RTPI Practice Advice, January 2018*'.

1.2.3 The stages of the SEA process are set out in Figure 1.1.

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<sup>10</sup> Strategic Environmental Assessment, Improving the effectiveness and efficiency of SEA/SA for land use plans, RTPI, January 2018



**Figure 1.1 SEA Stages**

1.2.4 Stage A of the process (scoping) was carried out in January 2017 and a SEA Scoping Report<sup>11</sup> was submitted for consultation in February 2017. An updated Scoping Report was then issued in November 2017. Further details on the scoping process are provided in Chapter 2 of this report.

1.3 This report documents Stage B and fulfils the requirement of Stages C and D. Table 1.1 sets out the tasks involved in each of the stages outlined in Figure 1.1 and how they relate to the preparation of the LFRMS. This interim report will be submitted for consultation (Stage D).

### 1.3 Habitats Regulations Assessment (HRA)

1.3.1 Due to the potential for the LFRMS to have significant effects on sites of international nature conservation importance (Ramsar sites and Natura 2000 sites, Special Areas of Conservation (SACs), Special Protection Areas (SPAs)) in the Hampshire area, a Habitats Regulations Assessment (HRA) is being carried out in parallel with this SEA. The HRA is required under the EU Habitats Directive (EU Council Directive 92/43/EEC on the Conservation of Natural Habitats and Wild Fauna and Flora) and the EU Birds Directive

<sup>11</sup> Draft Strategic Environmental Assessment Scoping Report, February 2017 (Scoping Report)

2009/147/EC (on the Conservation of Wild Birds), and the transposing U.K. Regulations (The Conservation of Habitats and Species (Amendment) Regulations 2012, SI No. 1927). Baseline data collection on international sites for the HRA has been integrated with the SEA process.

1.3.2 The HRA screening stage has concluded that there will be no significant effects on any international sites; therefore no further work required for the LFRMS. Further HRA will need to be undertaken for individual catchment management plans and schemes to determine potentially significant effects on international sites. This should include consideration of international sites that were not considered to be affected at strategic level.

**Table 1.1: Stages in the LFRMS and SEA Process**

SEA Stages and Tasks <sup>12</sup>	Deliverable
LFRMS Pre planning	
Stage A: Setting the context, establishing the baseline and deciding on the scope  A1: identifying other relevant policies, plans and programmes, and sustainability objectives  A2: collecting baseline information  A3: identifying sustainability issues and problems  A4: developing the SEA Framework  A5: consulting on the scope of the SEA	Scoping Report (2017), Appendix A
LFRMS Production	
Stage B: Developing and refining options assessing effects  B1: testing the plans objectives of the SEA framework  B2: developing and refining the option  B3: predicting the effects	Interim SEA Report

<sup>12</sup> Tasks as Defined in 'A Practical Guide to the Strategic Environmental Assessment Directive, September 2005'

SEA Stages and Tasks <sup>12</sup>	Deliverable
B4: evaluating the effects  B5: considering ways of mitigating adverse effect and maximising beneficial effects  B6: proposing measures to monitor the significant effects of implementing the LFRMS	
Stage C: Preparing the Environmental Report  C1: preparing the Report	Revised Interim SEA Report
Stage D: Consulting on the draft plan  D1: consultation on the preferred approach and accompany SEA report  D2: consultation on pre submission plan and accompanying SEA report	
LFRMS Public Consultation and Internal Approval	
D3: appraising significant changes resulting from representations	Update Final SEA Report
LFRMS Adoption	
Stage E: Monitoring significant effects of implementing the plan  E1: Finalising aims and methods of monitoring  E2: Responding to adverse effects	Monitoring Reports

## 1.4 Meeting the requirements of the SEA Directive

1.4.1 The SEA Directive sets out certain requirements for the environmental report (Stage C) which must be followed. This report includes all the information that must be included in the environmental report. An SEA roadmap is provided in Table 1.2, demonstrating how this report complies with the Directive, and the specific requirements of the Directive are also highlighted at the beginning of each chapter.

**Table 1.2: SEA Roadmap**

Task	Where covered
(a) An outline of the contents; and main objectives of the plan or program; and the relationship with other relevant plans and programmes.	Contents page  Section 1.4  Section 2.2
b) the relevant aspects of the current state of the environment and likely evolution thereafter without implementation of the plan or program.	Section 2.3  Scoping report and baseline report
c) the environmental characteristics of areas likely to be significantly affected.	Section 2.3  Scoping report and baseline report
d) any existing environmental problems which are relevant to the plan or program including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC (The Birds Directive) and 92/43/EEC (the Habitats Directive).	Section 2.3
(e) the environmental protection objectives, established at international community or member state level which are relevant to the plan or program and the way those objectives and any environmental considerations have been taken into account during its preparation.	Section 2.2
(f) the likely significant effects on the environment, including on issues such as:  Biodiversity; Population; human health; fauna, flora; soil; water; air; climate factors; material assets; cultural heritage including architectural and archaeological heritage; landscape; and the interrelationship between the above factors.	Section 3.1
(g) the measures envisaged to prevent, reduce, and as fully as possible offset any significant adverse effects on the environment of implementing the plan or program.	Section 3.1

(h) an outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know how) encountered in complying the required information.	Section 2.6 and 3.2
(i) A description of the measures envisaged concerning monitoring in accordance with Article 10.	Section 3.6
(j) a non technical summary of the information provided under the above headings.	Non technical summary at the front of the report

## 1.5 Background to the Hampshire LFRMS

1.5.1 The Flood & Water Management Act 2010 requires the Environment Agency to develop, maintain and apply a National Flood and Coastal Erosion Risk Management Strategy. Similarly, the LLFA is required to develop a LFRMS for its area. The LLFA's strategy must specify:

- risk management authorities within that area;
- their flood and coastal erosion risk management functions and objectives for managing flood risk;
- measures proposed to achieve those objectives;
- how and when the measures are expected to be implemented;
- costs, benefits and funding sources;
- assessment of local flood risk;
- how and when the strategy is to be reviewed; and
- how the strategy contributes to the wider environmental objectives.

1.5.2 HCC's existing LFRMS was adopted on the 23 July 2013 and comprises the following documents:

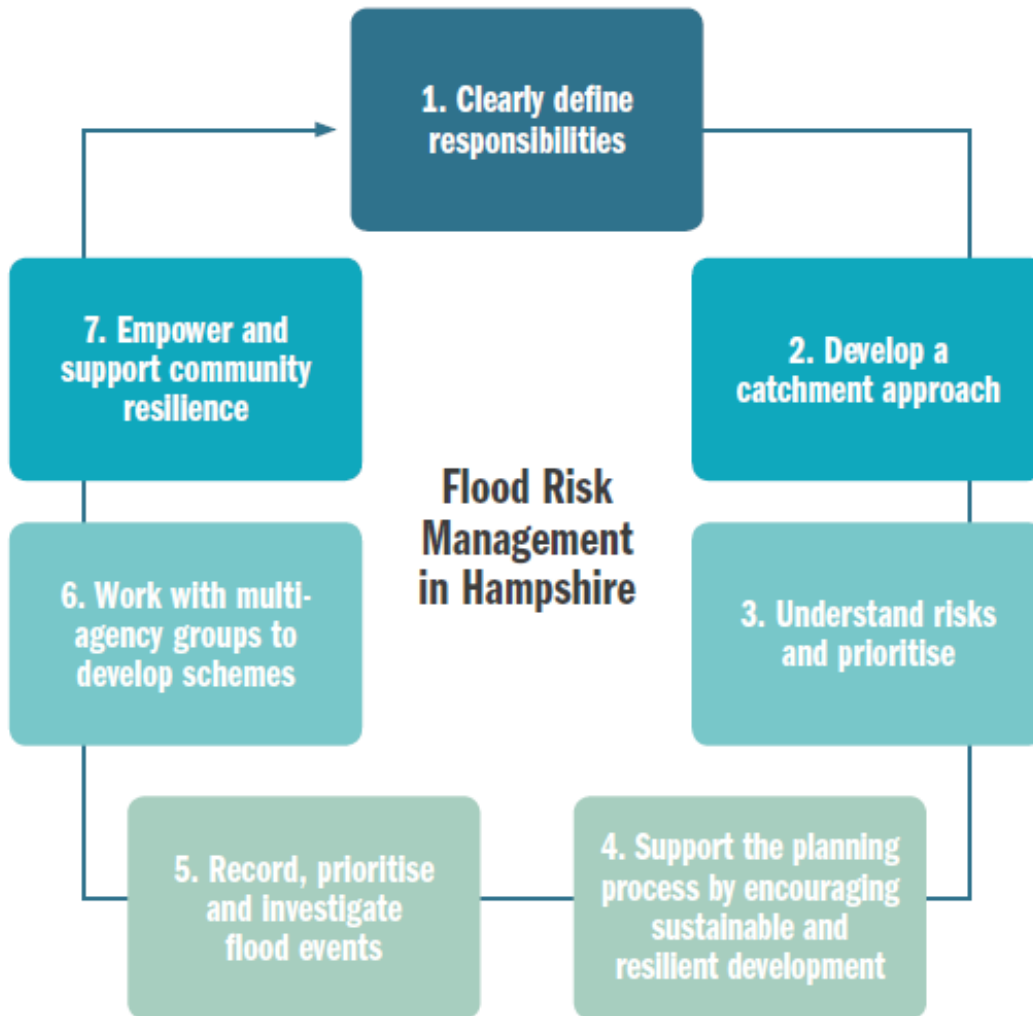
- Hampshire Local Flood Risk Management Summary (the Summary);
- Hampshire Local Flood Risk Management Strategy, July 2013 (Main Strategy);
- Hampshire Local Flood Risk Management Strategy Document 3 – Action Plan, May 2013 (Action Plan); and
- Strategic Environmental Assessment Report (SEA), 2012.

1.5.3 Hampshire's first LFRMS was adopted in 2013, since this document was produced the knowledge of the broad nature and extent of flood risk across Hampshire has grown. HCC have worked closely with other Flood Risk Management Authorities, local

communities, residents and partners and increased our understanding of Sustainable Drainage Systems. The County Council also recognises the multi-source nature of flooding and the significant role that natural geology and topography play in flood risk management.

- 1.5.4 On this basis it was decided that the 2013 LFRMS be revised in order to allow a catchment approach to flood risk management, enabling the plan to be based on natural river catchment areas rather than local authority administrative boundaries.
- 1.5.5 The vision of the revised LFRMS is *'To ensure Hampshire becomes more resilient to flood risk both now and in the future by working in partnership with residents, colleagues and other Risk Management Authorities'*.
- 1.5.6 In order to achieve this vision HCC has produced a framework of seven principles, through which robust flood mitigation plans can be managed. The seven principles have been illustrated in Figure 1.2.
- 1.5.7 Each of these principles has a series of objectives which document the steps HCC will take to achieve its vision.
- 1.5.8 The new LFRMS will replace the 2013 strategy and cover the time period 2018 to 2027.

**Figure 1.2: The Seven Principles of Flood Risk Management in Hampshire**

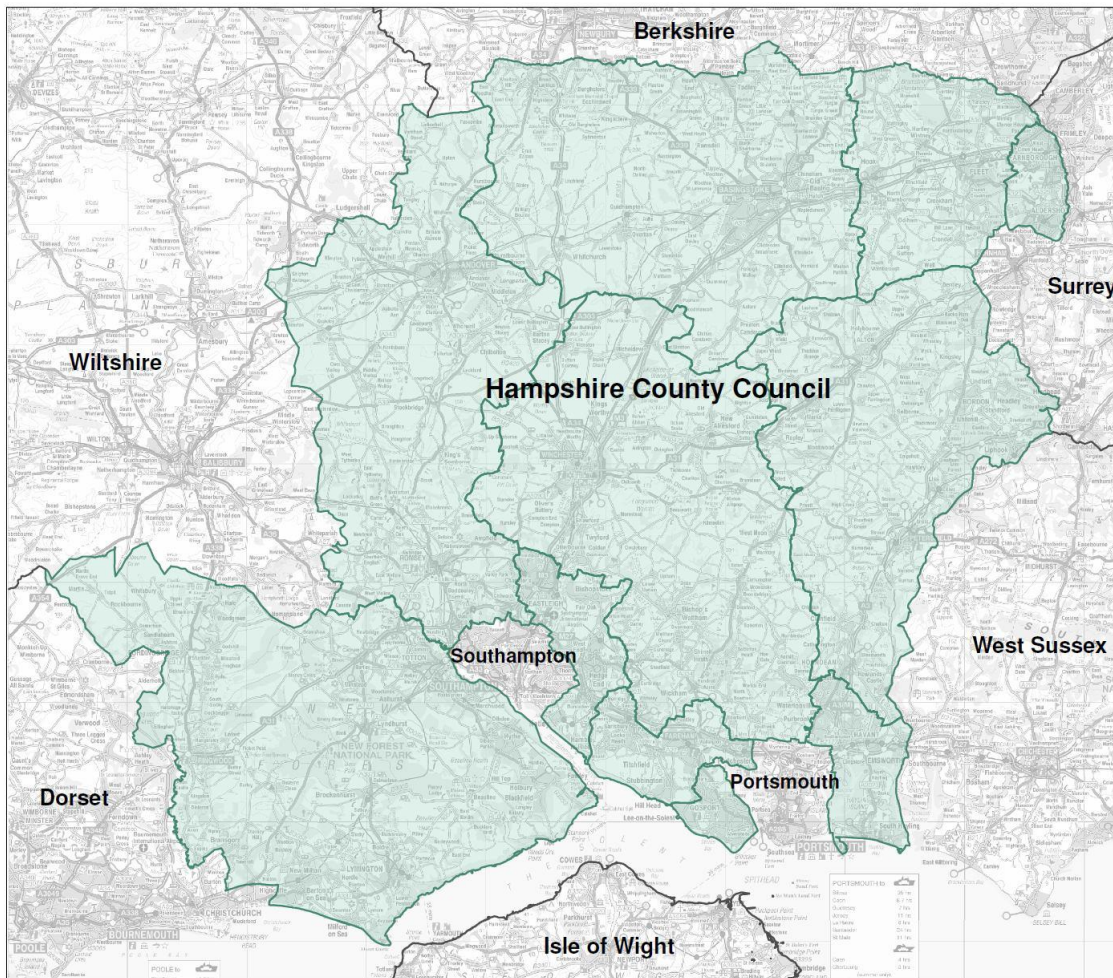


1.5.9 The study area for this LFRMS is the area within the administrative boundary of HCC. Hampshire is made up of 11 District and Borough authorities; Basingstoke and Deane, East Hampshire, Eastleigh, Fareham, Gosport, Hart, Havant, New Forest, Rushmoor, Test Valley, and Winchester City. Although the geographic county of Hampshire includes the cities of Portsmouth and Southampton, these districts are unitary authorities and LLFAs in their own right, as is the Isle of Wight Council. Therefore this LFRMS does not cover these areas.

1.5.10 Figure 1.3 shows the administrative areas of Hampshire County Council that are covered by the LFRMS for Hampshire. The individual catchment areas within HCC are shown in Figure 1.4.



**Figure 1.3: The Administrative Boundaries of Hampshire County Council (Area covered by Hampshire LFRMS)**





**Figure 1.4: Hampshire River Catchment Areas**

1.5.11 HCC, as LLFA, aims to effectively manage flood risk within Hampshire by:

- Undertaking its statutory responsibilities as LLFA according to the policies included in this strategy;
- Working effectively with all other Flood Risk Management Authorities across relevant catchment areas; and
- Prioritising work on a catchment basis and directing resources to HCC's highest priority areas.

1.5.12 The proposed update will principally change how the LFMRS is structured. The 'Action Plan' within the current Strategy sets out proposed flood risk management plans on an administrative Ward-by-Ward basis.

1.5.13 Since becoming LLFA, HCC has collated and assessed significant historic data on surface water flood events across each district and used Department of Environment Farming and Rural Affairs (DEFRA) and Environment Agency (EA) mapping data for each region. This process highlighted that mapping flood risk by district margins caused several issues, as water does not respect administrative boundaries. Therefore, as HCC are best placed to make local decisions on flood risk management which benefit the maximum number of Hampshire residents, they have decided to manage flood risk based upon the river catchment areas in Hampshire.

- 1.5.14 The catchment area within which a community lies is its most significant factor in determining the amount or likelihood of flooding. Catchment topography and shape determine the time taken for rain to reach the river, while catchment size, soil type, and development determine the amount of water to reach the river.

## 2 Stage A: Scoping Appraisal Findings

### 2.1 Introduction

2.1.1 Tasks A1 – A4 of the SEA process involve gathering evidence to help set the context and objectives, establish the environmental baseline and decide on the scope of the SEA.

2.1.2 The evidence was used to develop a set of suitable objectives against which the sustainability effects of the LFRMS can be assessed. The following sections provide a summary of the policy context, the relevant aspects of the current state of the environment and any existing environmental problems as required in the SEA Directive. Further details may be found in the SEA Scoping Report and Appendix 2.

### 2.2 Task A1: Review of Plans, Policies and Programmes

2.2.1 The SEA Directive requirement for Task A1 is as follows:

Under the SEA Directive the Environmental Report should include: An outline of the contents; and main objectives of the plan or program<sup>13</sup>; and the relationship with other relevant plans and programmes (Annex 1a).

‘the environmental protection objectives, established at international, community or member states level, which are relevant to the plan or program and the way those objectives and any environmental considerations have been taken into account during its preparation’ (Annex 1e).

2.2.2 A review was undertaken of other relevant international, national, regional and local principles, plans, programmes, and strategies to identify their implications for the LFRMS. Appendix 1 provides a summary of the relevant plans and policies and identifies how these policies have been considered in the SEA appraisal framework. This is not a definitive list of plans and programmes and focuses on only those which are likely to influence the LFRMS. The detailed assessment of plans, policies and programmes is provided in the Scoping Report.

2.2.3 The key links and themes identified in the review of the plans, policies and programmes can be broadly summarised into the following:

- Ensuring no harm is caused to nature conservation and cultural heritage sites designated nationally and locally.
- Sustainable management of flood risk for people, homes and businesses, help safeguard community groups from unaffordable rises in surface water drainage charges and protect water supplies to the consumer and vital infrastructure.

<sup>13</sup> Refer section 1.5.

- Groundwater and surface water management is based on a catchment approach.
- Protecting and enhancing the open spaces and recreational opportunities (Areas of Outstanding Natural Beauty, National Parks).
- Make improvements to the transport system which will benefit people living and working in Hampshire.
- Balance the management of coastal flooding and erosion risks, with natural processes, and the consequences of climate change.

### 2.3 Task A2: Environmental Context (Establishing the Baseline and Future Baseline Environment)

2.3.1 The collection of the baseline information on the environment within the plan area is a key component of the SEA process and a legal requirement under the SEA Directive. The baseline information provides a basis for predicting and monitoring effects and identifying sustainability problems.

2.3.2 The SEA Directive's requirements for Task A2 are as follows.

In accordance with the SEA Directive the Environmental Report should include: the relevant aspects of the current state of the environment and likely evolution thereafter without implementation of the plan or program (Annex 1b); and the environmental characteristics of areas likely to be significantly affected (Annex 1c).

2.3.3 Baseline information was compiled for the Scoping Report<sup>14</sup>. Information was collected from a number of sources, notably Geographical Information Systems (GIS), Ordnance Survey, Environment Agency and Natural England. Current information was used where possible, however only information readily available could be used.

2.3.4 Information was collected on the following topics:

- Population and Human Health;
- Material Assets (land use, transport, waste and minerals);
- Biodiversity flora and fauna;
- Soil Geology and Geomorphology;
- Water;
- Climate Change and Air Quality;
- Cultural, architectural and archaeological heritage

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<sup>14</sup> Strategic Environmental Assessment, LFRMS, April 2017 (Scoping Report)

- Landscape and Visual Amenity; and
- Economy.

2.3.5 The baseline provides a basis for understanding the environment and sustainability issues in Hampshire. It helps to identify any environmental problems and ways to potentially resolve them. It is an important stage of the Strategic Environment Assessment and ensures the process is based on sound evidence and assists in predicting and monitoring the likely effects of the plan. The main messages from the baseline review are summarised in Appendix 2 (the full assessment is provided in the Scoping Report).

## 2.4 Task A3 Sustainability Issues

2.4.1 Task A3 draws evidence gathered in Tasks A1 and 2 to identify environmental issues which will form the basis for a robust SEA. The SEA Directive Requirement for Task A3 is as follows:

The SEA Directives States the Environmental Report should include: any existing environmental problems which are relevant to the plan or program including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC (The Birds Directive) and 92/43/EEC (the Habitats Directive) (Annex 1d).

2.4.2 A summary of the key sustainability issues of relevance to the LFRMS is provided in Table 2.1. Further details are provided in the SEA Scoping Report.

**Table 2.1: Summary of Key Sustainability Issues**

<b>Population</b>
Increase in population and longevity. High proportion of elderly people.
Increased demand for new developments within the Plan Area.
Hampshire has one of the lowest levels of social deprivation, a significant proportion of these are located in one area (Havant).
Hampshire is predominantly rural and over a third of Hampshire is within National Parks or AONB.
<b>Material Assets</b>
The transport network in Hampshire provides a gateway to the major ports of Southampton and

<p>Portsmouth, to Southampton airport and also provides a route to London.</p>
<p>Traffic congestion is forecast to increase substantially.</p>
<p>With an increase in population there will be an increase pressure for development in areas not subject to flooding and this may put a strain on agricultural land.</p>
<p>Sewer pipes and highway drains have often become combined with culverted non-main rivers over time and the precise role and function of such watercourses may not always be readily understood, making management strategies complicated.</p>
<p><b>Biodiversity</b></p>
<p>Habitat loss and fragmentation from the pressures of increases in population density.</p>
<p>Nutrient enrichment affecting river and coastal water quality.</p>
<p>Habitats and species may be damaged by sediment or pollutants in flood water or by the actions of flood water.</p>
<p>Changing climate which could lead to lowering of groundwater, impacting stream flows.</p>
<p>Effects of existing abstraction for water supply, and potential increases associated with pressures of new developments.</p>
<p><b>Soils, Geology &amp; Geomorphology</b></p>
<p>Increases in development will mean use of previously undeveloped land and increased pressure on agricultural resources.</p>
<p><b>Water</b></p>
<p>The upward trend in water consumption per head due to changes in social habits e.g. increased use of dishwashers, and an increase in the number of smaller households puts increasing pressure on supplies and local water resources.</p>
<p>The potential for increasing water supply in Hampshire is limited: for example, the amount of water abstracted from rivers in South Hampshire must be reduced in accordance with the EU Habitats Directive Review of Consents in order to protect species and their habitats, it is</p>

considered unlikely that the environment can provide more water for abstraction.
Potential impacts to water quality or the hydrological regime of aquatic habitats from development.
The Plan Area has a complex surface water and groundwater system and many areas are designated Flood Zone 3.
More than half of Hampshire’s coast is defended, the undefended coast is characterised by mudflats and sandy cliffs which are soft and prone to erosion. A large number of existing defences are coming to the end of their residual life and decisions with regard to their upgrade or replacement will need to be made over the next few years
<b>Climate</b>
There are particular pressures in the south east of England as these parts are the driest and also the most heavily populated. The pressures are increased due to the future projected population increase and the effects of climate change.
Climate change is likely to increase pressure on soil. An increase in soil erosion is likely, due to increased wind speeds, rising sea levels and increased flooding events.
Climate change and increased CO2 emissions can lead to increased precipitation which in turn will increase the risk of inland surface water flooding.
Hampshire’s coastline could experience increased coastal flooding with sea level rise, extreme weather and tidal surges.
<b>Historic Environment</b>
There are over 600 archaeological sites which have scheduled status.
Some historic structures have a role within water and flood management – management of historic structures and their role on flood control.
Current pressures to cultural heritage can include flooding and sea level rise, construction activities (including vibration), air pollution, land use changes or alterations leading to adverse effects on historic sites and their settings.
<b>Landscape</b>

There are two National Parks:

- New Forest – covers 14% of Hampshire (calculated from HCC GIS 16.01.17). The New Forest is a diverse and complex landscape comprising unenclosed ancient woodland, enclosures, open heaths and lawns, mires and ponds, back-up grazing land, coastal plain landscapes and scattered villages and dwellings; and
- South Downs – covers 15% of Hampshire (calculated from HCC GIS 16.01.17) and combines diverse landscape of heritage coast, nature reserves, historic monuments and conservation areas with bustling market towns, villages and small farms.

Increases in population are putting increased pressure on recreational areas.

The county also has the following AONBs:

- Cranborne Chase and West Wiltshire Downs;
- North Wessex Downs; and
- Chichester Harbour.

## 2.5 Limitations

- 2.5.1 The information presented in this report is the result of a desk-based review of publicly available data and no formal requests for records, data or information have been made. HCC cannot be held liable for third party information.
- 2.5.2 The review reflects the data available at the time the Scoping Report was compiled (April 2017) and does not take into account any data which has been issued subsequent to this.
- 2.5.3 Climate change, contamination, development and agricultural practices result in an overall net loss in soils in the UK. However, it is of note that there is no specific data on soils available for the Plan Area.

## 2.6 Task A4: Developing the SEA Framework

- 2.6.1 The SEA Directive requirements for Task A4 are as follows:

The SEA Directive requires ‘a description of how the assessment was undertaken including any difficulties (such as technical deficiency or lack of know how) encountered in compiling the required information (Annex 1h).

- 2.3 The SEA framework (used to assess the policies and objectives of the strategy) is made up of a number of environmental (SEA) objectives which are relevant to the potential



environmental effects of the LFRMS. The SEA objectives have been developed from the review of policies, plans and programmes and the baseline information compiled as part of the Scoping process. They also reflect the specific environmental topic areas to be addressed as required by the SEA Directive. It is noted that air quality and noise were scoped out of the assessment (for further details refer to the Scoping Report).

2.6.2 Table 2.2 sets out the SEA objectives the assessment criteria and possible indicators identified for the Plan Area. These objectives have been subject to consultation as part of the scoping process.

**Table 2.2: SEA Framework Objectives**

SEA Objectives
1). To conserve and enhance the biodiversity, flora and fauna of Hampshire including natural habitat and protected species.
2). To maintain and improve ground and surface water quality in Hampshire.
3). Protect and enhance landscape character, local distinctiveness and historic environment of Hampshire.
4). Limit vulnerability to potential predicted flooding of climate change by adapting new and existing development to the impacts of climate change.
5). To maintain and protect soil quality.
6). To improve the health and well being of the population.
7). Minimise adverse impacts of local flood risk on key infrastructure, land assets and properties.
8). Protect and enhance open spaces, recreational areas and rights of way and improve accessibility for everyone.
9). Reduce and manage the risk of flooding and resulting detriment to public well-being, the economy and the environment.
10). Minimise adverse effects on water hydromorphology, natural processes and aquatic environment.

SEA Objectives
11). Minimise adverse effects on water resource availability.
12). Engage with local communities, improve and support community level flood response and recovery, by improving the understanding, preparedness and response of the local community to flooding.

## 2.7 Methodology

- 2.7.1 The objective of this SEA is to assess the potential impacts of the strategy in order to inform and influence the plan and facilitate discussions regarding alternative approaches which will be evaluated in light of their potential impacts including cumulative, synergistic and indirect environmental effects on the different SEA topics. For this reason each issue has not be given a ranking, rated or numerical score.
- 2.7.2 The assessment of environmental effects was qualitative and informed by professional judgement and experience with other SEAs, as well as an assessment of national, regional and local trends. In some cases, the assessment has drawn upon mapping data to identify areas of potential pressure, for example flood risk or presence of environmental designations.
- 2.7.3 The LFRMS objectives have been assessed for likely effect. Table 2.3 was used to evaluate how the environment would be effected either positively or negatively. If there is a low level of confidence about the direction of an effect or the probability of occurrence, the effect will be scored as unknown. Colour coding has been used to ensure the impacts are visually apparent at a glance.

**Table 2.3: Assessment Criteria**

Symbol	Explanation of the Effect
+	Positive: will result in positive impact on the objective
0	Neutral: Neutral or negligible effect on the objective
-	Negative: Option will result on a negative impact on the objective
?	Unknown: The relationship is unknown, or there is not enough information to make an assessment with respect to either positive of negative effects

2.7.4 The determination of significance of the predicted effects has been aided through the use of the general criteria set out in Table 2.4. These are not definitive and are subject to professional opinion.

**Table 2.4: Determining Significance (SEA Objectives)**

SEA Objective	Assessment Criteria	Significant positive effects will occur from:	Significant negative effects will occur from:
1. To conserve and enhance the biodiversity, flora and fauna of Hampshire including natural habitat and protected species.	Does the Plan seek to protect and enhance nationally or locally designated sites?  Does the Plan seek to enhance biodiversity, ecological networks and habitat connectivity?	Actively enhances international/ local site and the ecological networks that link them.	Results in the loss of degradation of local site and the ecological networks that link them.
2. To maintain and improve ground and surface water quality in Hampshire.	Does the Plan seek to protect water resources in particular potable reserves and source protection zones (surface and groundwater, quantity and quality)?  Does the Plan seek to minimise adverse effects on water hydromorphology, natural processes and aquatic environment?	Improves the status of surface waters.	Resulting in the deterioration of surface waters particularly where this may lead to failure of the objectives of the water framework directive.
3. Protect and enhance landscape character, local distinctiveness and historic	Does the Plan seek to conserve the fabric and setting of the landscape	Actively enhances the special qualities and / or protects the landscape and	Results in the degradation and / or loss of cultural heritage and

SEA Objective	Assessment Criteria	Significant positive effects will occur from:	Significant negative effects will occur from:
environment of Hampshire.	character? Does the Plan seek to conserve designated aspects of the historic environment (including archaeological deposits)?	cultural heritage.	landscape character and setting.
4. Limit vulnerability to potential predicted flooding from(?) climate change effects(?) by adapting new and existing development to the impacts of climate change.	Does the Plan take into consideration soil function, type and classification (safeguarding Best and Most Versatile Grades 1, 2 and 3a)?  Does the Plan consider contamination issues?	Ensuring all developments include appropriate adaptations providing protection from climate change.	Results in inappropriate development vulnerable to the impacts of climate change.
5. To maintain and protect soil quality.	Options protect high quality land and minimise erosion.	Does the Plan take into consideration soil function, type and classification (safeguarding Best and Most Versatile Grades 1, 2 and 3a)?  Does the Plan consider contamination issues?	Results in increased erosion and loss of productive soils.
6. To improve the health and well being of the population.	Does the Plan seek to ensure sites do not negatively impact sensitive receptors such as	Residents will benefit from less flooding.  The LFRMS will	Residents will not see any benefits from reduced flooding/ potentially more residents at risk of

SEA Objective	Assessment Criteria	Significant positive effects will occur from:	Significant negative effects will occur from:
	residential dwellings, schools and hospitals?  Does the Plan seek protect and enhance amenity?	identify and integrate the special needs of people that are particularly vulnerable to flooding.	flooding.  LFRMS ignores the special needs of people that are particularly vulnerable to flooding.
7. Minimise adverse impacts of local flood risk on key infrastructure, land assets and properties.	Does the Plan seek to ensure sites do not negatively impact sensitive receptors such as residential dwellings, schools and hospitals?	An improvement in transport access and protection of key assets.	A reduction in transport access and failure to protect key assets.
8. Protect and enhance open spaces, recreational areas and rights of way and improve accessibility for everyone.	Does the Plan seek protect and enhance amenity?	High confidence that the LFRMS will improve access to/ the condition of the provision of public rights of way and access.	High confidence that the LFRMS will reduce provision of public rights of way and access.
9. Reduce and manage the risk of flooding and resulting detriment to public well-being, the economy and the environment.	Does the Plan seek to minimise the risk of flooding on the public and sensitive receptors?	Decreases the risk of flooding on the public?	Increases the risk of flooding on the public.
10. Minimise adverse effects on water hydromorphology, natural processes and aquatic environment.	Does the plan promote the natural flood management hierarchy?	Actively results in the enhancement of natural processes and improvements to the aquatic environment.	Results in destruction of the aquatic environment.
11. Minimise adverse	Does the Plan seek	Makes more water	Makes less water

SEA Objective	Assessment Criteria	Significant positive effects will occur from:	Significant negative effects will occur from:
effects on water resource availability.	to protect water resources in particular potable reserves and source protection zones (surface and groundwater, quantity and quality)?	available for public water abstraction.	available for abstraction.
12. Engage with local communities, improve and support community level flood response and recovery, by improving the understanding, preparedness and response of the local community to flooding.	Does the plan facilitate active engagement with appropriate parties?	Results in active early engagement and participation with the community. Facilitates the community to be prepared for flooding.	Results in disconnection with the communities and surrounding counties.

2.7.5 A proforma has been used which included commentary as to the reasoning for the effect (refer Table 2.5). The SEA Regulations require that consideration should be given to whether the effects are short, medium, long terms, synergist, cumulative or secondary. Where possible this has been recorded in the column 'comments /effects (refer Table 2.5).

**Table 2.5 Proforma for Assessment of LFRMS Principles and Objectives**

	SA Objectives												Comments/ Effect and Potential Improvements
<b>Flood and Water Management Objectives</b>	<b>1 Biodiversity</b>	<b>2 Water quality</b>	<b>3 Landscape and heritage</b>	<b>4 Climate Change</b>	<b>5 Ground Conditions</b>	<b>6 Quality of Life</b>	<b>7 Material Assets</b>	<b>8 Accessibility</b>	<b>9 Flooding</b>	<b>10 Water Environment</b>	<b>11 Water Resources</b>	<b>12 Communities</b>	

2.7.6 In order to assess whether there were any conflicts between SEA objectives, an assessment of the objectives with one another was undertaken the results of which are provided in Table 2.6. It has been assumed that inherently the LFRMS would likely lead to better climate change adaptation and resilience, through reduced flood risk. In general, none of the draft objectives have been deemed to be in direct conflict with one another.

**Table 2.6: SEA Directive Issues in Relation to the SEA Objectives**

SEA Directive Topic	Direct Impact (SEA objective number)	Indirect / Subtle (SEA objective number)
Biodiversity	1	2, 5, 8, 10
Population	6	4, 7, 8, 9, 12
Human Health	6	4, 7, 9, 12
Fauna	1	2, 5, 8, 10
Flora	1	2, 5, 8, 10
Soil	5	
Water	2, 10, 11	
Air/Noise	Scoped Out	
Climatic Factors	4	
Material Assets	7	
Cultural Heritage	3	
Landscape	3	
Interrelationships	9	

2.7.7 The compatibility of the objectives / policies will be assessed to ensure the full impact of the LFRMS is understood. Table 2.5 will be used to assess the interaction of the effects (in combination).



2.7.8 A Quality Assurance Checklist has been completed to ensure the assessment meets the requirements of the SEA Directive (Appendix 4).

## 2.8 Task A5 Consulting on the Scope of the SEA

2.8.1 The SEA Directive requirements for consultation on the scope of the SEA assessment are as follows:

2.8.2 A Draft Scoping Report was provided to Statutory Consultees (Natural England, Thames Water and Historic England, Environment Agency) in April 2017 to allow them to express their views on the scope of SEA for the emerging LFRMS. Following the scoping consultation period, responses received were considered and a revised SEA Scoping Report<sup>15</sup> was completed and reissued in November 2017. A summary table outlining the responses received from Natural England in May 2017<sup>16</sup> and how these have been addressed is provided in Table 2.7. No other comments were received from the other consultees.

2.8.3 To enable other stakeholders to continue to contribute to the LFRMS, there is a period of formal consultation where this Interim Environmental Report and the draft LFRMS will be made available to the public and consultation bodies so that it might facilitate informed consultation responses on both documents.

**Table 2.7 Summary of consultation responses**

Natural England (NE) Response	How addressed
One typo was noted ANOB / AONB	Correction amended
We are naturally pleased to see historic landscape character, scheduled monuments, Registered Historic Parks and Gardens, listed buildings, conservation areas and other known and unknown features of archaeological and/or heritage interest as being scoped in. Registered Historic Battlefields, of which there is one in Hampshire (the site of the Battle of Cheriton) (as recognised in paragraph 4.2.7) and Protected Wrecks (such as those of the Grace Dieu and Holigost in the River Hamble) should be added to this list.	Registered historic battles fields and wrecks added to scope.
We therefore suggest that designated heritage assets, including Registered Historic Parks and Gardens, on or just	Added to scope

<sup>15</sup> Strategic Environmental Assessment Scoping Report, November 2017 (Scoping Report)

<sup>16</sup> Only Natural England provided a response.

<p>outside the boundary of the LFRMS area be scoped in insofar as their setting extends into the area. The “Heritage Environmental Record” should be the “Historic Environment Record”.</p>	
<p>We also support SEA Objective 3 in principle, but we would suggest separating landscape character and historic heritage – both are issues worthy of consideration in their own right and conflating the two may mask impacts on one or the other. We would also suggest that “historic built heritage” be the “historic environment”- this is a recognised phrase and encompasses more than built heritage.</p>	<p>Historic built heritage amended to historic environment within the SEA objectives.</p> <p>A decision was made not to provide separate objectives for landscape and cultural heritage as aspects are interlinked for example the setting of cultural heritage assets.</p>
<p>We would expect the Scoping Report to set out sub-objectives (or “decision-making criteria”) and indicators or measures, examples of which can be found in our advice on SEAs and the historic environment.</p>	<p>This is noted, however given the high level of the assessment and the LFRMS, sub objectives were not considered workable/practical. Criteria have been used in the assessment process to determine the significance of effects for each of the SEA objectives.</p>
<p>There are two Protected Wrecks in the River Hamble: the Holigost and the Grace Dieu. “English Heritage Parks and Gardens” should be “Registered Historic Parks and Gardens”.</p>	<p>Noted and added</p>
<p>We agree with the statement in paragraph 7.4 that an increase in flood risk could have detrimental impacts on heritage assets, but it should also be recognised that without the Plan, the potential threat to heritage assets from insensitive flood defence or management works could be increased. We welcome the recognition in paragraph 7.5 that alterations to hydrological regimes could adversely affect waterlogged deposits.</p>	<p>Amendments made to relevant section regarding evolution without the plan.</p>

## 3 Stage B: Developing and Refining Options and Assessing Effects

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### 3.1 Introduction

3.1.1 Tasks B1 – B5 involve appraisal of the LFRMS against the SEA framework developed as part of the scoping process, and utilising the review of plans and programmes and baseline environmental information in Stage A.

3.1.2 The appraisal seeks to identify significant effects as required by the SEA Directive and sets out mitigation measures (potential improvements) as detailed below. Mitigation measures identified are in the form of general recommendations, amendments or points for consideration, rather than measures designed to counter specific effects.

The SEA Directive requires: ‘the likely significant effects on the environment, including on issues such as: Biodiversity; population; human health; fauna, flora; soil; water; air; climate factors; material assets; cultural heritage including architectural and archaeological heritage; landscape; and the interrelationship between the above factors’ (annex 1f).

‘the measures envisages to prevent, reduce and as fully possible offset any significant adverse effects on the environment of implementing the plan or program to be included in the environmental report (Annex 1g).

### 3.2 Assessment of the LFRMS

3.2.1 HCC as LLFA for Hampshire is required under legislation to:

- Prepare and maintain a strategy for local flood risk management in Hampshire;
- Act as a coordinating body for views and activity of other local flood risk management authorities and communities;
- Maintain a register of flood risk management assets;
- Investigate significant local flooding incidents and publish the results of such investigations;
- Comment on, as part of the planning process, the design, building and operation of Sustainable Drainage Systems (SuDS) for all major planning applications in Hampshire; and
- Issue consents for altering, removing or replacing certain structures or features on ordinary watercourses.

3.2.2 These form the overall aim of the LFRMS however; as these are legal responsibilities no alternatives need to be provided.

3.2.3 The aspects of the draft LFRMS which have been subject to the SEA appraisal process include:

- the overall LFRMS principles and objectives (Section 3.4, Appendix 3, Table 3.1 of this report);
- the overall Catchment Management Approach (Section 3.5, Appendix 3, Table 3.2 of this report); and
- the Catchment Flood Risk Management Approach prioritisation process (Section 3.6, Appendix 3, Table 3.3 of this report).

Although the legal responsibilities would not specifically be subject to SEA, owing to the fact that the statutory and non statutory requirements have been combined within the principles and objectives, for completeness they have been assessed together.

### 3.3 Tasks B1, 3 and 5: Testing the Plan against the SEA objectives

- 3.3.1 The LFRMS comprises a framework of seven principles each with a series of objectives that provide the context and strategic direction with respect to flood risk management and provide the framework for policy development in the Catchment Plans. Developing good project objectives is the backbone of all good plans. The principles and the objectives have been compared against the SEA objectives in order to assess the potential effects and to understand how the objective considers and protects the environment. The appraisal is documented in Appendix 3, Table 3.1.
- 3.3.2 The assessment explores the principles and objectives themselves in order to ensure the principles of sustainability are fully integrated into the LFRMS. The aim of this process is to help refine the LFRMS objectives where necessary, and identify potential areas of conflict.
- 3.3.3 In addition to the objectives a key aspect of the LFRMS is the ‘catchment management approach’. This approach has also been assessed against the SEA objectives. The LFRMS includes an outline of how the catchment approach will be implemented via the development of Catchment and Action Plans for each of the 18 catchments within the plan area. The LFRMS includes a list of the catchments in priority order. The method used to develop the list of prioritisations is briefly described in the LFRMS however, further details regarding prioritisation of the Catchment Plans is provided in technical note, Prioritisation Tool Criteria, 26 Aug 2016, Atkins<sup>17</sup> (catchment prioritisation criteria). As the Catchment Plans are integral to the LFRMS the prioritisation criteria has also been assessed against the SEA objectives.
- 3.3.4 Given the high level nature of the LFRMS and the fact that the LFRMS does not contain specific details about schemes, it was not possible to provide specific mitigation measures to reduce or off set specific potential adverse effects of the LFRMS however, mitigation measures considered ways to proactively avoid adverse affects via the

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<sup>17</sup> Prioritisation Tool Criteria, 26 Aug 2016, Atkins

inclusion of new provisions and / or changes / amendments to the existing provisions. These measures are described in Tables 3.2 and 3.3.

### 3.4 Task B2 Developing Strategic Alternatives

3.4.1 The SEA Directive's requirement for Task B2 is as follows:

In accordance with the SEA Directive the Environmental Report should include an outline of the reasons for selecting the alternatives dealt with (Annex 1h).

3.4.2 This section considers the environmental effects of any reasonable alternatives.

3.4.3 With respect to alternative policy options given only a limited range of options were considered. These included business as usual i.e. continuation of the existing plan, no plan and a new plan based on catchment areas.

#### No plan or program

3.4.4 Given that it is a statutory requirement under the Flood Management Act for the LLFA to maintain a strategy for local flood risk management in Hampshire, it is not a reasonable option to not develop a plan and as such, this option has not been considered further.

#### Business as usual

3.4.5 The business as usual option effectively means a continuation of the existing flood management plan as an alternative to preparing a new one. The existing flood management plan<sup>18</sup> was developed in 2013 however, although this existing plan meets the statutory requirements for a flood plan this plan was based on administrative ward boundaries and does not recognise the multi-source nature of flooding and the significant role that natural geology and topography play in flood risk management. On this basis it was determined that an updated plan was required and as such business as usual was not considered a reasonable alternative.

#### New Plan Based on Catchments

3.4.6 The new plan option means preparing a new plan based on upon the river catchment areas in Hampshire. The catchment area within which a community lies is its most significant factor in determining the amount or likelihood of flooding. Catchment topography and shape determine the time taken for rain to reach the river, while catchment size, soil type, and development determine the amount of water to reach the river.

#### Formulation of Principles Options

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<sup>18</sup> Hampshire Local Flood Risk Management Strategy, July 2013 (Main Strategy)

3.4.7 The principles were formulated via:

- Consultation with statutory consultees;
- Consultation with specialists internally within HCC;
- Consultation with other parties including neighbouring councils; and
- Previous work undertaken on the existing flood management plan.

3.4.8 An initial draft of the LFRMS was prepared in April 2017. This draft was assessed against the SEA objectives, the results of the assessment are provided in Table 3.1, Appendix 3. The primary conclusion of the assessment of the first draft was 'It would help in understanding the status of the objectives if they could be more clearly signposted within the LFRMS by giving them a reference e.g. Principle 1, and also an explanation/objectives provided as to how they should be used'. The recommendations were provided to HCC Flood and Water Management Team. Subsequently in March 2018 a second comprehensive draft of the LFRMS including revised principles and objectives were provided and these have been subject to SEA, the results of which are presented in this interim report (Table 3.2, Appendix 3).

3.4.9 Throughout the SEA, provision has been made to the consideration of alternative wording and to the inclusion of additional reasonable objectives within the strategy.

3.4.10 The next stage in the process is for the Draft LFRMS to be revised and refined and then issued for public consultation with the Interim Environmental Report. During this process the measures outlined in this assessment shall be considered.

### 3.5 Summary of LFRMS Principles and Objectives Assessment Findings

3.5.1 The assessment noted that in general, the objectives of the LFRMS have a neutral or positive effect when compared against the SEA objectives.

3.5.2 No significant negative effects were identified (refer Table 3.2 and Appendix 3).

3.5.3 The assessment suggests that the principles and objectives have taken into consideration potential environment effects and many of the principles scored positively against the relevant SEA objectives. All of the seven principles were found to have at least one positive effect.

3.5.4 In particular Principle 2 'to develop catchment approach' scored positive for three SEA objectives with respect to improving public wellbeing, empowering the community and protecting the aquatic environment.

3.5.5 The SEA objective 12 'Engage with local communities, improve and support community level flood response and recovery, by improving the understanding, preparedness and response of the local community to flooding' was well represented and five of the seven principles were found to have a positive effect.

3.5.6 It is noted that most of the SEA objectives (SEA objectives 1, 2, 3, 5, 8 and 11) were not found to not positively or negatively represented in any of the seven principles and the effects for these SEA objectives were considered either neutral or not enough information was available on which to make an assessment.

**Table 3.1: At glance total / combined effects of the LFRMS principles and objectives**

Flood and Water Management Principle	SEA Objectives											
	1 Biodiversity	2 Water quality	3 Landscape and heritage	4 Climate Change	5 Ground Conditions	6 Quality of Life	7 Flood Risk Assets	8 Public Access	9 Flood Risk public wellbeing and economy	10 Aquatic Environment	11 Water resources	12 Community
1) Clearly Define Responsibilities												
2) Develop a Catchment Approach	?	?	?	?	?	?	?	?			?	
3) Understand Priorities and Risks												
4) Support the Planning Process by encouraging Sustainable and Resilient Development		?								?		
5) Record, Prioritise and Investigate Flood Events												
6) Work with Multi-Agency Groups to Develop Flood Alleviation Schemes						?						
7) Empower and Support Community												

	SEA Objectives											
<b>Flood and Water Management Principle</b>	1 Biodiversity	2 Water quality	3 Landscape and heritage	4 Climate Change	5 Ground Conditions	6 Quality of Life	7 Flood Risk Assets	8 Public Access	9 Flood Risk public wellbeing and economy	10 Aquatic Environment	11 Water resources	12 Community
Resilience												

3.5.7 Specific strengths of the LFRMS objectives (including those identified as having significant positive effects) include:

- Prioritising vulnerable areas at risk of flooding based on the number of properties at risk and vulnerability of residents (SEA objective 9).
- The commitment to working on a catchment basis provides opportunities for a more natural and joined up approach to flood risk management working across administrative boundaries and one which recognises that flooding incidents are often due to a mix of several sources.
- This approach will also facilitate local decisions to be made on flood risk management which will benefit the maximum number of Hampshire residents thereby having a significant positive effect on the quality of life of Hampshire’s residents (SEA objective 6).
- The specific inclusion of long term engagement of local communities which is considered key to ensuring the success of the plan (SEA objective 12). This will result in a significant positive effect with respect to early engagement and participation.
- Commitment to improvement the website and information accessibility will positively impact the communities understanding of flooding (SEA objective 12).
- The inclusion of reporting incidents and using this information to develop action plans and recommendations shows a joined up long term approach which will benefit the public with respect to flooding (SEA objective 12).
- Acknowledgement of the importance of effectively liaising with all other flood authorities beyond HCCs administrative boundaries. Although this is not a specific SEA objective it will have a positive effect on many of the SEA objectives.
- Committing to supporting and encouraging the drainage hierarchy, SUDs and appropriate mitigation its role as a statutory consultee (SEA objective 7).



3.5.8 No negative effects were identified and on this basis no specific mitigation measures are required. However, potential areas of improvement and consideration for refining the LFRMS objectives are provided as follows<sup>19</sup>:

- It would be beneficial if the LFRMS objectives more clearly differentiated between the statutory requirements and the principles which will form the framework for developing future schemes.
- It is noted that the LFRMS principles and objective do not contain any commitment to supporting the protection and / or improvement of the natural or historic environment (biodiversity, soil, water quality, heritage etc.). Although it is acknowledged that this is not a primary function of the LFRMS it would be beneficial to include the concept of striking a balance between the need to manage the risks of flooding, whilst protecting the quality of life for communities, and the quality and diversity of environmental assets and also recognising that flood mitigation scheme can represent opportunities for environmental enhancements. There is an opportunity for positive impacts on a number of the SEA objectives if this gap is specifically addressed within a LFRMS objective.
- Although the plan makes reference to and describes the natural flood management hierarchy (*HCC will ensure a stepped approach to flood risk management with a preference for more natural methods above harder engineering measures*). Consideration could be given to formalising the commitment via a specific objective within principle 2 'developing a catchment approach'. This would strengthen the principle.
- With respect to principle 7 'empower and support community resilience', it would be beneficial to specify the ways that HCC shall raise awareness and improve communication consultation to ensure that sectors of the community more vulnerable to flooding such as the elderly or those living in deprived areas can access information and support about flood risk.
- It would be prudent to include a mechanism to ensure the LFRMS is an iterative process which can respond to changes in the environment, specifically with respect to climate change (refer Section 3.8).

### 3.6 Catchment Management Approach Assessment Summary

3.6.1 The catchment management approach has the potential to have significant positive effects across many of the SEA objectives. However, it was noted that not enough information was provided in order to appropriately assess many of the SEA objectives (Refer Appendix 3, Table 3.3).

3.6.2 Specific strengths of the catchment management approach (including significant positive effects) include:

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<sup>19</sup> It is noted that the recommended amendments may be considered to form part of the alternative options (refer Section 3.7).

- The commitment to natural flood management solutions and the formalisation of the flood management hierarchy which is considered to have a significant positive effect on the aquatic environment, potentially resulting in the enhancement of natural process and improvements in the aquatic environment. The flood management hierarchy may indirectly have many positive benefits with respect to biodiversity, surface and groundwater. It is noted that the positive benefits this could bring about are not necessarily reflected in Appendix 3, Table 3.3 as not enough information was available.
- The acknowledgment that water resources do not respect administrative boundaries has the potential to indirectly positively impact a number of the SEA objectives.
- The specific commitment to empower local residents will have a significant positive effect resulting in early engagement and participation with the community (SEA objective 12).

3.6.3 Potential areas of improvement, with respect to the catchment management aims include the inclusion of an additional aim formalising the development of catchment management action plans on a priority basis (refer Section 3.6).

3.6.4 As the catchment management plans form an integral part of the LFRMS it would be beneficial to add specific criteria or objectives that all Catchment Management Plans should adhere to. These could include:

- Formally committing to the flood management hierarchy thereby embedding its use within the LFRMS.
- Adopting a joint approach to development of the Catchment Management Plans and working with partners beyond the HCC administrative boundaries where applicable in those catchments extending outside of the plan area.
- Specifically requiring that opportunities to enhance and protect the natural and historic environment are sought.
- Including a provision for local community empowerment including the timing and mechanisms for taking action.
- Including a requirement for the plans to be subject to Habitat Risk Assessment.

### 3.7 Catchment Management Prioritisation Assessment Summary

3.7.1 It is noted that the criteria used to prioritise the development of the catchment management plans was weighted, allowing the determination of how much influence each criterion has on the final result. This SEA was not able to assess the impact of the weighting however, the overall criteria have been assessed in order to establish whether there were any gaps in the assessment and to identify potential areas of improvement (refer Appendix 3, Table 3.3).

3.7.2 The SEA of the prioritisation criteria assessment determined that the criteria were well represented with respect to objectives 4, 6, 7 and 9. However, the criteria used for the

prioritisation omitted potential environmental impacts associated with biodiversity, water quality, heritage and landscape.

- 3.7.3 Consideration could be given to the addition of criteria which reflects potential opportunities to protect and enhance the natural and cultural environment.

### 3.8 Task B6: Proposed Measures to Monitor Significant Effects of Implementing the plan

- 3.8.1 The specific requirements of the SEA Directive with respect to consideration of mitigation and monitoring measures are as follows.

A description of the measures envisaged concerning monitoring in accordance with Article 10 (Annex 1i).

- 3.8.2 Monitoring of the LFRMS will ensure that HCC continues to identify any environmental problems and issues that need resolving. The LFRMS should be reviewed every two year, at which time there will be an opportunity to review and describe any changes to the environmental baseline from the implementation of the LFRMS, and, how HCC will work to mitigate any adverse effects identified.

- 3.8.3 Table 3.2 sets out a number of suggested indicators for monitoring the potential significant environmental effects for the implementation of the LFRMS.

**Table 3.2 Possible Environmental Monitoring Indicators**

SEA Objective	Monitoring Indicators
To conserve and enhance the biodiversity, flora and fauna of Hampshire including natural habitat and protected species.	Changes in condition of designated sites.
To maintain and improve ground and surface water quality in Hampshire.	Changes in chemical status of water bodies subject to flood alleviation.
Protect and enhance landscape character, local distinctiveness and historic environment of Hampshire.	Number of heritage assets which have experienced increase flood risk as a result of LFRMS activity.
Limit vulnerability to potential predicted flooding of climate change by adapting new and existing development to the impacts of climate change.	Number of new developments approved offering improvements/ mitigation to the current flood risk.
To improve the health and well being of the population.	Number of sensitive receptors which have experienced either a reduced or increased risk of flood as a result of the LFRMS.

Minimise adverse impacts of local flood risk on key infrastructure, land assets and properties.	Number of communities that have experienced a change in transport accessibility due to the LFRMS.
Protect and enhance open spaces, recreational areas and rights of way and improve accessibility for everyone.	Area of green infrastructure provided in flood alleviation schemes.  Changes to existing open spaces and recreational areas as a result of LFRMS activities.
Reduce and manage the risk of flooding and resulting detriment to public well-being, the economy and the environment.	Number of communities that experienced either an increase or decrease in flood risk due to LFRMS.
Minimise adverse effects on water hydromorphology, natural processes and aquatic environment.	Number of flood alleviation schemes which have followed the natural flood management hierarchy and avoided hard engineering methods.
Engage with local communities, improve and support community level flood response and recovery, by improving the understanding, preparedness and response of the local community to flooding.	Number of people accessing the website and attending community events.

3.8.4 It is noted that flood management schemes would be subject to Environmental Impact Assessment screening and the catchment management plans would be subject to HRA screening. Where the potential for significant effects are identified, EIA/HRA will be required. As a requirement of the EIA, monitoring of the success of any enhancement schemes that are implemented as a result of the LFRMS should also be undertaken, as well as monitoring of potential adverse effects would be required.

### 3.9 Difficulties and Limitations

With respect to the assessment of the catchment management plans, consideration was given as to whether these should be assessed against the SEA objectives. The following was noted:

- the prioritisation exercise was undertaken separately to the LFRMS (only a summary of the process is included in the LFRMS);
- the catchment prioritisation approach was undertaken on the basis of a cost benefit analysis; and
- inadequate information was provided in order to appropriately assess a number of the objectives and in this regard there is a gap in the data.

- the assessment of the catchment management priorities was further complicated by the fact that the criteria were weighted. It is acknowledged that this weighting cannot be assessed as part of this SEA.

3.9.1 It was concluded that the catchment prioritisation was a key component of the LFRMS and assessing the criteria used for prioritisation against the SEA would have sustainability benefits in so far it highlighted gaps which potentially be addressed prior to finalisation of the catchment prioritisation. However, it is noted that it has limitations.

### 3.10 Next Steps

3.10.1 To enable the stakeholders to contribute to the LFRMS this Interim Environmental Report will be issued for consultation consulted on between ? and ? 2017 alongside the Consultation Draft of the LFRMS. Following consultation, comments received will be taken into account in a revised Environmental Report.

3.10.2 Consultation responses should be directed to Vicki Westall at HCC on [vicki.westall@hants.gov.uk](mailto:vicki.westall@hants.gov.uk)

## Acronyms

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AONB: Area of Outstanding Natural Beauty

BAP: Biodiversity Action Plan

CFMP: Catchment Flood Management Plan

DEFRA: Department Environment Fisheries and Rural Affairs

EA: Environment Agency

FWMA: Flood Water Management Act

GIS: Geographical Information Systems

HCC: Hampshire County Council

HIS and HPI: Habitats and Species of Priority Importance

HRA: Habitats Risk Assessment

LFRMS: Local Flood Risk Management Strategy

LFA: Lead Local Flood Authority

LTP: Local Transport Plan

PUSH: Partnership for Urban South Hampshire

SAC: Special Areas of Conservation

SEA: Strategic Environmental Assessment

SFRA: Strategic Flood Risk Assessment

SPA: Special Protection Areas

SuDS: Sustainable Urban Drainage System

SWMP: Surface water management Plan

SMP: Site Management Plan

SINC: Sites of Importance for Nature Conservation

WFD: Water Framework Directive

## Appendix 1: Summary of Plans, Polices and Programmes

### Summary of Relevant International Legislation and Policies

International	Summary	Relevant SEA Objective
Flood and Water Management Act 2010	<p>The Act aims to provide better, more sustainable management of flood risk for people, homes and businesses, help safeguard community groups from unaffordable rises in surface water drainage charges and protect water supplies to the consumer.</p> <p>County or unitary authorities are now classed as lead local flood authorities (LLFAs) who have responsibilities for managing local flood risk. The responsibilities of a LLFA include:</p> <ul style="list-style-type: none"> <li>• prepare and maintain a strategy for local flood risk management in their areas, coordinating views and activity with other local bodies and communities through public consultation and scrutiny, and delivery planning.</li> <li>• maintain a register of assets – these are physical features that have a significant effect on flooding in their area.</li> <li>• investigate significant local flooding incidents and publish the results of such investigations.</li> <li>• establish SuDS approval bodies (SABs) that will be responsible for the approval of design, build and adoption of SuDS.</li> <li>• issue consents for altering, removing or replacing certain structures or features on ordinary watercourses.</li> </ul>	Objectives 4, 7, 9, 11

International	Summary	Relevant SEA Objective
	<ul style="list-style-type: none"> <li>play a lead role in emergency planning and recovery after a flood event.</li> </ul>	
National Flood and Coastal Erosion Risk Management Strategy for England 2011	<p>This strategy builds on existing approaches to flood and coastal risk management and promotes the use of a wide range of measures to manage risk. Risk should be managed in a coordinated way within catchments and along the coast and balance the needs of communities, the economy and the environment.</p> <p>This includes the development of local flood risk management strategies by LLFAs, as well as the EA’s strategic overview of all sources of flooding and coastal erosion.</p>	Objective 9 and 10
Water Framework Directive (WFD)	<p>Relevantly the Water Framework requires Member States to:</p> <p>Define groundwater bodies within river basin districts to be designated and reported to the European Commission by Member States. They must classify them by analysing the pressures and impacts of human activity on the quality of groundwater with a view to identifying groundwater bodies presenting a risk of not achieving WFD environmental objectives. Member States were obliged to carry out this classification between 2004 and 2005 and report the results back to the European Commission.</p> <p>Establish registers of protected areas within each river basin districts for those groundwater areas or habitats and species directly dependent on water. The registers must include all bodies of water used for the extraction of drinking water and all protected areas covered under the following directives: the Bathing Water Directive 76/160/EEC, the vulnerable zones under the Nitrates Directive 91/676/EEC and the sensitive areas under the Urban Wastewater Directive 91/271/EEC, as well as areas designated for the protection of habitats and species including relevant Natura 2000 sites designated under Directives 92/43/EEC and 79/409/EEC. Registers shall be reviewed under the River Basin Management Plan updates.</p> <p>Set up a river basin management plan (RBMP) for each river basin district which must include a summary of</p>	Objective 1, and 2



International	Summary	Relevant SEA Objective
	pressures and impacts of human activity on groundwater status, a presentation in map form of monitoring results, a summary of the economic analysis of water use, a summary of protection programmes, control or remediation measures etc. The updated RBMPs were due by the end of 2015 and their review is expected every six years thereafter.	
The Town and Country Planning (Development Management Procedure) (England) Order 2015 and DCLG Circular 04/2006	<p>The Direction provides details regarding procedures where a local planning authority is minded to grant permission for major development in a flood risk area. The Direction requires the local planning authority to notify the Secretary of State of the application. As part of this consideration the Secretary of State will consider Flood Zones</p> <p>In this Direction –“flood risk area” means land in an area within –</p> <p>(a) Flood Zones 2 or 3; or</p> <p>(b) Flood Zone 1 which has critical drainage problems and which has been notified for the purposes of article 10 of the Order to the local planning authority by the Environment Agency.</p>	Objective 4, 7, 9
Land Drainage Act as amended by Flood and Water Management Act (FWMA)	<p>The purpose of ordinary watercourse regulation is to control certain activities that might have an adverse flooding impact.</p> <p>The FWMA transferred regulation from the Environment Agency to the local Authorities that will lead on ordinary watercourse consenting and enforcement.</p>	Objective 2, 4, 7 and 10

**Summary of Relevant Regional and Local Plans and Policies**

Local/ Regional Plans and Policies	Relevance / Summary	Relevant SEA Objective
Hampshire Groundwater Management Plan 2013	Groundwater Management Plan specifically addresses groundwater flooding across the entire county, with a focus in groundwater flooding in the central Hampshire chalk catchments.	Objective 2, 4 and 9, 10
Hampshire Surface Water Management Plan (SWMP) 2013  Eastleigh SWMP  Rushmoor SWMP	SWMP are being prepared for each of the 11 Districts of Hampshire. To date the SWMP for Eastleigh and Rushmoor have been finalised.  The SWMPs describe the topography, geology and hydrology of the boroughs and describes other significant features which can impact on surface water flood risk. It collates and assesses historic data on surface water flood events and uses Defra / Environment Agency mapping data and projections to determine likely future flood risk taking into account the impacts of climate change.	Objective 2, 7, 9 and 10
Biodiversity Action Plan for Hampshire (reviewed 2010) and Local Biodiversity Action Plans (Basingstoke and Deane, Eastleigh, East Hants, Fareham, Rushmoor, Southampton, Test Valley, Winchester).  Now know as habitats and	Local Biodiversity Action Plan aims to ensure that national targets are translated into effective action at the local level, and that important local features are also fully included in strategies for action.  This Plan provides a strategy for action in two volumes: Volume 1, the strategic framework and main courses of action for biodiversity within the county. Volume 2, the detailed action plans required for priority habitats and species of priority concern in the county. Together with specific topics which influence biodiversity conservation, such as water management, education and awareness.  It provides a platform for the Hampshire Biodiversity Partnership (formed to advance the conservation and enhancement of biodiversity in Hampshire) to take action from. The Partnership which embraces a wide range of organisations all working together for nature conservation, plays a vital role in stimulating and coordinating action, monitoring progress	Objective 1, 2, 10, 12

Local/ Regional Plans and Policies	Relevance / Summary	Relevant SEA Objective
species of priority importance (HPI, HIS)	<p>and reviewing priorities.</p> <p>Many Hampshire Authorities have also developed their own action plans these include: Basingstoke and Deane, Eastleigh, East Hants, Fareham, Rushmoor, Southampton, Test Valley, Winchester.</p>	
Areas of Outstanding Natural Beauty (AONB) Management Plans (North West Downs Area, East Hampshire Area, South Downs Management Plan, Cranborne Chase and West Wiltshire Downs, Chichester Harbour Area).	<p>The aim of the AONB designation is to conserve and enhance the natural beauty of the area’.</p> <p>In general terms the objectives of these management plans are to conserve and enhance the landscape character, habitats, species and tranquility of the AONB. To support tourism and public access. And to support the rural economy in ways that are sustainable.</p> <p>The AONBs in Hampshire are the North Wessex Downs, Cranborne Chase and West Wiltshire Downs and Chichester Harbour.</p>	Objective 1, 3, 8 and 9
South Downs National Park Partnership Management Plan 2014-2019.	Is an overarching five-year strategy for the management of the South Downs National Park. This plan is about influencing the nature of future change in ways which will leave the National Park in a better state for future generations to enjoy. It does provide a framework. The plan considers impacts from outside its boundary as well as from within and specifically mentions water flows or water use, traffic, economic activity or views to and from the area.	Objective 6, 8
New Forest National Park Management Plan (2010-2015)	New Forest National Park Management Plan (2010-2015) sets out the overall Vision and approach for the area, seeking to tackle the major issues that affect the Park now, or are likely to influence it in the future. Above all it focuses attention on maintaining the New Forest as a special, distinctive and unique place for present and future generations.	Objective 1, 3, 8 and 9

Local/ Regional Plans and Policies	Relevance / Summary	Relevant SEA Objective
	<p>The two National Park purposes are:</p> <ul style="list-style-type: none"> <li>• To conserve and enhance the natural beauty, wildlife and cultural heritage of the National Park; and</li> <li>• To promote opportunities for the understanding and enjoyment of the special qualities of the area by the public.</li> </ul>	
<p>The Hampshire, Portsmouth and Southampton Minerals &amp; Waste Local Plan 2013</p>	<p>The Plan is based upon the principle of delivering sustainable minerals and waste development in Hampshire up to 2030. This means ensuring the right developments to maintain a reliable supply of minerals and excellent management of our waste, at the right time, whilst protecting the environment and our communities.</p>	<p>Objective 7 and 4</p>
<p>Hampshire Local Transport Plan (2011-2031) and Transport Statements</p>	<p>Hampshire County Council’s new Local Transport Plan (LTP) was formally approved in 2011. The Plan looks to make improvements to the transport system which will benefit people living and working in Hampshire.</p> <p>The Plan sets out three main transport priorities:</p> <ul style="list-style-type: none"> <li>• Priority 1: To support economic growth by ensuring the safety, soundness and efficiency of the transport network in Hampshire.</li> <li>• Priority 2: Provide a safe, well-maintained, and more resilient road network in Hampshire as the basic transport infrastructure of the county on which all forms of transport directly or indirectly depend, and the key to continued casualty reduction.</li> <li>• Priority 3: Manage traffic to maximise the efficiency of existing network capacity, improving journey time reliability and reducing emissions, thereby supporting the efficient and sustainable movement of people and</li> </ul>	<p>Objective 7, 8 and 9</p>

Local/ Regional Plans and Policies	Relevance / Summary	Relevant SEA Objective
	<p>goods.</p> <p>Transport statements have been produced for all of the 11 District and boroughs.</p>	
<p>Hampshire Integrated Character Assessment - Landscape, Townscape and Seascape Character Assessment for Hampshire 2015</p>	<p>The plan identifies Landscape Character Areas which are geographically unique areas of the County. They are areas where a combination of factors such as topography, vegetation pattern, land use and cultural associations combine to create an area with a distinct, recognisable character. After the area is described, it is evaluated to draw out the key things affecting the landscape now and in the future and the effect of these ‘forces for change’ on its most important qualities.</p> <p>23 of the larger settlements in Hampshire have been subject to Townscape Assessments, comprising Townscape Character Areas and Townscape Types.</p>	<p>Objective 3</p>
<p>Basingstoke and Deane, Strategic Flood Risk Assessment (updated 2012)</p>	<p>The SFRA provides an overview of all sources of flood risk (such as from rivers, surface water and ground water) throughout the Borough and also took into account the impact of climate change.</p> <p>It informed the preparation of the Local Plan (2011-2029) and is also used in the determination of planning applications to ensure that development is located in areas at lowest risk of flooding.</p> <p>SFRA makes the following summarised recommendations:</p> <ul style="list-style-type: none"> <li>• Locate development in the areas of lowest flood risk.</li> <li>• Ensure the vulnerability of the land use is compatible with the level of risk.</li> <li>• Where an Exception Test is required, undertake a Level 2 SFRA which is more detailed.</li> </ul>	<p>Objective 2, 4, 9</p>

Local/ Regional Plans and Policies	Relevance / Summary	Relevant SEA Objective
	<ul style="list-style-type: none"> <li>• Require FRAs and/or drainage information for development within and upstream of locally defined Critical Drainage Areas.</li> <li>• FRA's and Level 2 SFRA's should pay attention to the risk of groundwater flooding.</li> <li>• Apply measures to control and mitigate flood risk and where possible reduce flood risk.</li> <li>• Apply sustainable drainage techniques which should be designed to mimic natural systems that control runoff.</li> <li>• The plan includes various flood risk maps including historical flooding, surface water flood risk, risk from watercourses, percentage run off maps.</li> </ul>	
<p>East Hants Strategic Flood Risk Assessment 2008 and Proposed Submission Site Allocation Plan 2014</p>	<p>The objective of the Strategic Flood Risk Assessment is to inform the plan-making process of the Local Development Framework. In addition, the SFRA will allow the District Council to prepare appropriate policies for the management of flood risk within the Local Development Documents inform the sustainability appraisal so that flood risk is taken account of when considering options, and in the preparation of strategic land use policies:</p> <ul style="list-style-type: none"> <li>• identify the level of detail required for site-specific Flood Risk Assessments (FRAs) in particular locations; and</li> <li>• enable them to determine the acceptability of flood risk in relation to emergency planning capability.</li> </ul> <p>It provides policy recommendations and guidance for the application of the Sequential Test, the preparation of flood risk assessments and the use of sustainable drainage systems, within the District Council's administrative boundary.</p> <p>The purpose of the Proposed Submission Site Allocation Plan is to demonstrate that sites to be allocated for development</p>	<p>Objective 4,</p>

Local/ Regional Plans and Policies	Relevance / Summary	Relevant SEA Objective
	in areas of flood risk are appropriate in the context of the Sequential and Exception Tests.	
Eastleigh Flood Risk Assessment Guidance Document 2016	Provides a flood risk overview includes the source of flood risk, vulnerability to climate change. It comprises various flooding maps.	Objective 4, 9
Fareham Strategic Flood Risk Assessment Guidance Document	Provides a flood risk overview includes the source of flood risk, vulnerability to climate change. It comprises various flooding maps.	Objective 4, 9
Blackwater Valley Strategic Flood Risk Assessment 2008	The document provides a strategy that provides a framework for the consistent consideration of flood risk in seeking to accommodate current practice and best available data for the lifetime of the planning process. It covers the Blackwater Valley and includes flood maps.	Objective 4, 9
Test Valley Borough Council Strategic Flood Risk Assessment for Local Development Framework 2007	To ensure flood risk is taken into account at all stages in the planning process. To avoid inappropriate development in area at risk of flooding. It includes flood zones and flood maps.	Objective 4, 9
Southampton Local Flood Risk Strategy 2014	The objectives of the Strategy are to:	Objective 4, 9, 12

Local/ Regional Plans and Policies	Relevance / Summary	Relevant SEA Objective
	<ul style="list-style-type: none"> <li>• Improve the knowledge and understanding of all sources of flood risk across the city.</li> <li>• Work in partnership with other authorities and stakeholders who have a role in flood risk management, including across administrative boundaries.</li> <li>• Identify ways to increase public awareness of flood risk across the city.</li> <li>• Identify ways of improving support for people at direct risk to promote appropriate and community level planning and action.</li> <li>• Ensure that planning decision are properly informed by flooding issues, so future development assists with reducing and mitigating flood risk.</li> <li>• Identify appropriate measures which reduce the likelihood of harm to people, damage to the economy and the environment, and assign a lead organisation to facilitate delivery.</li> <li>• Maintain, and improve where necessary, affordable and sustainable flood risk management infrastructure and systems to reduce flood risk.</li> <li>• Identify all available funding mechanisms to enable delivery of flood risk management interventions.</li> </ul>	



Local/ Regional Plans and Policies	Relevance / Summary	Relevant SEA Objective
<p>Partnership for Urban South Hampshire (PUSH) Strategic Flood Risk Assessment (SFRA). Update Report 2016 (including updated mapping)</p>	<p>In 2007, a Strategic Flood Risk Assessment (SFRA) was commissioned by PUSH<sup>20</sup>. It was reviewed in 2012 and updated in 2016. The primary objective of the update is to inform and provide an evidence base for the:</p> <ul style="list-style-type: none"> <li>• preparation and evidence for the evolving PUSH South Hampshire Strategy to 2036.</li> <li>• emerging Local Plans in respect of the development and of policies for the allocation of land for future development.</li> <li>• Review of policies related to flood risk management for all Risk Management Authorities. It identifies flood risk from: <ul style="list-style-type: none"> <li>• Flood Risk Zones 3 and 2 of flooding from rivers and the sea (from the Environment Agency flood map).</li> <li>• Identification of locations of flood risk from other local sources (including ordinary watercourses, surface water groundwater, sewers and reservoirs).</li> </ul> </li> <li>• Consideration of the impact of climate change upon flood risk within the PUSH area and mapping of these impacts where available.</li> <li>• Identification of existing flood risk management assets and the areas benefiting from a level of protection</li> </ul>	<p>Objective 4 and, 7, 9</p>

<sup>20</sup> PUSH (Partnership for Urban South Hampshire) is a partnership dedicated to delivering sustainable, economic-led growth and regeneration to create a more prosperous, attractive South Hampshire & Isle of Wight offering a better quality of life for everyone who lives, works and spends their leisure time here.

Local/ Regional Plans and Policies	Relevance / Summary	Relevant SEA Objective
	<p>provided by such assets and potential consequences should they fail.</p> <p>The SFRA also provides guidance for developers when undertaking a requisite site specific Flood Risk assessment and guidance to each of the local authorities in the partnership.</p>	
<p>Test and Itchen Catchment Flood Management Plan 2009 (CFMP)</p>	<p>CFMPs consider all types of inland flooding, from rivers, ground water, surface water and tidal flooding, but not flooding directly from the sea, (coastal flooding), which is covered in Shoreline Management Plans. They also take into account the likely impacts of climate change, the effects of how we use and manage the land, and how areas could be developed to meet our present day needs without compromising the ability of future generations to meet their own needs.</p> <p>This CFMP gives an overview of the flood risk in the Test and Itchen catchment and sets out our preferred plan for sustainable flood risk management over the next 50 to 100 years.</p> <p>The CFMP divides the Test and Itchen catchment into nine distinct sub-areas which have similar physical characteristics, sources of flooding and level of risk. The most appropriate approach to managing flood risk for each of the sub-areas is then identified and allocated a flood risk management policy.</p> <p>The selection of the appropriate policy, considers how social, economic and environmental objectives are affected by flood risk management activities.</p>	<p>Objective 4, 7, 9 and 10</p>
<p>South East Hampshire Catchment Flood Management Plan (CFMP) 2009</p>	<p>CFMPs consider all types of inland flooding, from rivers, ground water, surface water and tidal flooding, but not flooding directly from the sea, (coastal flooding), which is covered in Shoreline Management Plans. They also take into account the likely impacts of climate change, the effects of how we use and manage the land, and how areas could be developed to meet our present day needs without compromising the ability of future generations to meet their own needs.</p>	<p>Objective 4, 7 and 10</p>

Local/ Regional Plans and Policies	Relevance / Summary	Relevant SEA Objective
	<p>This CFMP gives an overview of the flood risk in the South East Hampshire catchment and sets out our preferred plan for sustainable flood risk management over the next 50 to 100 years.</p> <p>The CFMP divides the South East Hampshire catchment into seven distinct sub-areas which have similar physical characteristics, sources of flooding and level of risk. The most appropriate approach to managing flood risk for each of the sub-areas is then identified and allocated a flood risk management policy.</p> <p>To selection of the appropriate policy, considers how social, economic and environmental objectives are affected by flood risk management activities.</p>	
<p>New Forest Catchment Flood Management Plan (CFMP) 2009</p>	<p>CFMPs consider all types of inland flooding, from rivers, ground water, surface water and tidal flooding, but not flooding directly from the sea, (coastal flooding), which is covered in Shoreline Management Plans. They also take into account the likely impacts of climate change, the effects of how we use and manage the land, and how areas could be developed to meet our present day needs without compromising the ability of future generations to meet their own needs.</p> <p>This CFMP gives an overview of the flood risk in the New Forest catchment and sets out our preferred plan for sustainable flood risk management over the next 50 to 100 years.</p> <p>The CFMP divides the New Forest catchment into seven distinct sub-areas which have similar physical characteristics, sources of flooding and level of risk. The most appropriate approach to managing flood risk for each of the sub-areas is then identified and allocated a flood risk management policy.</p> <p>To selection of the appropriate policy, considers how social, economic and environmental objectives are affected by flood risk management activities.</p>	<p>Objective 4, 7, 9 and 10</p>

Local/ Regional Plans and Policies	Relevance / Summary	Relevant SEA Objective
Itchen to Hamble Coastal Defence Strategy 2011	The Coastal Defence Strategy was commissioned by a partnership with Southampton City Council, Eastleigh Borough Council and Fareham Borough Council, for the sustainable management of coastal defences. The study frontage includes the east bank of the River Itchen as far upstream as Woodmill, the Weston, Netley and Hamble Le Rice frontage, and both banks of the River Hamble as far upstream as the Bursledon railway bridge. The strategy has been accepted by the Environment Agency.	Objective 9, 10
River Hamble to Portchester Castle Coastal Flood and Erosion Management Strategy 2014	The objective of this report is to provide an overview of coastal processes along the frontage between Portchester castle in Portsmouth Harbour to Burrige, on the east bank of the River Hamble Lower lying parts of the frontage are at risk of tidal flooding and/or wave overtopping, and parts of the open coast between Gosport and Hook Spit are potentially at threat of coastal erosion and to identify areas or physical features which could impact Strategy development or warrant further study.	Objective 5, 9, 10
Porchester to Emsworth Draft Costal Flood and Erosions Management Strategy (emerging)	<p>The strategy area includes the mainland frontage from Portchester Castle to Emsworth in Hampshire. The strategy makes recommendations to manage coastal flood and erosion risk in the:</p> <ul style="list-style-type: none"> <li>• short term (0 – 20 years)</li> <li>• medium term (20 – 50 years)</li> <li>• long term (50 – 100 years)</li> </ul> <p>The strategy does not propose detailed schemes or guarantee funding.</p>	Objective 5 and 10
North Solent Shoreline	The North Solent Shoreline Management Plan (SMP) is the first revision to the Western Solent and Southampton Water	Objective 5, 9,

Local/ Regional Plans and Policies	Relevance / Summary	Relevant SEA Objective
Management Plan 2010	SMP and the East Solent and Harbours SMP. The coastline covered by the Plan extends between Selsey Bill, in the east, and Hurst Spit, in the west, and includes Portsmouth, Langstone and Chichester Harbours. SMPs aim to balance the management of coastal flooding and erosion risks, with natural processes, and the consequences of climate change.	10
Southampton Flood & Erosion Risk Management Strategy 2013	<p>A non-statutory document focusing on the long term management of a 22km stretch of the city's coastline spanning from Woodmill to Redbridge.</p> <p>The strategy appraises a range of coastal defence options to determine the most beneficial and cost effective methods for managing risks such as flooding, erosion and sea level rise. Options identified range from major engineering projects which construct new, or improve existing defence structures, to minor works on individual properties to make them more resistant to flooding.</p>	Objective 4, 5, 9, 10
Catchment Abstraction Management Strategy's  Test and Itchen (2013),  East Hampshire (2013), Avon (2005)	Sets out the licensing decision framework for water abstraction and discharges, and seeks to improve river quality and flow, and groundwater resources.	Objective 2, 11

## Appendix 2: Summary of Baseline Information

### Summary of Baseline Information

Topic	Relevant Aspects and Issues	Evolution without the plan
Population and Human Health	<p>Hampshire is one of the largest Counties in England. It is predominantly rural and the population is widely distributed. Over a third of the county’s area is within National Parks or Areas of Outstanding Natural Beauty. The LFRMS considers the distribution of the population as it potentially increases the complexities associated with prioritisation of flood management. The rural nature of the county provides opportunities for the LFRMS, by means of green infrastructure and flood alleviation areas.</p> <p>Population and life expectancy are increasing and there are a number of significant planned residential developments which will have a significant affect on population numbers across Hampshire. Consideration of demographic projections is important when considering flood management. Areas of high population density create greater competition for suitable housing sites and puts pressure on sites which may be at risk of flooding. The LFRMS will consider ways to ensure a supply of safe housing, which is free from or resilient to flooding risk is needed to support growth and reduce social and economic exclusion.</p> <p>Although Hampshire has one of the lowest levels of social deprivation a significant proportion of these are located in one area (Havant). It is recognised that people in deprived neighbourhoods are disproportionately at risk from flooding, and are likely to be particularly hit hard from the social impacts. Vulnerable part of the population such as the deprived elderly and disabled can also be</p>	<p>With people living longer and an increase in population it is inevitable that there will be increasing strain on public services, housing, natural resources and waste production. Population in the UK is increasing and it is predicted that the Hampshire population will increase by 6.9% between 2016 and 2022. In the absence of an appropriate LFRMS it is considered likely that a greater number of people would be considered to be potentially at risk from flooding.</p> <p>Climate change and rising sea levels and changing coastal processes will have an impact on population and have implications for the management of coastal areas in Hampshire, particularly for balancing the costs and benefits of flood defence.</p>

Topic	Relevant Aspects and Issues	Evolution without the plan
	<p>disproportionately affected by flooding. Rural communities are also more affected.</p> <p>Predicted population increases means that a supply of safe housing which is free from or resilient to flooding risk is needed to support growth and reduce social and economic exclusion.</p> <p>Over a third of Hampshire is within National Parks or AONB, which provide opportunities for the LFRMS, by means of green infrastructure and flood alleviation areas but also restrictions on where development can go</p>	
Material Assets	<p>Hampshire has excellent road, rail and sea transport links, although some areas are prone to congestion, transport is an essential part of the infrastructure underpinning population, economic stability and growth across Hampshire.</p> <p>Critical infrastructure includes transport networks, water supplies and waste management infrastructure, energy supplies, schools and hospitals. A risk of flooding to any of these could potentially cause widespread disruption and damage the economy. There are many sites of critical infrastructure across the county that could be at risk, or may be at risk in the future and given pressures for considerable housing allocations in the pan area the pressure on critical infrastructure will increase.</p> <p>Should flood impact essential transport links not only does this impact the economy it can affect access to hospitals, medical facilities, schools and shops. Substations are also at risk and consequentially there is a risk of power cuts to homes and essential services. Waste Management facilities are at risk and need to be safeguarded and protected from flooding and risk of polluted runoff. Flood</p>	<p>Hampshire’s critical infrastructure could potentially be at risk from flooding without proper management. Surface water flooding could have an impact on local transport links, affecting commuting, industry, rail and sea networks and population health. Impacting on essential transport links can affect access to hospitals, medical facilities, schools and shops. Substations, power stations and water pumping stations are also at risk and consequentially there is a risk of power cuts to homes and essential services.</p> <p>Waste Management facilities are at risk and need to be safeguarded and protected from flooding and risk of polluted runoff. Flood water has the possibility of contaminating water supply (reservoirs) and also affecting economic wellbeing. It is also predicted that there will an increase in flooding events as a result of climate change.</p> <p>In the absence of a LFRMS critical infrastructure may be at an</p>

Topic	Relevant Aspects and Issues	Evolution without the plan
	<p>water has the possibility of contaminating water supply (reservoirs).</p> <p>Given the increased need for housing in the plan area, there is increased pressure on productive agricultural land.</p>	<p>increased risk of flooding which may indirectly affect the economy.</p>
<p>Biodiversity, Flora and Fauna</p>	<p>Hampshire has the greatest diversity of species of any county in England, with a varied landscape and a great diversity of habitats from ancient woodlands and wildflower meadows, to heathlands and chalk streams, to river valleys and coastal habitats. It also includes the New Forest which is the greatest area of semi wilderness left in lowland England.</p> <p>Sites of Special Scientific Interest (SSSIs) cover 14.5% of the county, about twice the national average. A further 9.1% of Hampshire is covered by Sites of Importance for Nature Conservation (SINCs).</p> <p>Some habitats are very sensitive to water flow regimes and changes in water quality, flooding can impact on habitats and species, some benefit from regular flooding, whereas others may be damaged by flood sediment and increases in pollution from flood water, such as highways pollution.</p> <p>There is increasing pressure on wetlands and fragmentation of semi-natural habitats from the pressures of increases in population density and pressures for considerable housing allocation which can affect ecological issues in many ways including loss of habitat and increased pressure from recreation visitors to designated sites.</p>	<p>Some habitats are very sensitive to water flow regimes and changes in water quality, flooding can impact on habitats and species, some benefit from regular flooding, whereas others may be damaged by flood sediment and increases in pollution from flood water, such as highways pollution.</p> <p>In the absence of a LFRMS there is a potential risk of increased pollution of sensitive and vulnerable areas and habitat loss and degradation.</p>



Topic	Relevant Aspects and Issues	Evolution without the plan
	<p>Other risks to biodiversity comprise:</p> <ul style="list-style-type: none"> <li>• Nutrient enrichment affecting river and coastal water quality;</li> <li>• Over abstraction (surface and groundwater);</li> <li>• Habitats and species may be damaged by sediment or pollutants in flood water or by the actions of flood water;</li> <li>• Coastal erosion; and</li> <li>• Changing climate.</li> </ul>	
Soil Geology and Geomorphology	<p>Hampshire has five distinct geological blocks that define the land character and use of the County these comprise:</p> <p>A central block of chalk with carrying degrees of clay with flint surface;</p> <p>North of the central chalk block, an area of tertiary sands and clays;</p> <p>To the east, the western end of the Weald, consisting of Upper Greensand, Gault Clay and Lower Greensand;</p> <p>To the south of the chalk, a broad band of tertiary sands and clays (forming the underlying strata of the New Forest); and</p> <p>A small area of chalk, representing part of the eastern edge of Cranborne Chase.</p>	<p>There is a range of pressures on Hampshire’s soils such as soil erosion, compaction, nutrient loss and pressures caused by developments. Climate change is likely to increase pressure on soil. An increase in soil erosion is likely to be due to increased wind speeds, rising sea levels and increased flooding events. With increasing development in the South East region and Hampshire, it is likely that threats to soil will increase as a result of soil compaction and soil sealing with impermeable construction materials such as tarmac and asphalt. This will prevent water filtrating into the soil, increase surface run-off and promote soil erosion and the likelihood of flooding.</p> <p>In the absence of a plan soil erosion would be expected to increase.</p>

Topic	Relevant Aspects and Issues	Evolution without the plan
	<p>Soils perform an important function and are a finite resource. Soil erosion is an increasing problem in Hampshire and throughout the UK through inappropriate land management or agricultural practices. Floodwater can also remove soil from areas, for example through surface water flash flooding. Hampshire soils are also under treat from development.</p>	
Water	<p>Hampshire has an outstanding freshwater environment, with more riverine and wetland sites of national importance for wildlife than any other county in England. Water resources in Hampshire depend on groundwater stored in the chalk aquifer of the Hampshire Downs. The River Test and Itchen also provide large quantities of water for the public by abstraction directly from the river or from groundwater. Water supply in Hampshire is usually of high quality.</p> <p>In the UK every person uses approximately 150 litres of water a day. According to south east water the average person in the south east uses 160 litres per day (domestic) which is greater than the national average.</p> <p>Significant pressures identified in the LFRMS area include abstraction and artificial flow regulation, diffuse and point pollution (from nitrates, organic pollution, pesticides and phosphate), commercial fisheries, non-native species, physical modification to the structure of water bodies, sediment and urban/transport pollution.</p> <p>The potential for increasing water supply in Hampshire is limited: for example, the amount of water abstracted from rivers in South Hampshire must be reduced in accordance with the EU Habitats Directive Review of Consents in order to protect species and their habitats, it is considered unlikely that the environment can</p>	<p>In the absence of a plan the increase in flood risk could result in loss of service or contamination of supply and there is the potential that water quality will deteriorate.</p>

Topic	Relevant Aspects and Issues	Evolution without the plan
	<p>provide more water for abstraction.</p> <p>The LFRMS will ensure that, by improving drainage and reducing flood risk in the county, the requirements of the Water Framework Directive are considered at all stages in the strategy, and that there are no adverse impacts on water quality or the hydrological regime of aquatic habitats. It also needs to ensure that drinking water quality, groundwater and human health are protected.</p> <p>Future population growth in Hampshire along with the likely increase in the number of smaller households will increase the overall demand for amount of water.</p>	
Climatic Factors	<p>The UK Climate Impacts Programme projections confirm that the UK is likely to experience:</p> <ul style="list-style-type: none"> <li>• hotter/ drier summers;</li> <li>• warmer/wetter winters;</li> <li>• sea level rises; and</li> <li>• more weather extremes.</li> </ul> <p>The County's local commitments are set out in the 'HCC Climate Local Commitments 2015/2016' and comprise the following:</p> <ul style="list-style-type: none"> <li>• By 2025 reduce carbon emissions from our estate and business by 40%</li> </ul>	<p>In the absence of a LFRMS climate change may have major impacts on the built infrastructure of Hampshire, such as roads, sewers, railways and buildings, and could cause damage to trees, plants and crops from drought and heavy rainfall intervals. Shorter, more intense rainfall could also have an impact on flooding and recharging aquifers in Hampshire. Whilst the extent of the changes and speed of progress remain unclear, current predictions indicate that sea level on the Hampshire Coast could rise by between 37cm and 108cm (Source: <a href="http://www3.hants.gov.uk/climatechange_commission_of_inquiry_booklet.pdf">http://www3.hants.gov.uk/climatechange_commission_of_inquiry_booklet.pdf</a> 2007 accessed 20.02.17) and average temperatures in the South East could go up by between 4.7 and 6.5 °C by 2080. Source: <a href="http://ukclimateprojections.metoffice.gov.uk/21708?projections=23829">http://ukclimateprojections.metoffice.gov.uk/21708?projections=23829</a> Medium Emissions 90% probability of change winter and summer mean temperatures 20.02.17).</p>

Topic	Relevant Aspects and Issues	Evolution without the plan
	<p>from the 2010 baseline (131,800 tonnes).</p> <ul style="list-style-type: none"> <li>• Increase the resilience of the County Council and the wider community to risks around energy security and affordability, reduce carbon emissions and contribute to the creation of a sustainable and low carbon economy in Hampshire.</li> <li>• Take action to ensure that HCC buildings, infrastructure and services are resilient to the impacts of a changing climate.</li> <li>• Work with Partners to build resilience across Hampshire to the impacts of a changing climate.</li> </ul>	
<p>Cultural, architectural and archaeological heritage</p>	<p>Hampshire has a rich and diverse historic environment formed by the physical evidence of all aspects of human activity from earliest prehistory to the late twentieth century. It includes archaeological sites, historic buildings, historic landscape and townscape, historic parks and gardens, battlefields and wrecks.</p> <p>The LFRMS will consider the following aspects associated with Hampshire’s cultural heritage:</p> <ul style="list-style-type: none"> <li>• Flooding on heritage assets – damage to structures and archaeological sites.</li> <li>• Role of historic structures within water and flood management – management of historic structures and their role on flood control.</li> </ul>	<p>Increases in flood risk due to climate change could have detrimental impacts on heritage assets (listed buildings, conservation areas, scheduled monuments, historic parks and undesignated assets, including archaeological remains). These assets could be at greater risk in the future without an appropriate management strategy.</p> <p>It is also noted that without the Plan, the potential threat to heritage assets from insensitive flood defence or management works could be increased.</p>

Topic	Relevant Aspects and Issues	Evolution without the plan
	<ul style="list-style-type: none"> <li>Impact of historic structures on water management – degree of potential constraints of an historic structure on water management/structure maintenance.</li> <li>Impact of flood prevention and mitigation on the historic environment – physical impact of structures and construction on cultural heritage.</li> </ul>	
Landscape Visual Amenity	<p>The landscape of Hampshire can be characterised by four broad zones:</p> <ul style="list-style-type: none"> <li>Hampshire Weald to the east;</li> <li>Hampshire Basin to the south;</li> <li>Wide band of Chalk across the centre; and</li> <li>Thames basin to the north.</li> </ul> <p>Approximately half of Hampshire is covered by national landscape designations. There are two National Parks:</p> <ul style="list-style-type: none"> <li>New Forest – covers 14% of Hampshire. The New Forest is a diverse and complex landscape comprising unenclosed ancient woodland, enclosures, open heaths and lawns, mires and ponds, back-up grazing land, coastal plain landscapes and scattered villages and dwellings.</li> <li>South Downs – covers 15% of Hampshire and combines diverse landscape pf heritage coast, nature reserves, historic monuments and conservation</li> </ul>	Flooding, coastal erosion and development have the potential to affect the landscape and visual aspects of Hampshire and alter water levels if not properly managed.

Topic	Relevant Aspects and Issues	Evolution without the plan
	areas with bustling market towns, villages and small farms.	

## Appendix 3: Assessment of Effects

**Table 3.1 Flood and Water Management Objective Appraisal Assessment (alternative approach/ initial draft)**

Flood and Water Management Objective	SEA Objectives												Comments, Effects and Potential Improvements
	1 Biodiversity	2 Water quality	3 Landscape and heritage	4 Climate Change	5 Ground Conditions	6 Quality of Life	7 Flood Risk Assets	8 Public Access	9 Flood Risk public wellbeing and economy	10 Aquatic Environment	11 Water resources	12 Community	
<p>Hampshire County Council, as Lead Local Flood Authority, aims to effectively manage flood risk within Hampshire by:</p> <ul style="list-style-type: none"> <li>• Undertaking our responsibilities as LLFA according to the framework and policies set out in this document.</li> <li>• Working effectively with all other Flood Risk Management Authorities across relevant catchment areas.</li> <li>• Prioritising work on a catchment basis and directing resources to our highest priority areas.</li> <li>• Empower local residents and communities to take actions themselves to manage flood risk.</li> </ul>	?	0	?	?	0	+	+	?	+	?	?	+	<p>The objective commits to a priority approach and specifically states that resources will be directed to the highest priorities. This is reflected positively in SA objectives 6, 7 and 9 as it can be assumed that highest priorities would most likely include key infrastructure and assets such as key transport networks, hospitals, schools etc. indirectly positively impacting the well being and health of the general population and the economy over the long term.</p> <p>It is noted that the objective does not contain any commitment to the protection and / or improvement of the natural environment (biodiversity, water quality, heritage etc.) in this regard there is an opportunity to achieve positive impacts if this gap is addressed appropriately. Consideration could be given to amending the objective to include an additional statement with respect to seeking opportunities to improve and/ or enhance the environment. Thereby ensuring that the SA objectives associated with these aspects of the environment would potentially see a positive effect over the long term.</p> <p>Consideration may also be given to including a statement committing to a preference for working towards prioritising approaches to natural flood risk management. However, it is noted that these issues are expanded on within the catchment management approach (refer Table 3.2).</p> <p>The objective seeks to empower local communities and other parties involved in flood management which is reflected positively in SA objective 12. This commitment is considered key to the success of the long term strategy. It would be beneficial to include the ways in which local residential may be empowered, thereby increasing the robustness of the objective. For example early engagement and consultation.</p>

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	SEA Objectives												Comments, Effects and Potential Improvements
Flood and Water Management Objective	1 Biodiversity	2 Water quality	3 Landscape and heritage	4 Climate Change	5 Ground Conditions	6 Quality of Life	7 Flood Risk Assets	8 Public Access	9 Flood Risk public wellbeing and economy	10 Aquatic Environment	11 Water resources	12 Community	
													<p>It may be prudent to include an additional statement which acknowledges the need to strike a balance between the need to manage the risks of flooding, whilst protecting the quality of life for communities, the economy and the quality and diversity of environmental assets, by protecting and mitigating the environment and local communities from negative impacts.</p> <p>It is noted that the objectives do not currently have a mechanism to ensure the strategy is an iterative process which can respond to changes the environment, specifically with respect to climate change. If a mechanism for monitoring and updating the strategy was included it would ensure the plan remains relevant, update and allows lessons to be learnt and implemented, continually improving the process with respect to the SA objectives ensure long term success..</p>



**Table 3.2 Flood and Water Management Objective Appraisal Assessment (preferred Approach)**

Flood and Water Management Principle and Objectives	SEA Objectives												Comments, Effects and Potential Improvements
	1 Biodiversity	2 Water quality	3 Landscape and heritage	4 Climate Change	5 Ground Conditions	6 Quality of Life	7 Flood Risk Assets	8 Public Access	9 Flood Risk public wellbeing and economy	10 Aquatic Environment	11 Water resources	12 Community	
<p><b>1. Clearly Define Responsibilities</b></p> <p>In order to ensure clearly define roles and responsibilities for all risk management authorities across Hampshire, HCC will:</p> <ul style="list-style-type: none"> <li>Continue to host the Hampshire Strategic Flood Risk Management Partnership Board to shape flood risk management strategy with all relevant partners;</li> <li>Continue to host the Hampshire Flood Risk Management Technical Delivery Group to coordinate flood alleviation activity across the region; and</li> <li>Improve information available to the public on the Council’s website regarding flood risk responsibility.</li> </ul>													<p>The principle and objectives do not have an effect on SEA objectives 1-11. The objectives are considered to facilitate active engagement with appropriate parties. The objectives include a multi agency approach which connects communities. Improvements to the website will positive impact the communities understanding, preparedness and response to local flooding over the long term.</p>
<p><b>2. Develop a Catchment Approach</b></p> <p>In order to represent flood risk in a more realistic and accurate way, a catchment approach based on geographic river catchment boundaries will be adopted. To achieve this HCC will:</p> <ul style="list-style-type: none"> <li>Develop 18 prioritised river catchment based flood management plans across Hampshire.</li> <li>Record and monitor flood risk data by river catchment area.</li> </ul>													<p>The objectives include development of working groups which will result in active participation with appropriate parties.</p> <p>The objectives specifically make reference to a preference for natural flood risk management thereby promoting the natural flood hierarchy, potentially resulting in enhancement of natural processes to the aquatic environment. The preference for natural flood risk management may potentially have a secondary positive effect on SEA objective 1 with respect to biodiversity however, not enough information was available to give this objective a positive score as it does not the meet the assessment criteria.</p> <p>The development of catchment management plans are considered to decrease the risk of flooding</p>

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Flood and Water Management Principle and Objectives	SEA Objectives												Comments, Effects and Potential Improvements
	1 Biodiversity	2 Water quality	3 Landscape and heritage	4 Climate Change	5 Ground Conditions	6 Quality of Life	7 Flood Risk Assets	8 Public Access	9 Flood Risk public wellbeing and economy	10 Aquatic Environment	11 Water resources	12 Community	
<ul style="list-style-type: none"> <li>Develop catchment based working groups for flood alleviation schemes.</li> <li>Ensure a stepped approach to measures to reduce flood risk in the catchment with a preference to natural flood risk management.</li> </ul>													on the public over the long term.
<p><b>3.Understand Priorities and Risks</b></p> <p>In order to highlight the most vulnerable areas at risk from flooding in Hampshire and divert resources accordingly HCC will:</p> <ul style="list-style-type: none"> <li>Utilise a risk based approach based on a risk matrix and knowledge of flooding in each catchment.</li> <li>Undertake a prioritisation exercise based on numbers of properties at risk; vulnerability of residents and other socio-economic factors for each of the 18 catchment based flood risk management plans.</li> <li>Improve flood data collection and recording to better identify 'at risk' areas.</li> <li>Use this improved data collection to inform an updated Flood Risk Asset Register.</li> </ul>													<p>The objective includes a prioritisation exercise based on number of properties at risk vulnerability of and socio economic factors thereby decreasing the risk of flooding on the public. It may be prudent to include a bit more detail regarding the prioritisation exercise to ensure it includes impacts on key infrastructure, transport networks and sensitive receptors such as schools and hospitals.</p> <p>It is noted that improvements in flood data collection would also have indirect benefits potentially with respect to SEA objective 12 for example if Flood Risk Asset Register was made publically available on the website. The improvements in flood data collection and recording may also have indirect benefits to SEA objectives 7 and 6 if this information was utilised in the risk based approach catchment management planning.</p>
<p><b>4.Support the Planning Process by encouraging Sustainable and Resilient Development</b></p> <p>In order to guide Local Planning Authorities to approving</p>													The objectives go some way to adapting new developments to climate change by supporting the drainage hierarchy and encouraging development with appropriate mitigation. It is noted that the language utilised is passive in its nature i.e. 'support' 'encourage'. The objective could be made more

Flood and Water Management Principle and Objectives	SEA Objectives												Comments, Effects and Potential Improvements
	1 Biodiversity	2 Water quality	3 Landscape and heritage	4 Climate Change	5 Ground Conditions	6 Quality of Life	7 Flood Risk Assets	8 Public Access	9 Flood Risk public wellbeing and economy	10 Aquatic Environment	11 Water resources	12 Community	
<p>development which will not increase flood risk across Hampshire HCC will:</p> <ul style="list-style-type: none"> <li>• Reply to all planning consultations for Surface Water Management and Sustainable Drainage Systems (SuDS) within statutory timeframes.</li> <li>• Encourage developments which utilise SuDS and the drainage hierarchy based on current best practice and industry standards for water quality and quantity.</li> <li>• Encourage development which demonstrates an understanding of environmental sensitivity and provides appropriate mitigation.</li> <li>• Further encourage development which offers an improvement to current.</li> <li>• Ensure Ordinary Watercourse Consent is only granted for those works which will not increase flood risk.</li> </ul>													<p>robust by using more positive language and by making a formal commitment for example ‘encourage developers to provide appropriate mitigation’ vs ‘developers will be required to demonstrate appropriate mitigation’.</p> <p>It is acknowledges that although the HCC is a statutory consultee, the Local Planning Authorities ultimately make the planning decisions.</p>
<p><b>5.Record, Prioritise and Investigate Flood Events</b></p> <p>In order to improve flood data capture and provide guidance and advice to those experiencing flood events HCC will:</p> <ul style="list-style-type: none"> <li>• Record and respond to all instances of flooding reported to us by any source.</li> <li>• Prioritise flood investigation work according to our published prioritisation schedule.</li> </ul>													<p>The recording of flooding incidents would positively impact communities (assuming the information is made available) as it would help the public understand the risks and facilitate communities’ preparedness. It is noted that the suggested approach is reactive rather than proactive which would have benefits to the communities over the longer term but less so in the short term.</p> <p>In order to ensure maximum benefit is gained, information gathered should be fed back into the catchment plans regarding the prioritisation of risks. It would be prudent to explicitly state this is the case within the objectives. Although it is noted that mention of this is made in principle 7, Empower and Support Community Resilience.</p>

Flood and Water Management Principle and Objectives	SEA Objectives												Comments, Effects and Potential Improvements
	1 Biodiversity	2 Water quality	3 Landscape and heritage	4 Climate Change	5 Ground Conditions	6 Quality of Life	7 Flood Risk Assets	8 Public Access	9 Flood Risk public wellbeing and economy	10 Aquatic Environment	11 Water resources	12 Community	
<ul style="list-style-type: none"> <li>Liaise with HCC highways colleagues to investigate highway flooding.</li> <li>Undertake formal investigations for significant flooding events.</li> </ul>													<p>The objectives make reference to the prioritisation schedule. It would be beneficial if some further details of the schedule are provided.</p> <p>It is acknowledged that some benefits maybe gained via liaising with highways with respect to minimising impacts of key infrastructure and transport links (SEA objective 7) but the objective does not go far enough to score positively in this respect.</p>
<p><b>6. Work with Multi-Agency Groups to Develop Flood Alleviation Schemes</b></p> <p>In order to ensure flood alleviation works across the County take into account the views of all concerned parties including residents; the Environment Agency; water companies; wildlife and preservation organisations etc HCC will:</p> <ul style="list-style-type: none"> <li>Continue to work in partnership to deliver the Council's Flood Risk and Coastal Defence Programme.</li> <li>Continue to attend and contribute to other multi-agency group meetings concerning flood risk across Hampshire and the South of England including Regional Flood and Coastal Committee meetings.</li> <li>Work with other Risk Management colleagues to set up new multi-agency groups where appropriate for emerging flood alleviation schemes.</li> </ul>													<p>There is a positive benefit of working in a multi agency form across a regional context beyond HCC boundary, thus reflecting the nature of catchments.</p> <p>It is noted that no reference is explicitly made to those parties that support vulnerable parties including those that may be deprived, elderly or infirm. The addition of this would make the objective more robust. This could have positive benefits on SEA objectives 6 and 7.</p>

	SEA Objectives											Comments, Effects and Potential Improvements	
Flood and Water Management Principle and Objectives	1 Biodiversity	2 Water quality	3 Landscape and heritage	4 Climate Change	5 Ground Conditions	6 Quality of Life	7 Flood Risk Assets	8 Public Access	9 Flood Risk public wellbeing and economy	10 Aquatic Environment	11 Water resources	12 Community	
<p><b>7. Empower and Support Community Resilience</b></p> <p>In order to ensure flood resilience across the county is at its best, local residents and communities must be engaged in a long term programme of flood awareness, riparian maintenance and preparedness. To encourage the growth of this engagement HCC will:</p> <ul style="list-style-type: none"> <li>• Work with colleagues from HCC Emergency Planning to increase the number of community Flood Action Groups and emergency Flood Action Plans across Hampshire.</li> <li>• Produce guidance in the form of action plans and recommendations from flood investigation reports to inform communities of the best action to take.</li> <li>• Improve online guidance on funding sources and support available from charities such as the National Flood Forum.</li> </ul>													<p>The objectives confirm the commitment to engaging with communities over the long term and to get the best outcomes engagement needs to be grown.</p> <p>The objective explicitly states how it will communicate funding source via online guidance thereby having positive benefit on the ability of the local community to respond.</p> <p>Commitment is made to publishing action plans and recommendations a result of flood investigations, thereby enabling communities to be better prepared over the longer term.</p>

**Table 3.3 Catchment Management Approach Appraisal**

The Catchment Flood Risk Management Approach	SA Objectives												Comments Effects and Potential Improvements
	1 Biodiversity	2 Water quality	3 Landscape and heritage	4 Climate Change	5 Ground Conditions	6 Quality of Life	7 Flood Risk Assets	8 Public Access	9 Flood Risk public wellbeing and economy	10 Aquatic Environment	11 Water resources	12 Community	
Catchment Management Approach Aims													
Ensure a stepped approach to interventions and measures to reduce flood risk in the catchment with preference to natural flood risk management, recognising that one single solution is not appropriate in all situations.	?	?	?	?	?	?	+	?	+	+	?	?	In general, it is noted that the aims of the catchment approach do not include enough information to make an assessment against many of the SA objectives with respect to biodiversity, cultural heritage etc.  The catchment management approach aims to:
Work more effectively with partners within the catchment area, understanding each organisation's role and sharing responsibility to develop appropriate flood risk management.	?	?	?	?	?	?	+	?	?	?	?	+	Introduce the concept of the stepped approach to interventions to reduce flood risk touching on SA objective 7. However, the 'steps' in the process are not clearly defined within the plan and the terminology of 'stepped approach' is not referred to elsewhere.  Make a commitment to the preference to natural flood management solutions which is considered pivotal to ensuring the success of the plan. This commitment will help to ensure negative effects are minimised and the opportunities for positive effects are identified. The inclusion of the preference to natural flood management may indirectly have long term, positive effects on many of the other SA objectives however; at present there is not enough information to make an assessment in this regard. Consideration could be given to specifically mentioning the flood management hierarchy within the aims formalising its use within the LFRMS.
Empower local residents and communities to take action to mitigate flooding.	?	?	?	?	?	?	?	?	?	?	?	+	Acknowledge that water resources do not respect administrative boundaries which although this issue is not specifically referred to within the SA objectives, it has the potential to indirectly effect many of the SA objectives. It is noted that the aims do not specifically mention parties outside of the administrative boundaries. It is imperative that HCC works within applicable partners within catchments including those beyond the plans administrative boundaries. It is recommended that an

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	SA Objectives												Comments Effects and Potential Improvements	
	1 Biodiversity	2 Water quality	3 Landscape and heritage	4 Climate Change	5 Ground Conditions	6 Quality of Life	7 Flood Risk Assets	8 Public Access	9 Flood Risk public wellbeing and economy	10 Aquatic Environment	11 Water resources	12 Community		
The Catchment Flood Risk Management Approach														
														<p>amendment is made to include parties beyond the HCC administrative boundaries where applicable.</p> <p>Include a formal commitment to engage with local communities which is essential to ensure the strategy is successful, this commitment will have a positive impact on SA objective 12. The aims also acknowledge the importance that responsibilities are shared in order to get buy in early engagement is essential. It is noted that aims do not provide any clarity around the timing of local community engagement/ empowerment. The inclusion of timing would increase the robustness of the aim.</p> <p>Consider including the concept of catchment management plans, and their programs, potentially including how these will be prioritized. This would improve the positive impacts of SA objective 7.</p>
<p>Catchment management plans implementation (Prioritisation)</p> <p>Prioritisation. There are 18 catchments within HCC. These have been prioritised on the basis of nine criteria:</p>														
Properties at risk of fluvial flooding (Counts of properties at risk of fluvial flooding)	?	?	?	+	?	+	+	?	+	?	?	?	<p>These priorities have a direct positive impact on the SA objectives 7 and 9 by protecting land assets and managing flooding and public well being. It also has a positive effect on objective 4 by adapting existing development to the impact of climate change (i.e. flooding). Indirectly they also result in a positive impact to objective 6 as flooding has a detrimental effect on health and well being of the public.</p> <p>It is possible that there may be an indirect benefit with respect to objective 5 maintaining and protecting soils as flooding can have an impact on soil quality however no enough information is available assess this. Not enough information is provided in order to assess the impacts on the other SA objectives.</p>	
Properties at risk of surface water flooding (Counts of properties at risk of surface water flooding)	?	?	?	+	?	+	+	?	+	?	?	?		
Properties at risk of coastal flooding (Counts of properties at risk of coastal flooding)	?	?	?	+	?	+	+	?	+	?	?	?		
Properties at risk of groundwater flooding (Counts of properties at risk of groundwater flooding)	?	?	?	+	?	+	+	?	+	?	?	?		

	SA Objectives												Comments Effects and Potential Improvements
	1 Biodiversity	2 Water quality	3 Landscape and heritage	4 Climate Change	5 Ground Conditions	6 Quality of Life	7 Flood Risk Assets	8 Public Access	9 Flood Risk public wellbeing and economy	10 Aquatic Environment	11 Water resources	12 Community	
The Catchment Flood Risk Management Approach													
Historic property flooding (Counts of properties / locations with historic evidence of flooding)	?	?	?	+	?	+	+	?	+	?	?	?	
Areas of deprivation, 20% and 40% most deprived (Count of deprived residential properties identified in criteria 1-3 at risk of a 1 in 100 (fluvial/surface water) or 1 in 200 (coastal))	0	0	0	0	0	+	0	0	+	?	?	+	Quality of life is affected by flooding; more socially deprived communities are likely to be more significantly affected by the impact of flooding and this priority has a positive effect on objective 12 in this regard.
Strategic Road Network at risk from flooding (Length of strategic roads at risk of flooding)	0	0	0	0	0	+	+	?	+	0	0	0	This priority has a direct positive impact on objective 7 and indirectly on objectives 6 and 9 as the strategic road networks in important for the health and wellbeing ensuring access to services and heath facilities.
Road repair costs (Length of all roads at risk of flooding)	0	0	0	0	0	0	0	0	?	0	0	0	These priorities are financially driven, not enough information is provided to assess them against the SA objective.

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Symbol	Explanation of the Effect
+	Positive: will result in positive impact on the objective
0	Neutral: Neutral or negligible effect on the objective
-	Negative: Option will result on a negative impact on the objective
?	Unknown: The relationship is unknown, or there is not enough information to make an assessment



## Appendix 4: Quality Assurance Checklist<sup>21</sup>

Checklist	Completed/Location
<i>Objectives and Context</i>	
The plans or programs purpose and objectives are made clear.	Section 1.5
Environmental issues and constraints, including international and EC environmental protection objectives, are considered in developing objectives and targets.	Appendix 1
SEA objectives, where used, are clearly set out and linked to indicators and targets where appropriate.	Table 2.4
Links with other related plans, programmes and policies are identified and explained.	Table 2.2
Conflicts that exist between SEA objectives, between SEA and plan objectives and between SEA objectives and other plan objectives are identified and described	Section 2.6
<i>Scoping</i>	
Consultation Bodies are consulted in appropriate ways and at appropriate times on the content and scope of the Environmental Report.	Section 2.8
The assessment focuses on significant issues.	Table 2.4
Technical, procedural and other difficulties encountered are discussed; assumptions and uncertainties are made explicit.	Section 2.5 and 3.9
Reasons are given for eliminating issues from further consideration.	Refer to Scoping Report
<i>Alternatives</i>	
Realistic alternatives are considered for key issues, and the reasons for choosing them are documented.	Section 3.4

<sup>21</sup> A Practical Guide to the Strategic Environmental Assessment Directive, September 2005, Office of the Deputy Prime Minister

Alternatives include 'do minimum' and/or 'business as usual' scenarios wherever relevant.	Section 3.4
The environmental effects (both adverse and beneficial) of each alternative are identified and compared.	Appendix 3, where applicable
Reasons are given for selection or elimination of alternatives.	Section 3.4
Inconsistencies between the alternatives and other relevant plans, programmes or policies are identified and explained.	Section 3.4
<i>Baseline information</i>	
Relevant aspects of the current state of the environment and their likely evolution without the plan or programme are described.	Table 2.6
Environmental characteristics of areas likely to be significantly affected are described, including areas wider than the physical boundary of the plan area where it is likely to be affected by the plan.	Table 2.6
Difficulties such as deficiencies in information or methods are explained.	Section 2.4
<i>Prediction and evaluation of likely significant environmental effects</i>	
Effects identified include the types listed in the Directive (biodiversity, population, human health, fauna, flora soil, water, air, climate factors, material assets, cultural heritage and landscape), as relevant; other likely environmental effects are also covered, as appropriate.	Table 3.2
Both positive and negative effects are considered, and the duration of effects (short, medium or long-term) is addressed.	Appendix 3
Likely secondary, cumulative and synergistic effects are identified where practicable.	Appendix 3
Inter-relationships between effects are considered where practicable.	Table 3.1
The prediction and evaluation of effects makes use of relevant accepted standards, regulations, and thresholds.	Owing to the nature of the plan this is not applicable.
Methods used to evaluate the effects are described.	Section 2.7

<i>Mitigation measures</i>	
Measures envisaged to prevent, reduce and offset any significant adverse effects of implementing the plan or programme are indicated.	Appendix 3, Section 3.5
Issues to be taken into account in project consents are identified.	N/A
<i>The Environmental Report</i>	
Is clear and concise in its layout and presentation.	Yes
Uses simple, clear language and avoids or explains technical terms.	Yes
Uses maps and other illustrations where appropriate.	Yes included where relevant
Explains the methodology used.	Section 2.6
Explains who was consulted and what methods of consultation were used.	Section 2.8
Identifies sources of information, including expert judgement and matters of opinion.	Refer scoping
Contains a non-technical summary covering the overall approach to the SEA, the objectives of the plan, the main options considered, and any changes to the plan resulting from the SEA.	Yes Non Technical Summary included
<i>Consultation</i>	
The SEA is consulted on as an integral part of the plan-making process.	Section 2.8
Consultation Bodies and the public likely to be affected by, or having an interest in, the plan or programme are consulted in ways and at times which give them an early and effective opportunity within appropriate time frames to express their opinions on the draft plan and Environmental Report.	Section 2.8
<i>Decision-making and information on the decision</i>	
The environmental report and the opinions of those consulted are taken into account in finalising and adopting the plan or programme.	Section 2.8
An explanation is given of how they have been taken into account.	Section 2.8

Reasons are given for choosing the plan or programme as adopted, in the light of other reasonable alternatives considered.	Section 3.4
<i>Monitoring measure</i>	
Measures proposed for monitoring are clear, practicable and linked to the indicators and objectives used in the SEA.	Section 3.8 and Table 3.2
Monitoring is used, where appropriate, during implementation of the plan or programme to make good deficiencies in baseline information in the SEA.	N/A
Proposals are made for action in response to significant adverse effects.	N/A

## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Economy, Transport and Environment
<b>Date:</b>	12 November 2019
<b>Title:</b>	A30 Traffic Management Review
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Martin Wiltshire

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#### **Purpose of this Report**

1. This paper seeks to provide an update to the Executive Member for Economy, Transport and Environment on findings from a review of Traffic Management and Road Safety issues along the A30 between Basingstoke and Blackwater.

#### **Recommendations**

2. That the Executive Member for Economy, Transport, and Environment notes the findings of the Traffic Management and Road Safety review of the A30 between Basingstoke and Blackwater, and the significant gains that have been made in improving safety along this route over and above national trends for comparable roads.
3. That in light of the improved safety record linked to carriageway reduction schemes, and in the absence of appropriate capacity demand, the Executive Member for Economy, Transport, and Environment notes that there is no evidence to support a case for dualling or redualling of the A30 between Basingstoke and Blackwater.
4. That approval is given for the reduction of the speed limit from 70mph to 60mph along the A30, London Road, at Water End, and from 70mph to 50mph along the same road through Nately Scures in the vicinity of the Baredown residential development (see Appendix A), and that authority is delegated to the Director of Economy, Transport and Environment to make the arrangements in accordance with usual Traffic Regulation Order procedures.
5. That in light of the improved safety record along this route, options are investigated for the provision of online cycle improvements along the A30 corridor between Basingstoke and Blackwater.

## Executive Summary

6. This report sets out the key findings from a recent review of Traffic Management and Road Safety measures along the A30. Over the last ten years, the road safety record for the A30 between Basingstoke and Blackwater has improved at a rate over and above that of comparable roads nationally. In no small part, this has been thanks to various safety engineering interventions that have been made along this route, including lane reduction schemes. Nonetheless, casualty/accident statistics and patterns continue to evolve, and the County Council monitors these, where necessary making further interventions. In this case, two stretches of road have been identified where the accident/casualty rate is in excess of the national average for comparable roads (which runs contrary to the more general picture for the A30 between Basingstoke and Blackwater). These stretches are:
  - in the Nately Scures area in the vicinity of Water End Lane and the Baredown Residential Development. A review of this site indicates that speed limit alterations are likely to be effective in managing the safety issue, and speed limit alterations are therefore recommended along this stretch of road; and
  - at the Hulfords Lane junction at Hartfordbridge. A review of the causes and nature of recent accidents at this location will be undertaken, and the site has therefore been added to the casualty reduction programme for the next financial year for further investigation and the possible installation of remedial measures.
7. As alluded to, notwithstanding concerns over these two locations, safety along the A30 between Basingstoke and Blackwater more generally has been improved at a greater rate than the national average for comparable roads. In light of this, and in the absence of appropriate capacity demand, the paper recommends against pursuing a course of dualling or re-dualling of the A30 between Basingstoke and Blackwater. In addition to the lack of transport justification, this decision is also consistent with focusing limited resources on transport accessibility and safety priorities in the delivery of sustainable economic growth, and in the pursuit of schemes that can demonstrate good value for money and attract capital funding.
8. In brief, the findings of the review are as follows:
  - with the exception of three sites along the A30 from Basingstoke to the county boundary, only three carriageway reduction schemes were not led by evidence-based safety concerns;
  - a review of the three sites in question has nonetheless shown that casualty reduction has been achieved as a consequence of these schemes (see paragraphs 19, 24, and 28). In some cases, these have subsequently been reinforced by speed limit reductions to address related issues in the same vicinity, in one case through the comprehensive, safety-led A and B roads review;

- accident/casualty rates have been calculated for the wider sections of the route where these three schemes were implemented, enabling comparisons with national casualty/accident statistics on comparable roads. These indicate that two of these sections could benefit from further safety measures, and to this end a speed limit alteration is recommended as part of this report;
- however, the A30 between Basingstoke and Blackwater more generally is performing well on safety compared with the national average;
- moreover, the road is not at capacity and use and demand do not warrant a costly re-dualling programme;
- in addition, the strategic road for non-local travel along this route is the M3, which has recently had its capacity enhanced as part of the smart motorways programme; and
- the County Council will continue to monitor both safety and capacity demand, particularly in light of emerging development plans currently in progress at both Basingstoke and Deane Borough Council and Hart District Council.

### **Contextual information**

9. A number of recent developments have made it timely for the County Council to conduct a review of Traffic Management and Road Safety measures and strategy along the A30 between Basingstoke and Blackwater. These have included:
  - related queries from local MPs, particularly concerning speed limits and capacity;
  - speeding concerns expressed by residents and local members at one location in particular; and
  - a continually evolving casualty and road safety situation which the County Council monitors on an ongoing basis.
10. Recent interest from local MPs about this stretch of the A30 has included enquiries about speed limits and increasing capacity between Basingstoke and Blackwater. In response, an undertaking was made to review the historic schemes that have resulted in the reduction of dualled sections to single carriageway (see Appendix B and C).
11. There have been eight carriageway reduction schemes along this stretch of road as follows (from west to east):
  - Water End/Andwell Lane (Eastbound) between Basingstoke and Hook;
  - Water End/Andwell Lane (Westbound) between Basingstoke and Hook;
  - Baredown, Nately Scures between Basingstoke and Hook;
  - Murrell Green to Phoenix Green (Eastbound) between Hook and Hartley Wintney;

- Murrell Green to Phoenix Green (Westbound) between Hook and Hartley Wintney;
  - Hares Lane near Hartfordbridge (Eastbound) between Hook and Hartley Wintney;
  - Hares Lane near Hartfordbridge (Westbound) between Hook and Hartley Wintney; and
  - Stroud Lane (Westbound) just west of Blackwater.
12. Although all these schemes were introduced to promote safety, the review has shown that three schemes were not promoted on a casualty reduction basis, instead arising from public concern or else to mitigate traffic and safety issues arising from development. The three schemes in question were (from west to east):
- Baredown, Nately Scures between Basingstoke and Hook;
  - Murrell Green to Phoenix Green (Eastbound) between Hook and Hartley Wintney; and
  - Hares Lane near Hartley Wintney (Westbound) between Hartley Wintney and Hartfordbridge.
13. The five other schemes, which were undertaken by the County Council on a casualty reduction basis, are outside the scope of this review. These schemes were implemented in accordance with the County Council's road safety responsibilities, and it would clearly not be possible to reverse such measures without posing risk to the travelling public. Only a major capital investment to upgrade this road more generally could conceivably provide for safe dualling in these areas, and as detailed below there is no capacity demand upon which to build a business case for such an intervention. Even if there were, it would be doubtful that it could demonstrate sufficient value for money to attract the major capital funding necessary for delivery. In addition, such a major scheme would most likely entail disruption to local residents and frontagers, closing off accesses to the road and requiring extensive purchase of private land.
14. Consideration has been given to whether the benefits of redualling could be realised without compromising safety through simply closing cross-overs and gaps in the central reservation, thus preventing vehicles from crossing the carriageway to access or exit properties or sideroads. However, in general, restricting traffic movement by means of gap closures of the central reserve in order to restore the dual carriageway section is likely to have the following impacts:
- it will force vehicles to undertake lengthy detours with associated time and fuel costs;
  - it could incentivise drivers to make U-turns at the junctions/accesses which may create unforeseen safety issues that do not exist at present. Recent evidence in respect of another safety scheme in the area demonstrated precisely this behaviour;



- it will place pressure on the existing junctions at the end of the dual carriageway sections, which are not readily designed to accommodate U-turns, especially by lorries; and
  - the banning of certain movements associated with gaps and cross overs could also lead to increased isolation of some rural areas and is likely to be unpopular with local residents and those who regularly use the roads for local trips.
15. However, consideration has been given to re-dualling the three sections of road listed above where carriageway reduction was **not** led by casualty reduction considerations. The next section of this report comprises three brief summaries of the history/context of all three.
16. It is worth remembering that a number of the schemes referred to predate the County Council's 2016 Traffic Management policy, which focuses traffic management resources on measures and projects where there is evidence they will benefit casualty reduction by responding to issues with the greatest scope to reduce casualties. In addition, in exceptional circumstances, some schemes that were developed prior to this Policy's adoption were implemented as "legacy" schemes to deliver on commitments already made.

### **Baredown Nately Scores**

17. In April 2016 the County Council received a petition signed by sixty-six local residents of Nately Scores requesting that a number of road safety concerns be addressed, including the speed of traffic on the A30, the safety of the turning area, and the condition (particularly into the Baredown culs de sac) of the road surface. Proposals were subsequently drawn up to extend the hatching to the junction, thus extending the single carriageway in order to create a bigger turning/waiting area. The final scheme design took into account both Road Safety Audit comments and earlier safety concerns. A consultation on the proposal carried out in late 2016 showed strong local support for the recommended measures.
18. The scheme was implemented in November 2017. There were two serious severity accidents in this vicinity during the five years before this. In the seventeen months since the scheme was implemented, up until the end of April 2019 (which is the current extent of accident records supplied to the County Council by the Police), there have been no recorded injury accidents.
19. Feedback from residents suggests that the scheme has aided a reduction in speeds and also addressed their concerns about ingress and egress to the Baredown culs de sac. Following the request for review made by the MP, a consultation with these residents on the recent scheme had been planned until additional information became available from a routine review of accident/injury data suggesting that, in accordance with our road safety policy and Department for Transport information, a speed limit reduction should be considered along the stretch of the A30 covering Water End and Baredown. Evidently, a speed reduction would undermine any case for re-dualling this section of road, and so the proposed consultation did not go ahead.

### **Murrell Green to Phoenix Green (Eastbound)**

20. This carriageway reduction scheme was implemented in December 2010 to improve access arrangements as a condition of the planning permission granted to enable the redevelopment of the former Coach House Garden Centre to an industrial estate. This was to allow lorries to safely cross the A30 and reduce traffic speeds along this section of the road. The scheme is distinct from and should not be confused with a casualty reduction scheme implemented by the County Council on the westbound section of the road.
21. As part of the planning permission, the proposals were widely consulted upon and no objections were raised. Extensive discussions also took place with local representatives and residents who were broadly in favour of the proposals.
22. The work, funded by the developer, reduced the eastbound carriageway to one lane and adjusted the layout of the existing one lane scheme on the westbound carriageway, which was implemented in June 2002. This tied into the casualty reduction scheme implemented in July 2010 (detailed below). The work complemented casualty reduction schemes previously implemented due to the poor injury accident record on the A30 between Murrell Green and Phoenix Green, as follows:
  - November 1997 – Murrell Green to Phoenix Green. Measures consisted of narrow running lanes, bollards outside private entrances, and anti-skid surface treatment at the garage in Phoenix Green. This scheme was designed to calm traffic speeds and enable access/egress to adjoining properties. There were fourteen injury accidents (two serious) in the three years before the scheme was implemented and seven (all slight) in the three years afterwards, which demonstrates a 50% reduction in number of accidents;
  - June 2002 – Murrell Green outside the former garden centre. Measures consisted of reducing dual carriageway to single running lane after issues with traffic accessing/egressing the garden centre. There were six injury accidents in the three year initial study period (all slight) and two injury accidents (one serious) in the three years afterwards. This shows a 67% reduction in the number of accidents; and
  - July 2010 – lane reduction on approach to Totters Lane. This scheme was undertaken to reduce speeds on the westbound approach to Totters Lane and extended the reduction from dual carriageway to single carriageway around the bend approaching the junction to give better warning and reduce vehicle speeds. Six injury accidents (two serious) occurred in the five years prior to implementation and there was one serious accident in the five years after period. The comparison of the number of accidents before and after the scheme indicates an 83% reduction was achieved.
23. In terms of the developer works under examination here, an evaluation of the injury accident record for the eastbound section of the A30 between Totters Lane and Phoenix Green shows that there were four slight severity accidents in the five years before the works were implemented. A comparison with the

five year after period records one slight accident which demonstrates a 75% reduction in the number of accidents. It would therefore be highly questionable from a safety point of view to reverse these works.

### **Hares Lane (Westbound)**

24. In 2010, a lane reduction scheme was implemented on the westbound section of carriageway for the safety of large vehicles crossing the A30 central reserve, particularly refuse vehicles leaving the Springwell Lane Household Waste Recycling Centre to turn right and head south, which entailed crossing multiple lanes of traffic. Although the scheme was not driven by a casualty record, it was prompted by a concern about accidents.
25. The eastbound section of the road was reduced to single carriageway as an earlier casualty reduction measure and therefore does not form part of this review.
26. In the five year before period for the west bound scheme under review here, there was one accident; in the five year after period, there was also one accident, but this was a minor incident, the causes of which would have obtained with or without the scheme, and would not be addressable through road safety interventions.

### **Accident and Casualty Review**

27. The County Council has a number of different means and methods of monitoring safety across its highways network, including conducting periodic reviews of accident data. In part, this is carried out using a well-established formula recognised by the Department for Transport. The accident and casualty rates for a section of road can be calculated and then compared with the national Department for Transport average to assist with the validation of casualty reduction measures that are considered appropriate for the section of road under investigation. An accident rate 'r' per billion vehicle kilometres can be calculated using the follow formula:

$$r = \frac{a * 10^9}{f * l * d}$$

Where 'a' is the total number of reported injury accidents, 'f' is the traffic flow (24hr AADT), 'l' is the length of road (kms) and 'd' is the total number of days in the study period.

28. The Department for Transport publishes an annual road safety report on road casualties in Great Britain in early autumn every year. This report contains data about casualties involved in reported road accidents and includes calculations of the national average accident and casualty rates by different road types. The rates are provided for urban, rural, and all roads, and these are sub-divided by A-class roads, other roads, and all roads (Table RAS30018 – Department of Transport).

29. This formula has been used for many years and was the foundation of a comprehensive review of speed limits on all the A and B roads in Hampshire, as required by the Department of Transport, the outcomes of which were reported in 2012. Approximately 50 speed limits were changed as a result of this review process to address safety concerns arising. This included the section of the A30 between Murrell Green and Phoenix Green (as discussed above). In addition, ten locations were listed for future monitoring because comparisons with the threshold set nationally were of concern but not significant enough to warrant a speed limit change. These have recently been reviewed again. In several cases measures have been put in place since the countywide review and safety concerns have now been or are being addressed. In others, there are measures planned, in process, or under review.
30. However, one of the ten “marginal” sites from the previous A and B road review was the Water End/Nately Scures/Baredown area listed as part of this present review. Since the earlier assessment was made, the latest carriageway reduction scheme at Baredown has been implemented.
31. Another marginal section of the A30 was the length of road from Hartley Wintney to Blackbushe Airport, which covers the Hares Lane location. The speed limit was subsequently reduced to 50mph in 2015 as part of the junction improvements and construction of the roundabout at the A30 Hartford Bridge Flats, A327, and Blackbushes Road junction.
32. The County Council continues to apply this formula to sites across the county in support of other methods of road safety evaluation, and as appropriate uses the findings from the formula as the principal rationale for prioritisation and intervention.
33. As part of the present review of the A30 between Basingstoke and Blackwater, the formula has been applied to three sections of route containing the carriageway reduction schemes in order to evaluate road safety and determine if any further interventions are required. These sections enable comparison with the findings of the A and B Roads review, which reported in 2012. They cover not just the three carriageway reductions schemes in question but also the wider context of these stretches, as follows:
- Water End, Nately Scures, Baredown – to review the renewed request for a speed limit reduction of which the Baredown scheme is an integral part;
  - Murrell Green to Phoenix Green between Hook and Hartley Wintney – review the combined effect of all the previous schemes and speed limit reductions; and
  - Hares Lane near Hartley Wintney – to review previous schemes and the speed limit reduction, excluding the section where major junction changes have taken place.

## Water End/Nately Scures/Baredown

34. An accident rate of 182 per billion vehicle kilometres has been calculated for the 1.8km section of the A30 covering Water End/Nately Scures/Baredown. This closely matches the extent of the assessment made of this section of the route during the A and B road speed limit review in 2012. However, the accident rate is now 43% greater than the national average for a rural A road (128).
35. As the accident rate exceeds the national average, a further calculation has been undertaken to evaluate the Killed and Seriously Injured (KSI) casualty rate. A KSI casualty rate of 130 per billion vehicle kilometres has been calculated. This is 252% greater than the national average (37). These calculations support the recommendation that in terms of casualty reduction the proposed speed limit changes should be pursued to increase general safety and reduce the accident rate.
36. Analysis of the circumstances of the accidents have recorded some elements of excessive or inappropriate speed. This includes instances where loss of control, careless/reckless driving, and travelling too fast for conditions were selected as contributory factors to the crashes. Additionally, one of the crashes involved overtaking. A concerning proportion of accidents in the immediate vicinity of the Water End junction have resulted in the most severe level of injuries (fatal and serious).
37. Speed checks measuring the mean speed of traffic have helped determine the level at which to set the proposed speed limits along the route. The speed checks support a 60mph limit to cover the Water End junction, which is where recent accidents have occurred with most frequency, and a 50mph limit through Baredown/Nately Scures adjoining the existing 50mph limit at the western end of Hook. These changes would rule out re-dualling the road at the Baredown.
38. Initial discussions, including the sharing of speed data, have been held with Hampshire Constabulary and they will not object to this proposal. However, the Police have made the County Council aware that the Constabulary has a limited capacity to enforce speed limits on Hampshire Roads.
39. Along the A30 to the south west of the Water End junction, beyond the stretch of road that was reviewed, there have been two fatal accidents. These have occurred on the two-lane dual carriageway section of the route and both have been individually investigated by the Casualty Reduction Partnership (CRP) consisting of representatives from Hampshire County Council, the relevant District Council, and the Police. The CRP investigations did not recommend changing the speed limit. Despite the severity of both accidents, no common cause was identified and the circumstances of each accident do not suggest a pattern that could be addressed through any significant road safety measures, although some signing and lining work was carried out in response to the second incident which occurred at the Ashmoor Lane junction.

### Murrell Green to Phoenix Green

40. An accident rate of 106 per billion vehicle kilometres has been calculated for the 2.16km stretch of the A30 between Murrell Green and Phoenix Green. This is 17% less than the national average for a rural A road (128).
41. This calculation shows that in terms of road safety this particular section of the A30 is performing well. This reflects the safety measures implemented along this part of the A30 and supports the recommendation not to reverse measures such as the single lane arrangements.

### Hares Lane near Hartley Wintney

42. An accident rate of 170 per billion vehicle kilometres has been calculated for the 1.33km section of the A30 from Hartley Wintney to Star Hill covering the Hares Lane junction. This is 33% greater than the national average for a rural A road (128).
43. As the accident rate exceeds the national average, a further calculation has been undertaken to evaluate the KSI casualty rate. A KSI casualty rate of 57 per billion vehicle kilometres has been calculated. This is 57% greater than the national average (37).
44. The study of accidents on this stretch of the A30 identified three accidents that had occurred at the Hulford Lane junction, one of which occurred recently in April 2019. A resident has reported another more recent accident which occurred in July 2019 at the same location. This emerging group of accidents requires more detailed analysis, and therefore the junction of the A30 London Road with Hulford Lane has been added to the casualty reduction programme for the next financial year for further investigation and the possible installation of remedial measures.

## **The A30 between Basingstoke and Blackwater: Characteristics, Safety Record, and Capacity Requirements**

### Characteristics

45. Running east-west, parallel to and a short distance from the M3 Motorway, the A30 passes through both Hook and the village of Hartley Wintney, and is connected to the M3 at the junctions 4, 4A, and 5. For some daily journeys, the A30 is an alternative route to the M3, and on occasion it can be used to relieve the M3 during a major incident.
46. However, since the construction of the M3, the A30 has served a predominantly local function, with the M3 providing the strategic route and carrying longer distance traffic of higher volume and speed. As such, Policy T13 of the existing Local Plan states:

*“The overall strategy for the A30 between Basingstoke and Blackwater is to seek a reduction in the number of long distance vehicles using this route.*”

*This will be achieved by modifying directional signage and by implementing schemes, which will discourage long distance traffic from passing through the villages on the A30 and encourage use of the M3.”*

### Speeds

47. The A30 has a mix of speed limits reflecting the changing local characteristics of the road (width, number of lanes, parking, pedestrian crossings, and bus stops) and property frontages. These in turn affect the capacity and speed limit of the road. Typically, the dualled sections have a speed limit of 50mph. Where the road reduces to single carriageway, the speed limit is 40mph, reducing further to 30mph in built up areas such as Hartley Wintney.

### Safety Record

48. Various evidence led casualty reduction schemes have been implemented along the A30, and these schemes include some of the sections of dual carriageway that have been reduced to single running lanes, which have been implemented at various stages from around the mid-1990s.
49. It is possible to compare the safety performance of this road to the national average over an extended period up to the year 2018, for which national statistics are available. A study of the annual number of casualties by severity for the section of route from Basingstoke to the County Boundary between 2000-2018 shows that during this time period the total number of casualties has reduced by approximately 2/3rds (70%) and those killed and seriously injured (KSI) have nearly halved (45%).
50. In comparison, there has been a 45% reduction of the total number of casualties on all A class roads nationally during the same study period and a 39% reduction in KSI casualties.
51. It is considered that the schemes implemented along the route by the County Council and others have had a positive effect on driver behaviour, and more importantly they have helped make a significant impact on reducing personal injury accidents.

### Capacity

52. The road is used by under 15,000 vehicles on average over a 24 hour period and is therefore within the capacity for a single carriageway, as set out in the Design Manual for Roads and Bridges (DMRB) advice note on urban roads. Traffic levels along the A30 have been monitored over the last 30 years by a number of automatic counters. A permanent traffic counter at Hartley Wintney shows the annual average daily traffic flow on the A30 between 2013 and 2018 has ranged from 12,590 and 13,649. For the year 2018, the figure was 12,590. Another permanent counter further east on the A30 at Minley (east of Hartfordbridge Flats junction) providing the same comparative data shows flows between 12,937 and 15,001, with 2018 also being the lowest flow of 12,937. The volume of traffic recorded along the route does not indicate that there is a requirement for dualling to improve capacity. Delays on the A30 typically occur during the morning and evening peaks within or approaching settlements. Typically this is where the road becomes more urban and where

the balance of transport consideration moves towards catering for local issues. Between settlements, there are typically no delays on either the single or dual section apart from those on approach to principle junctions, mainly for the section of the A30 between its junctions with the A327.

53. The capacity of the route is constrained by its narrowest point. In the case of the A30 the narrowest points are through the various settlements along the corridor. For example, through the village of Hartley Wintney, the A30 is severely constrained by a series of features, such as property and shop frontages, common land, pedestrian crossings, and two existing mini-roundabouts. These pinch points determine the traffic capacity of the whole route.
54. While it is clearly possible to reinstate dual sections to increase capacity either side of the settlements, this would not result in increased capacity or reduced journey time along the whole route. The most likely impact would be higher speeds between settlements, more inconsiderate driving within settlements, greater casualties, and increased difficulty for local residents in rural areas either side of the A30 to cross it or make right turn movements onto it.

#### Carriageway Reductions

55. Historically, the A30 has suffered from accident clusters and has undergone lane reduction schemes for casualty reduction purposes. Accidents have typically been associated with points of conflict between traffic – traffic from dualled sections merging into a single lane, and vehicles crossing the A30 in order to join or exit from side junctions. Lane reduction work was pursued from 2006, including hatching in parts of a single lane, lining, signing, and the installation of some high friction surfacing. This resulted in increased lengths of single carriageway.
56. The lane reduction work has also had the additional effect of aiding the access of adjoining properties by provision of enhanced acceleration and deceleration facilities in the form of extra hatched areas.

#### Future Planned Development

57. There is significant growth planned for the Enterprise M3 area in the coming years, covering parts of North Hampshire and Surrey, as well as South Berkshire. This will entail significant transport challenges, and the proximity of this growth to the A30 means that the function and role of the road will need to be considered and reviewed within the context of this growth.
58. The local planning authority, Hart District Council, is in the process of preparing a local plan, which they anticipate adopting in early 2020. The County Council is aware of a number of sites coming forward for development in relatively close proximity to the A30, including strategic large-scale, residential-led development at a new settlement (Hartland Village). There is a further major brownfield site at Sun Park, which already has permission



granted. In addition, Hart District Council is developing proposals for a “Garden Community” at Shapley Heath.

59. Future developments are likely to have an impact on the local and strategic road network, but to date this has not been fully assessed. Hart District Council will undertake a transport assessment of its development proposals as part of the Local Plan process. Consultation on Proposed Main Modifications of the Hart District Council Local Plan was carried out between 5 July to 19 August 2019. The County Council is actively engaged in assessing the transport impacts of the emerging Manydown Garden Town proposal for Basingstoke, but at the time of writing the formal invitation to participate in the Shapley Heath Garden Community work has yet to be confirmed.

### Cycle Improvements

60. There is a longstanding aspiration to provide a cycle route along the A30 corridor between Hook and Hartley Wintney, and limited developer funding is available to support this. Provision of significant new infrastructure (e.g. new on and off-road routes) has now been investigated and found unfeasible due to rising high costs and land issues, most notably designated common land in Hartley Wintney. This makes provision of an uninterrupted, cohesive offline route undeliverable. However, in light of the generally improved safety record of the A30 between Basingstoke and Blackwater, a review of this corridor is proposed to investigate pedestrian and cycle improvements to existing infrastructure. This would review signing, drop kerb and crossing requirements, junction layouts, new or additional lining and vegetation clearance.

### **Finance**

61. The introduction of the recommended proposed speed limit changes will have a low impact on future year’s maintenance budgets and this is expected to be £150 per annum. The proposed speed limit alterations would be funded from within existing revenue resources.
62. There is no transport justification for re-dualling the A30 between Basingstoke and Blackwater. The recommendation against such a proposal is consistent with focusing limited resources on transport accessibility and safety priorities in the delivery of sustainable economic growth, and in the pursuit of schemes that can demonstrate good value for money and attract capital funding.

### **Consultation and Equalities**

63. With the exception of the proposed speed limit changes, the recommendations do not commit the County Council to any additional activity requiring consultation or assessment for equalities impact.
64. The proposed speed limit changes entail their own statutory consultation process, and should the relevant traffic regulation orders be confirmed under delegated powers, appropriate assessment will be carried out in readiness for the point of decision. However, in brief it may be stated that the proposed

speed limit reductions will improve safety for all road users and should have a positive impact upon the travelling public generally, with no disproportionate impacts anticipated for groups with protected characteristics.

65. Local residents have contacted the Executive Member on a number of occasions to express a strong desire to see speed limit alterations along the section of road in question in order to promote safety. These requests have been supported by the local member, Cllr Elaine Still.

### **Conclusion and Next Steps**

66. As summarised at the start of this report, there are good reasons for recommending against any dualling or re-dualling programme for the A30 at the present time.
67. The County Council will continue to monitor road use, accident occurrences, and the potential impact of future development along this road. Where necessary, interventions will be made along with long term plans for the provision of safe and efficient transport to support sustainable economic growth.
68. Subject to the Executive Member's approval of this report's recommendations, a Traffic Regulation Order (TRO) will be promoted to amend the speed limit from 70mph to 60mph along the A30, London Road, at Water End, and from 70mph to 50mph along the same road through Nately Scures in the vicinity of the Baredown residential development. As per the TRO process, consultation will be undertaken and advertised, following which the TRO can be made and implemented subject to final approval should any significant objections arise.

**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

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.

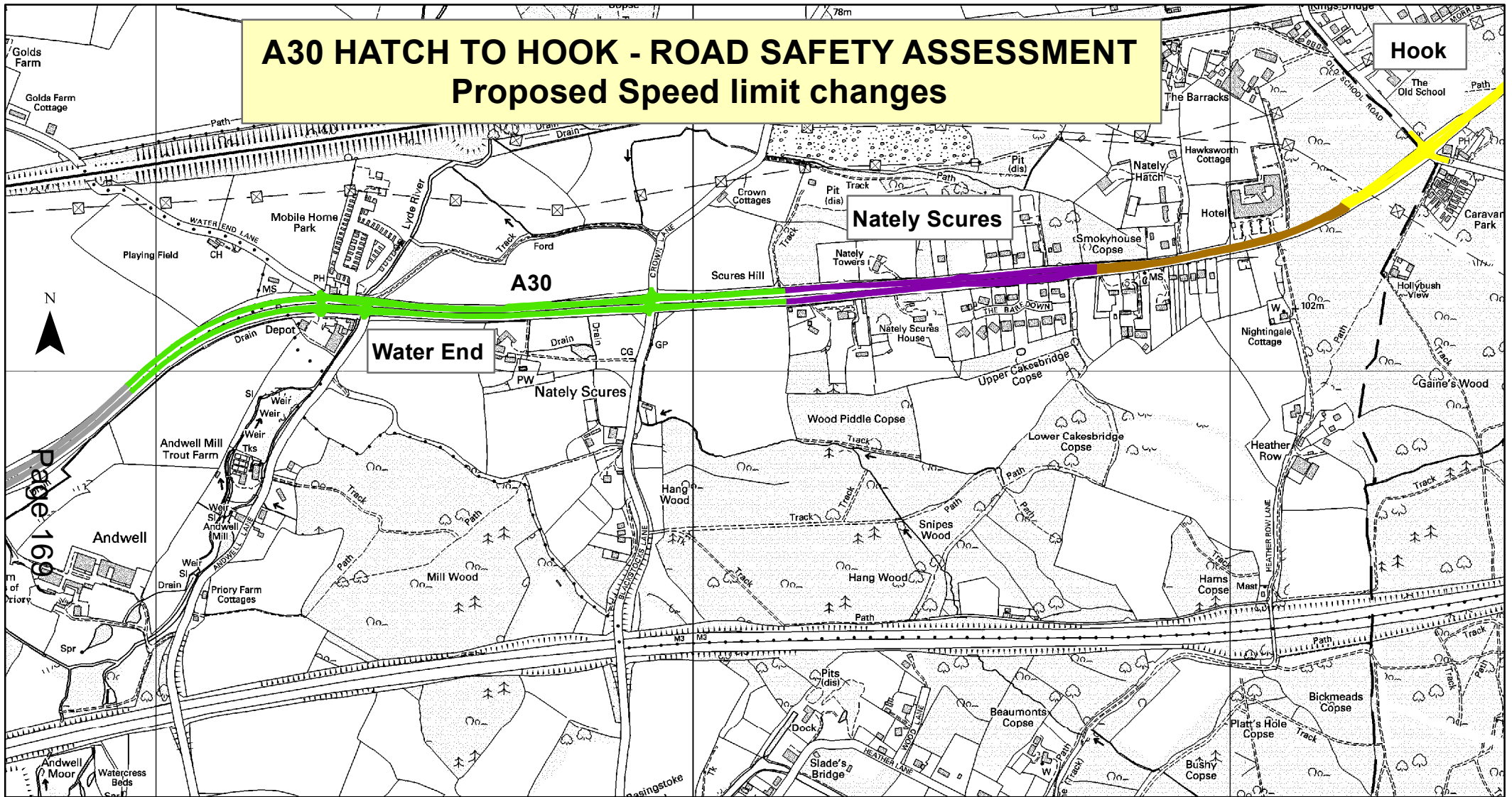
Due regard in this context involves having due regard in particular to:

- 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 recommendations do not commit the County Council to any additional activity requiring assessment for equalities impact, with the exception of the proposed Traffic Regulation Order (TRO).

The proposed TRO entails its own statutory consultation process, and should it be confirmed under delegated powers, appropriate assessment will be carried out in readiness for the point of decision. However, in brief it may be stated that the proposed speed limit reductions will improve safety for all road users and should have a positive impact upon the travelling public generally, with no disproportionate impacts anticipated for groups with protected characteristics.



Scale: 1:10,000

**KEY**

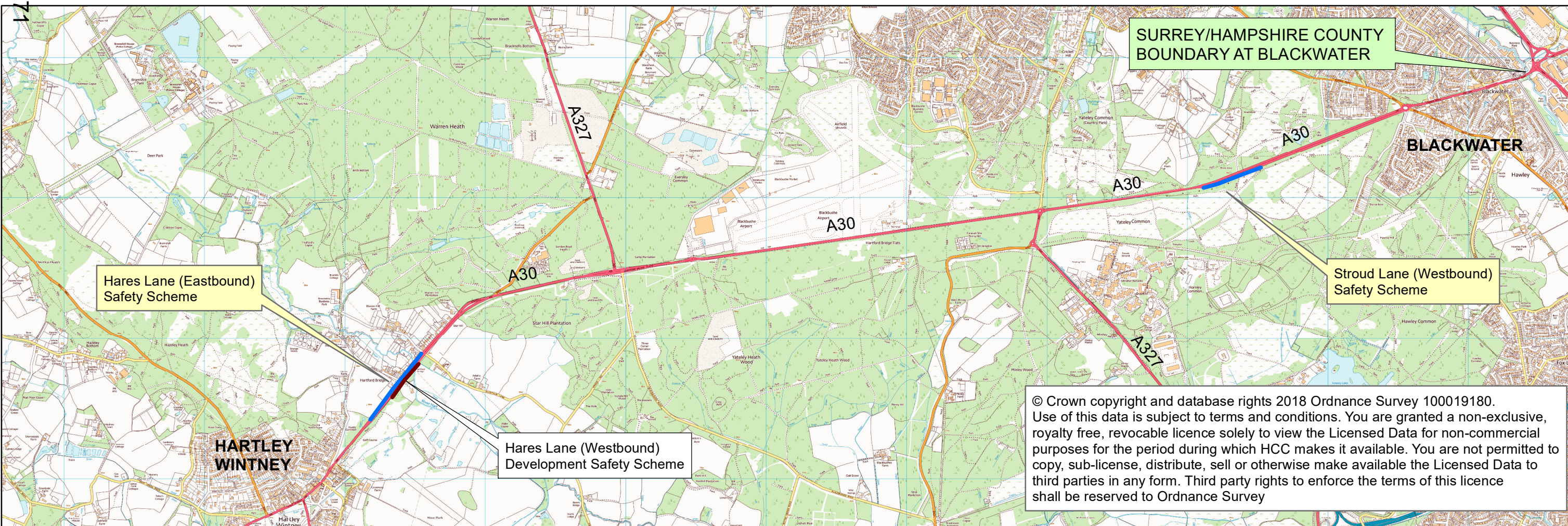
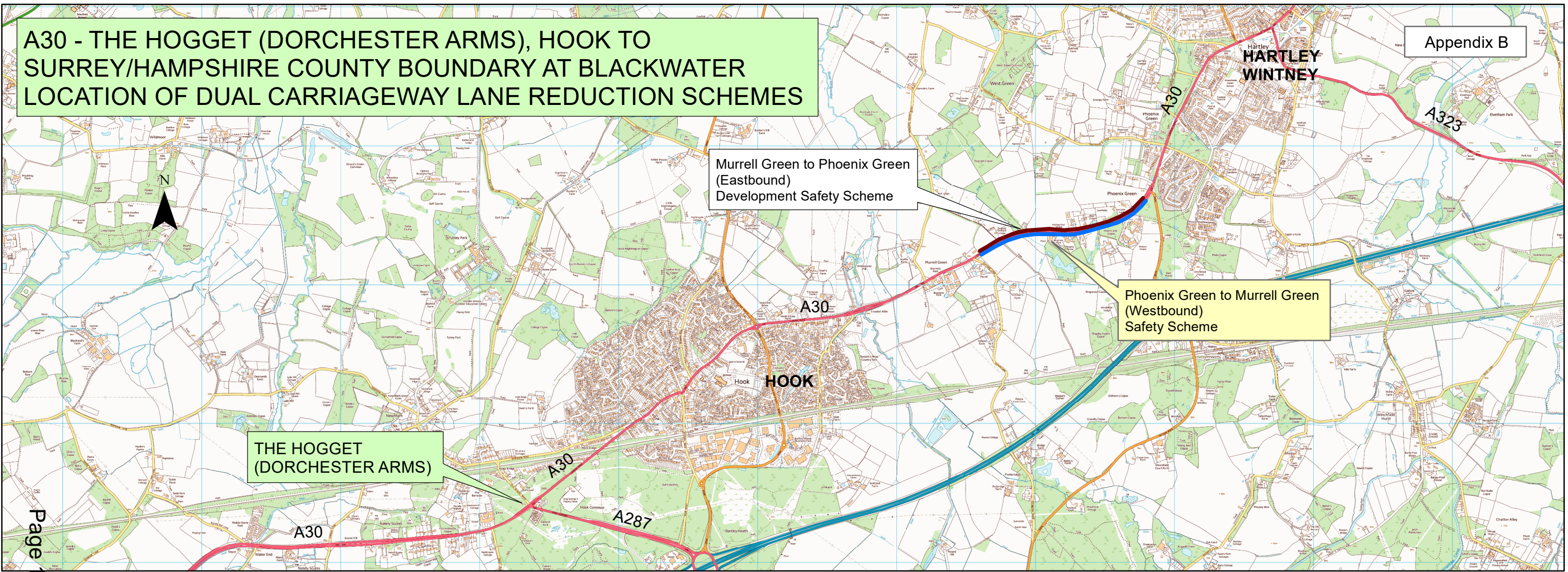
- |   |                      |   |  |
|---|----------------------|---|--|
|  | 40 mph limit         |  | Proposed 50 mph limit<br>(currently de-restricted) |
|  | 50 mph limit         |  | Proposed 60 mph limit<br>(currently de-restricted) |
|  | National Speed limit |   |  |

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**A30 - THE HOGGET (DORCHESTER ARMS), HOOK TO SURREY/HAMPSHIRE COUNTY BOUNDARY AT BLACKWATER  
LOCATION OF DUAL CARRIAGEWAY LANE REDUCTION SCHEMES**



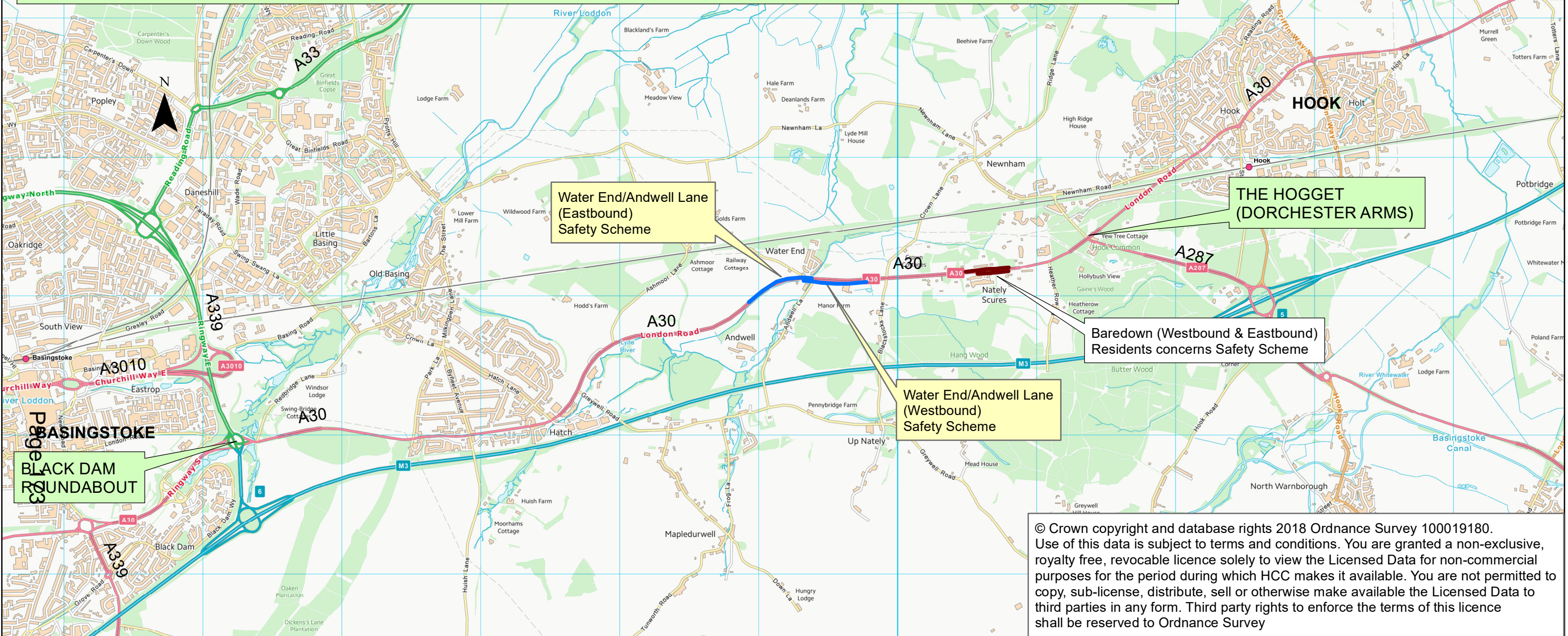
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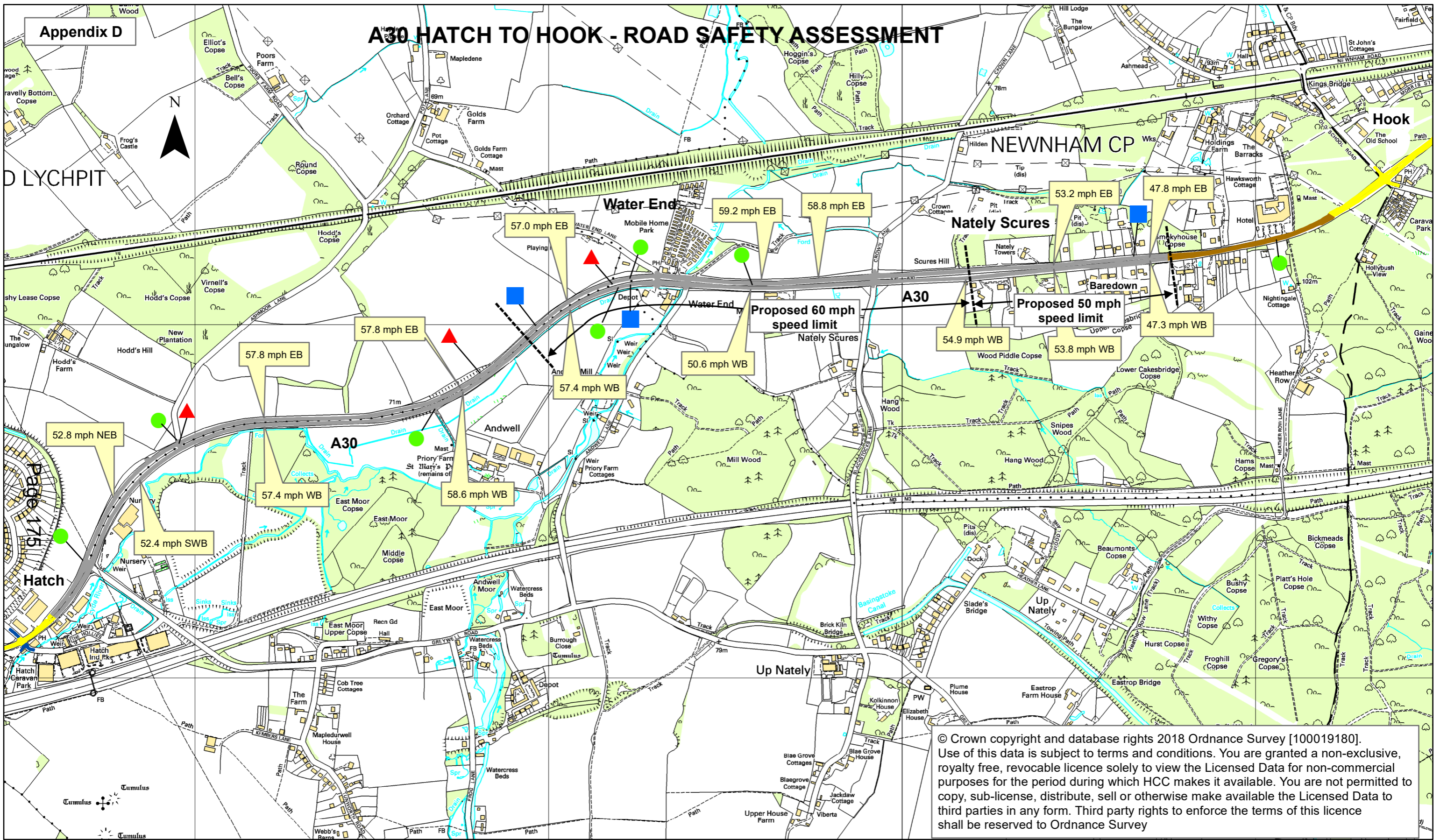
# A30 - BLACK DAM ROUNDABOUT, BASINGSTOKE TO THE HOGGET (DORCHESTER ARMS), HOOK LOCATION OF DUAL CARRIAGEWAY LANE REDUCTION SCHEMES



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Scale: 1:10,000  
 Accident record - 5 years between 1 May 2014 & 30 April 2019  
 Study covers extent of existing National Speed limit and existing 50 mph limit.  
 Within National speed limit there are 12 collisions, 3 fatal, 3 serious and 6 Slight  
 Mean traffic speeds - 24 hour average.

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## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Economy, Transport and Environment
<b>Date:</b>	12 November 2019
<b>Title:</b>	ETE Capital Programme Quarter 2 2019/20
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Amanda Beable

**Tel:** 01962 667940

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

### Purpose of this Report

1. The purpose of this report is to provide a high-level summary of progress and delivery within the capital programme in 2019/20 and provides recommendations for changes to the programme in 2019/20 and beyond.

### Recommendation

2. That the Executive Member for Economy, Transport and Environment approves the withdrawal of the Hook to Dilly Lane Cycle Route scheme from the 2019/20 capital programme, subject to the approval of recommendations relating to the A30 Traffic Management review, as detailed in a report elsewhere on this agenda.

### Executive Summary

3. The Economy, Transport and Environment's (ETE) capital programme contains a range of projects, including but not limited to: highways maintenance, transport improvements, flood alleviation, waste management, bridge strengthening, town centre improvements and highways safety.
4. ETE's capital programme is a mix of starts-based and spend-based approvals, which means that the published programme figures are not wholly related to expenditure in any given year. It is not possible, therefore, to correlate the published programme to actual expenditure in any meaningful way.
5. This paper provides a short narrative summary of progress and delivery within the capital programme. The two additional appendices to this report provide more detailed information and are referenced where relevant.
6. This paper also contains recommendations for the consideration of the Executive Member for Economy, Transport and Environment.

## **Expenditure and Finance**

7. This section provides an update on the capital programme expenditure and finance since the beginning of 2019/20.
8. Gross spend across the capital programme from 1 April to 31 August 2019 is £21.723million. Appendix 1 shows where expenditure is being made across ETE's programme.
9. Planned expenditure for 2019/20 of £97,953million was forecast in January 2019 (Appendix 2 of the report to Executive Member for Environment and Transport). A comprehensive review of planned expenditure will be undertaken through the autumn and reported in the next quarterly update.
10. The Executive Member for Economy, Transport and Environment approved the following Project Appraisals since the ETE Capital Programme Quarter 1 2019/20 report:
  - Bradfords Roundabout Air Quality Scheme, Farnborough (£0.439million); and
  - Access to Town Mills Car Park from the A3057 and Riverside Improvements (£1.303million).

Adjustments to the schemes' capital programme entries have been made accordingly.

11. In August 2019 Hampshire County Council received £1.798million from Portsmouth City Council and £1.544million from Southampton City Council, which was funding originally provided by the Department for Transport for the Hampshire County Council Transforming Cities Fund Tranche 1 schemes.
12. In September Hampshire County Council received confirmation that its detailed proposal for a scheme to build a bypass at Stubbington has passed the final funding hurdle and has unlocked Department for Transport funding.
13. At the time of writing, the department is waiting to hear the outcome of a £5.7million bid for Solent LEP Prosperity Fund funding that has been submitted jointly with the developer of Fawley Waterside for junction improvements to the A326. If successful the developer will fund the remaining £2.4million required, as well as any further cost increases that may occur for this scheme.

## **Delivery and Programme Changes**

14. This section details significant points concerning the delivery of the elements within each Economy, Transport and Environment sub-programme since the last report and recommends amendments and additions to the capital programme for approval.

### Structural Maintenance Programme

15. The Hampshire Highways Service Contract has now passed its second anniversary and has settled into a steady pattern of work. At the end of Q1 30% of the schemes programmed for 2019/20 have been completed. Remaining schemes are programmed for delivery although resource availability is proving a challenge.



16. Turning to the Structures sub-programme, work will soon start, subject to Marine Management Organisation consent, on the concrete repair of Redbridge Viaduct carrying the A35 out of Southampton. This work will be primarily under the structure repairing over one hundred support piles in both the marine and land-based environments. Design work has now started on Phase 3 of Redbridge Causeway repairs looking at the three bridges carrying the A35 into Southampton. A bid via the Major Road Network Fund is currently with DfT having been endorsed by Transport for South East (TfSE) in July.
17. In other parts of the county work is also progressing with preliminary site clearance at Holmsley bridge still planned to commence at the end of 2019/20 in preparation for construction of a new bridge in 2020/21, subject to receiving Planning Permission from the National Park Authority in the next few months. In Basingstoke, the Eastrop footbridge refurbishment is complete and new parapets have been installed as part of this work. Other bridge bids are being prepared for the latest DfT Challenge fund.

#### Integrated Transport Programme

18. As detailed in the Q1 2019/20 Executive Member report, the major scheme programme is currently predominantly made up of schemes in their design and advanced works phases, with significant on the ground delivery expected in 2020. Of note is the completion of the Budds Lane scheme in Whitehill & Bordon this quarter, which has been completed within budget ready for the opening of the new school.
19. The named scheme (<£2million) transport improvement packages are progressing well, with 13 schemes completed and 35 in delivery in 2019/20 across the county. The Walking & Cycling sub-programme is on track, with its schemes being progressed within the major and named scheme programmes.
20. There have been a number of amendments made to the capital programme under delegated authority since the last Executive Member report. These are listed in the record of delegated approvals set out in Appendix 2. It is expected that further changes, including a small number of deferrals for schemes programmed to be delivered in 2019/20 to 2020/21, will be made in the second half of this financial year. It is also anticipated that some schemes, initially expected to be completed in 2019/20, will now span into 2020/21.
21. In conjunction with other work that Highways England is delivering on its own network, Highways England has promoted and is funding technology improvements on the Hampshire County Council Network to assist in congestion reduction around M27 Junction 7 (around £1.2million).
22. Following approval from Cabinet last month, the element of the Odiham to Hook Walking Route (Robert Mays School safe walking route) scheme which ETE is delivering has entered the 2020/21 ETE Capital Programme with an approved value to spend of £0.250 million (total approved scheme value £600,000), funded from Children's Services cost of change reserve.
23. In October HCC received £1.25 million from DfT for funding towards Brexit mitigation measures connected to Portsmouth International Port, which has been added to the ETE 2019/20 capital programme. £0.890 of this will be

transferred to Portsmouth City Council, in accordance with the terms of the grant.

24. Work is continuing on detailed bid development for the DfT Transforming Cities Fund Tranche 2 funding for both the Portsmouth and Southampton city regions. A more comprehensive update is provided in a separate report.
25. As reported elsewhere on this agenda, it is proposed that a review of cycle improvements along the A30 is undertaken. This review will focus on cycle provision and will supersede considerations relating to the Hook to Dilly Lane Cycle Route scheme which is currently in the 2019/20 capital programme.
26. It is therefore recommended that the Executive Member for Economy, Transport and Environment approves the withdrawal of the Hook to Dilly Lane Cycle Route scheme from the 2019/20 capital programme, subject to the approval of recommendations relating to the A30 Traffic Management review, as detailed in a report elsewhere on this agenda.
27. The 2019/20 Safety Engineering works programme consists of a range of safety improvement schemes due to be implemented across the County. 115 schemes are currently included this year but given the reactive nature of much of this work this is likely to increase. £1.0million has been allocated for the delivery of these safety engineering schemes, along with £1.082 million carried forward from 2018/19. In addition, three extra safety schemes are being progressed by Hampshire County Council via funding from the DfT's Safer Roads fund. A further £0.45 million has been allocated for the delivery of Traffic Management measures.

#### Waste Programme

28. All Household Waste Recycling Centre (HWRC) sites are being subjected to an in-depth review to ensure that they deliver an efficient but more importantly safe place for residents to use to dispose of their waste, which has led to a number of site improvements rolled out across the network. It is anticipated that this will continue with further site works being delivered throughout the remainder of 2019/20 and into 2020/21. Waste management minor works continue to be delivered through the contract site improvement programme alongside feasibility work related to HWRC redevelopment projects for Basingstoke and Hartley Wintney. Should these schemes prove to be deliverable they will be submitted for approval to the Executive Member for Economy, Transport and Environment for approval of capital funding spend. Work will commence this year to review waste infrastructure, predominantly HWRC and transfer stations, to determine what impacts changes to waste services, driven by government's Resources and Waste Strategy, would have and whether they are fit for purpose in the medium to longer term. The outcome of this work will inform the future capital programme for waste management in the longer term. There are further works required through the management of closed landfills both to replace a flare at Hook Lane and the leachate tanks at a number of sites at an estimated total cost of £0.2 million. Detailed design work for new recycling infrastructure has been commissioned and will be complete towards the end of Quarter 3 2019/20 and it is anticipated that a final business case will come forward in Quarter 4 2019/20.



### Flood Risk and Coastal Defence Programme

29. As part of the implementation of the overall Romsey Flood Alleviation Scheme, the County Council is leading on the delivery of drainage improvements in the Mainstone area and at Middlebridge Street. The proposals for surface water improvements in Middlebridge Street have now undergone further, more detailed, development and this has identified the requirement for more work to utilities, specialist work to existing critical structures, and a greater risk allowance. This has led to a significant increase in the estimated cost, however, this has been balanced by reduced costs for the Mainstone element. The overall cost of the work for Mainstone and Middlebridge Street therefore remains within the financial arrangements set out in the previously approved project appraisal and both elements are now being progressed through the tender process.
30. Phase 1b of the Farringdon scheme is almost complete and the subway structural works of the Buckskin scheme due to start in September is scheduled to be completed by December 2019.
31. Progress has been made on small scale flood alleviations measures such as Bourne Valley and Pitt, Enmill Lane in consultation with members and residents.

### Economic Development Programme

32. Agreement has been reached with Fareham Borough Council that it will make arrangements to repay the outstanding £3.2million of the Growing Places Fund loan monies for Solent Enterprise Zone (Daedalus) before the end of this financial year. This will then enable Hampshire County Council to make a repayment to Solent LEP of the outstanding £3.2million loan, £0.200million admin fee and any interest accrued above and beyond the £0.120million which Hampshire County Council was given approval by the LEP to retain to support the overall project budget.
33. Analysis of the potential economic impact of the aggregated proposed developments at Southampton – Waterside has been undertaken and used to strengthen proposals to Transport for South East (TfSE) regarding the A326 transport improvements. In addition, a letter jointly signed by all key private sector landowners/operators (ABP, Exxon Mobil, Solent Gateway, Fawley Waterside) was also submitted with the proposals to TfSE, expressing why the A326 investment is critical not just locally but nationally. In a similar way, the team is supporting the wider department's Transforming Cities Fund bid through obtaining appropriate letters of support from key businesses.

**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>
Transforming Cities Fund paper	12/11/2019
A30 Traffic Management review	12/11/2019
<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:**

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

Additional Appendix 1: Table of expenditure across ETE capital programme in 2019/20

<b>Gross Expenditure</b>		<b>To 31 August 2019 Periods 1-5 £</b>
Structural Maintenance		14,533,466
Integrated Transport Programme		6,478,862
Flood & Coastal Defence Management		554,430
Solent Enterprise Zone		98,810
Community Transport		57,490
Waste		0
PRIP (residual)		0
<b>TOTAL</b>		<b>21,723,058</b>

## Additional Appendix 2

The following is a list of delegated decision that have been made since the last update:

- **FBC - Fareham Air Quality Improvement Scheme** – increase in value to £464,000
- **EBC - Hut Hill Chandlers Ford to Chilworth Cycle Way** – increase in value to £1,440,000
- **TVBC – Andover Town Mills Riverside Improvements** – deletion from capital programme as works are being merged with another scheme
- **NFDC - Ringwood Town Centre / Market Place Improvements** – new addition to the 2019/20 capital programme £379,800 (externally funded).
- **EBC – M27 Junction 8** – new addition to the 2020/21 capital programme £225,000.
- **WCC - Wales Street, Winchester** – change of funding source and increase in value to £145,000
- **HDC – Beacon Hill Road, Church Crookham** - new addition to the 2019/20 capital programme £97,000.
- **FBC – M27 Junction 10** - increase in value to £4,650,000

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## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Economy, Transport and Environment
<b>Date:</b>	12 November 2019
<b>Title:</b>	Project Appraisal: Highway improvements and Toucan Crossing, and Cycle Improvements – Hambledon Road, Waterlooville
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Carole Crankshaw

**Tel:** 01962 832416

**Email:** carole.crankshaw@hants.gov.uk

#### **Purpose of this Report**

1. The purpose of this report is to seek approval and provide details for the proposed scheme to improve pedestrian and cycling safety on Hambledon road just south of Milton Roundabout.

#### **Recommendations**

2. That the Executive Member for Economy, Transport and Environment approves the Project Appraisal for Hambledon Road Toucan crossing Waterlooville, as outlined in the supporting report.
3. That approval be given to procure, spend and enter into necessary contractual arrangements, in consultation with the Head of Legal Services, to implement the proposed improvements to provide Hambledon Road Toucan crossing, as set out in the supporting report, at an estimated cost of £452,000 to be funded from Local Transport Plan funding, Developer contribution and CIL.
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.
5. That authority is given for the conversion of a footway to a shared use cycle/footway under Section 65/66 of the Highways Act 1980, as set out in the appendices to this report, in order to enable cyclists to access the new crossing.

## **Executive Summary**

6. This report seeks to provide a safe crossing on the B2150 for cyclists and pedestrians to access the Brambles Business Park site which is currently being developed. The area is being developed with approximately 3,000 new dwellings, retail, office space, industrial and trade units, and a leisure centre. It is continuing to grow with a recently built McDonalds and a new Lidl's. All these are to be connected to Waterlooville town centre. The proposal entails a staggered toucan crossing just south of the roundabout to link existing cycle routes on the western footway of Hambledon Road, and the quiet signposted residential roads, including the Aston Road link, to Wellington Retail Park.

## **Contextual Information**

7. Hambledon Road B2150 is the main road on the western edge of the Waterlooville area providing access to the Waterlooville major development and Waterlooville town centre. This section of the road is dual carriageway with a speed of 40mph.
8. Pedestrians and cyclists are crossing the dual carriageway in an unsafe location. A PV2 survey was undertaken at the site. This provides a numerical assessment of the need for a controlled crossing and evaluates the flow of traffic using the road and the number of pedestrians that cross it at a given location. This assessment is used to ensure requests for controlled crossings are assessed objectively and consistently. Factors are applied to vulnerable pedestrians (children, older people, and disabled pedestrians) and the speed limit, width of the road, and accident history are taken into account. From these counts and calculations, in accordance with the County Council's relevant Traffic Management Policy guidance document, the site has been shown to meet the requirements for a signal controlled crossing. The PV2 survey recorded 77 pedestrians, of which 40 were children crossing a four lane highway with speeds of 40mph.
9. At present, when crossing from the east side of the B2150, there is poor visibility for approaching vehicles, especially for vehicles exiting from Milton Rd which can approach at speed.

## **Scheme Details**

10. The scheme consists of a staggered signalised Toucan crossing facility across the Hambledon Road (B2150) dual carriageway at a current desire line location, just south of the Milton Road roundabout. This entails the movement of the existing bus layby to the south, as well as traffic management for four lanes of traffic while the scheme is delivered.
11. The first option considered was to keep to the desire line of the informal crossing (consisting of drop kerbs and tactile paving), but this was too close



to the junction and would not be a good option due to visibility issues, with a risk that motorists could have limited time to brake for stationary vehicles at the lights. Although the second, preferred option entails the additional expense of relocating the existing bus layby further south, it is considered the safest and most viable means of delivery.

## Finance

12. <u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
Design Fee	47	10	Developer	134
Client Fee	13	3		
Supervision	16	4	CIL	117
Construction	376	83	Local Transport Plan	201
Land				
Total	<u>452</u>	<u>100</u>	Total	<u>452</u>

13. <u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
Net increase in current expenditure	4.1	0.004%
Capital Charge	43.0	0.027%

## Programme

### 14. Gateway Stage

	3 project Appraisal	Start in site	End on site	4-review
date	12/11/19	3/20	4/20	4/21

## Departures from Standards

15. None.

## **Consultation and Equalities**

16. The local member, Councillor Ann Briggs, was briefed on the scheme and consulted. Cllr Briggs supported in principle the idea of improving safe provision of crossing at this location, but raised concerns about potential traffic delay arising from the proposal. It is acknowledged that there may be some minor traffic delay arising from the proposed scheme, but the Highway Authority has a duty to ensure that the safety of all road users is properly considered, and in this case it is recommended that the crossing should go ahead on this basis.
17. The proposals have undergone an equalities impact assessment, and it is considered that the scheme will have a positive impact on the safety of all residents and particularly pedestrians seeking to cross this road. No additional impacts have been identified for people with protected characteristics.

## **Statutory Procedures**

18. A Traffic Regulation Order has been promoted for the installation of a signalised junction at the site, and the outcome of the consultation will be reported at the Executive Member for Environment and Transport Decision Day.
19. A cycle route conversion under Sections 65/66 of the Highways Act 1980 will be required in order to convert a footway into a shared use cycle/footway to provide safe access to the crossing for cyclists. In order to facilitate shared use the existing footway will be widened to a width of three metres.

## **Land Requirements**

20. All work involved will take place within the Highway.

## **Maintenance Implications**

21. The improvements will have little impact on future year's maintenance budgets, and this is expected to be £4,100.00 per annum.
22. The asset management team have been consulted on the proposals

## **Ecology**

23. An ecology report was completed and it was established that there would be no impacts on protected species. However, it was determined that vegetation to be cleared as part of the works would be replaced and some small trees planted.

## 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

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

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

Document

Location

None

## **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.

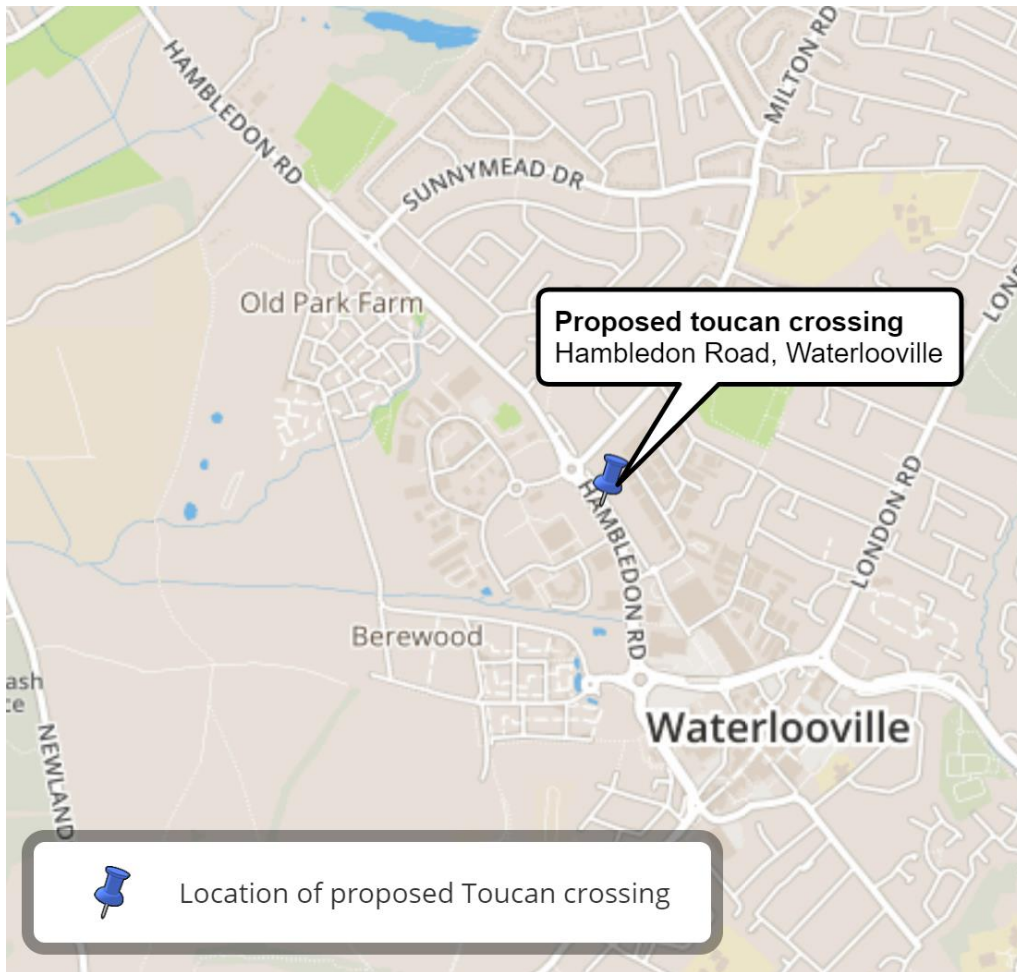
Due regard in this context involves having due regard in particular to:

- 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:**

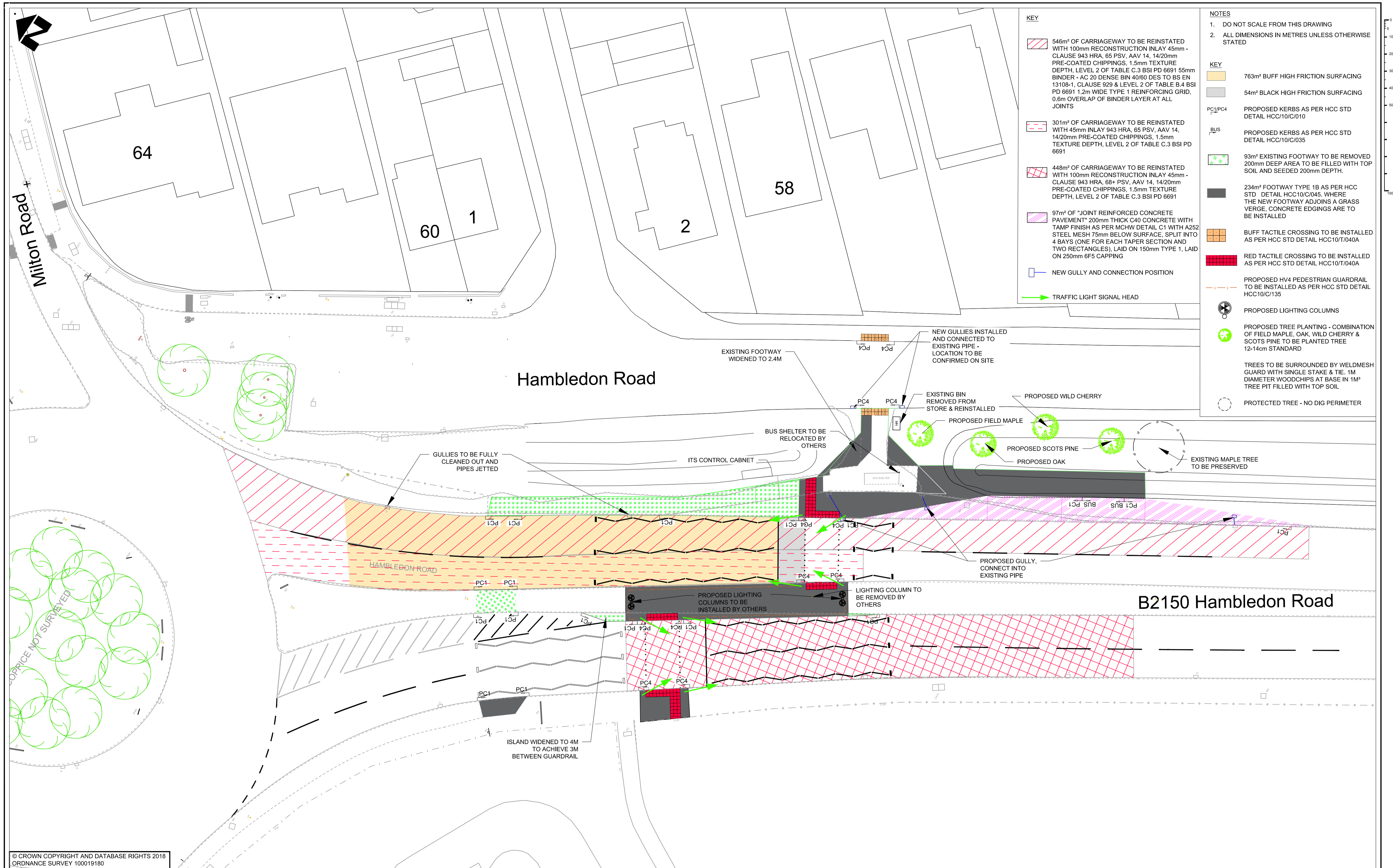
The proposals have undergone an equalities impact assessment, and it is considered that the scheme will have a positive impact on the safety of all residents and particularly pedestrians seeking to cross this road. No additional impacts have been identified for people with protected characteristics.

## Hambleton Road Toucan Crossing Location Plan



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ORDNANCE SURVEY 100019180

SUIT	REV	AMENDMENTS	DATE	CAD	CHKD	APPD
P3	P02	LANE 2 SB HATCH AMENDED	08.05.2019	JA	IMS	

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

CONSULTANT  
**Hampshire County Council** **Engineering CONSULTANCY**  
STUART JARVIS BSc DipTP FCIHT MRTPI: DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT

DESIGNER: JA  
SCALE @ A1: 1:200  
DATE: 25.04.2019  
SHEET NUMBER: 1 OF 1  
DRAWING NUMBER: CJ008981-ECH-GEN-17024883-DR-HE-0001

DRAWING TITLE  
**GENERAL ARRANGEMENT (BUS STOP LAY-BY)**  
SUIT: S3 | REV: P02

HCC CAD FILE: K:\Eng\Roads\Schemes\CJ008981.01 Hambleton Rd. Watercover\AutoCAD\General\Option 2 - use this\CJ008981-ECH-GEN-17024883-DR-HE-0001\_GA.dwg

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## ECOLOGY TECHNICAL NOTE

<i>HCCET Reference</i>	19.0485	<i>Client Reference</i>	C.J008981
<i>Site</i>	Hambledon Road, Waterlooville	<i>Client</i>	Hampshire County Council Engineering Consultancy
<i>Survey Dates:</i>		<i>Report Date:</i>	
30/08/19		03/10/2019	
<i>Surveyor: Jennifer Simpson</i>		<i>Report Status:</i>	DRAFT
<i>Written by: Jennifer Simpson</i>		<i>Reviewed by:</i>	
<i>Authorised by:</i>		<i>Client approved by:</i>	

### 1. Introduction

This Ecology Technical Note report sets out the methods, findings and conclusions of the ecological assessment work carried out at Hambledon Road, Waterlooville to support the proposed installation of a toucan crossing on Hambledon Road, just south of the Milton Road roundabout and adjacent to the McDonald's restaurant on Brambles Business Park development site. The site is centred on grid reference SU 6764 1013. An aerial map showing the location of the works is shown in **Figure 1**, plans for works are shown in **Appendix 1, Figure A1**.





**Figure 1:** Aerial map showing the location of the proposed works (green dot)

## **2. *Methods***

### **2.1. *Desk-Based Assessment***

The development proposals and the site were reviewed to establish the likely extent of impacts from the scheme at which potential ecological receptors might be affected (the Zone of Influence (ZoI)). The initial review considered the likelihood of particular ecological receptors being present at the site or nearby (within relevant ZoI). Where this was confidently concluded that a particular receptor is likely absent, these were not considered further.

Geographical Information Systems (GIS) mapping was used in order to identify all records of protected species and habitats within a 1km radius of the site. Given the localised nature of the proposals this search radius was considered sufficient for assessing risk to all ecological features. In addition, records were obtained of all statutory and non-statutory designated nature conservation sites within the search radius.

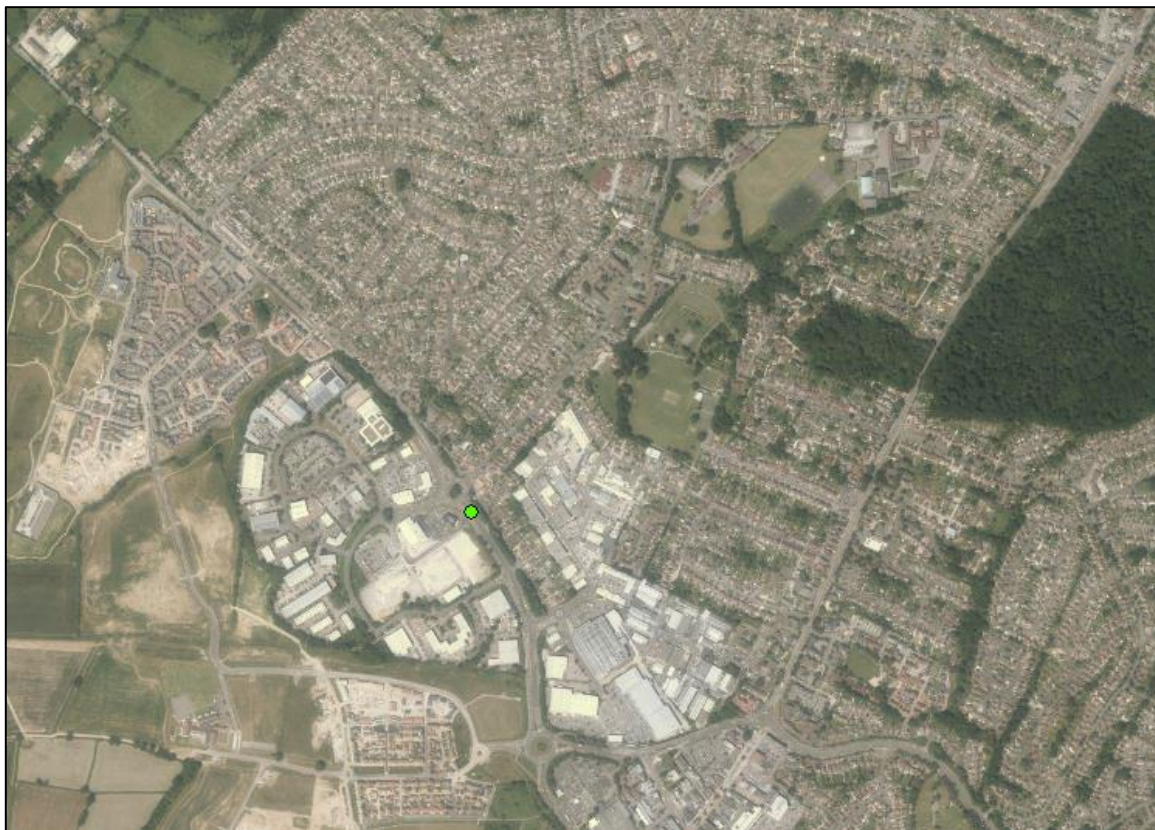
## 2.2. Field survey

Field survey work was carried out on 6 August 2019. The survey entailed a single surveyor, Jennifer Simpson, Assistant Ecologist, undertaking a methodical investigation of all areas of the site. The aims of this were to assess the presence and value of any habitats and vegetation at the site, and to identify the presence of, or habitat considered suitable for supporting, legally-protected species. Species considered during the survey work included badger *Meles meles*, bat roosts, bat foraging habitat, hazel dormice *Muscardinus avellanarius*, breeding birds, reptiles, amphibians, water vole, otter, and notable plants and notable invertebrates.

## 3. Results

### 3.1. Desk-Based Assessment Findings

**Figure 2**, below, shows the location of the site and its wider ecological context. This shows that the site is set within an urban area with scattered tree line corridors. A small area of woodland is located north east of the site and arable farmland to the south west.



**Figure 2:** Site at Hambleton Road, Waterlooville and surrounding area (green dot)

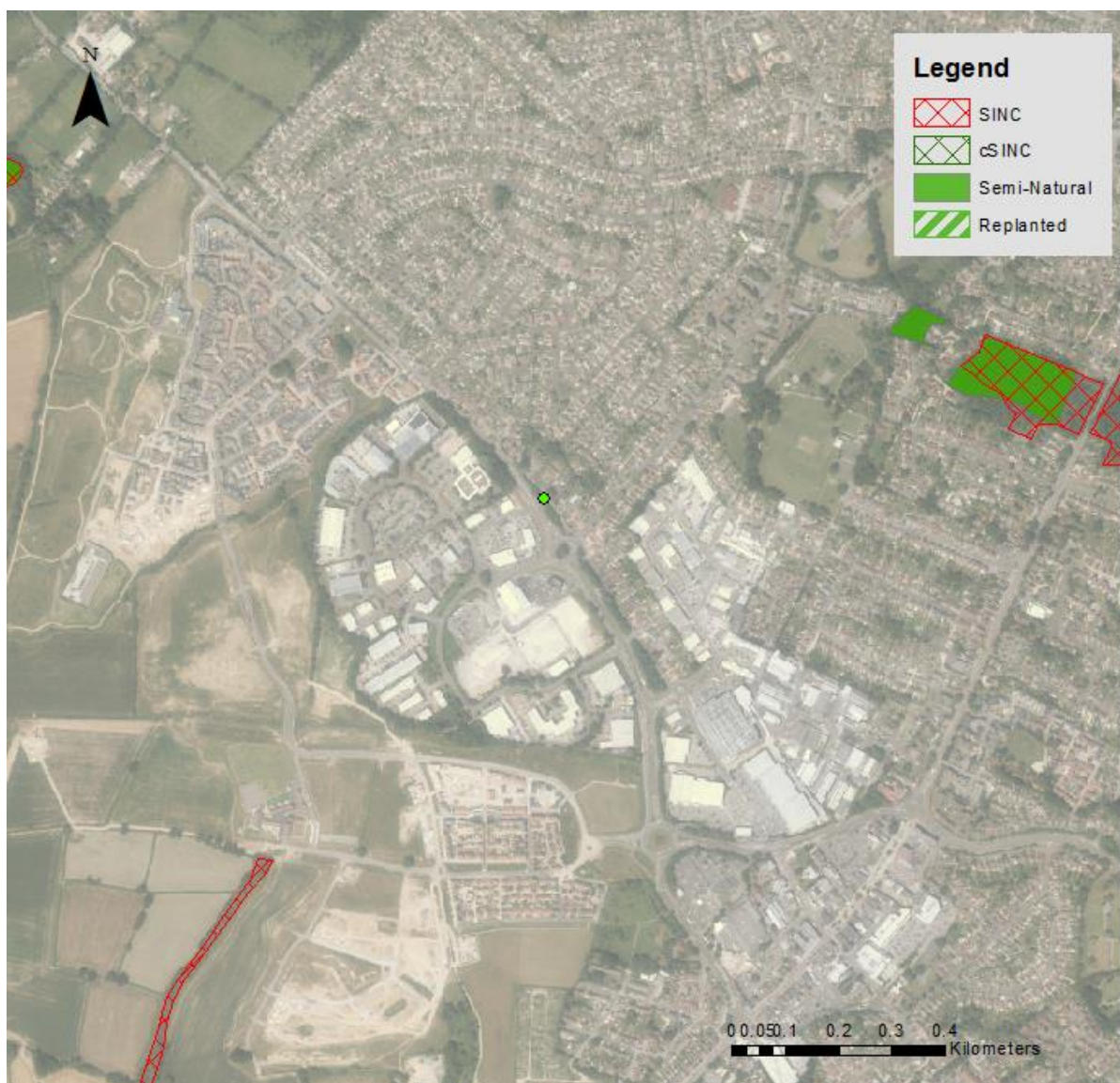


The site is located along the carriageway of Hambleton Road (B2150), opposite McDonalds. The site is set to the west of the town of Waterloo.

The surroundings are residential housing and associated gardens and commercial buildings. An area of scrub and tall ruderals is present immediately south of the proposed crossing location.

Designated Sites

**Figure 3**, below, shows the designated sites at and around the site.



**Figure 3:** Site (green dot) and surrounding landscape showing designated sites

There are two locally designated Sites of Importance for Nature Conservation (SINC) and an areas of woodland listed on the Ancient Woodland Inventory (AWI) within 1km

of the site. Details and locations of designated sites within 1km of the site are shown in **Appendix 2, Table A1** and **Figure A2**.

### Protected and Notable Species

**Table A2** in **Appendix 2** shows the results of the protected and notable species data within 1km of the site.

The desk study returned records of bats, common reptiles and hazel dormice within 1km of the site.

## 3.2. *Field survey findings*

### Site Description

The main habitats present are shown in the habitat map at **Figure A3, Appendix 3**<sup>1</sup>.

The site is a linear section of carriageway which comprises tarmac hardstanding. Habitats adjacent to the carriageway comprise amenity grassland, scattered trees and associated scrub understorey.

### Habitats and Vegetation

Amenity grassland: The verges adjacent to the carriageway are predominantly semi-improved acid grassland with a short sward height (**Figure 4**). Species include annual meadow-grass *Poa annua*, perennial rye grass *Lolium perenne*, daisy *Bellis perennis*, dandelion *Taraxacum* agg. and yarrow *Achillea millefolium*.

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<sup>1</sup> This map is based on the JNCC Phase 1 habitat mapping methodology (JNCC, 2010. *Handbook for Phase 1 habitat survey – a technique for environmental audit*; JNCC, Peterborough). The standard Phase 1 habitat mapping method is designed for larger-scale mapping and is less suited to smaller-scale domestic type sites. This map should be seen as indicative only.



**Figure 4:** Amenity grassland forming the verge adjacent to the carriageway

Scattered trees and scrub associated: Adjacent to the site, beyond the amenity grassland is a small area of semi-natural mixed woodland with scrub and bracken understory (see **Figure 5**). Species include pedunculate oak *Quercus robur*, field maple *Acer campestre*, hazel *Corylus avellana*, lime *Tilia sp.*, elder *Sambucus nigra* and crack willow *Salix fragilis*. Scrub understory is predominantly bramble *Rubus fruticosus* agg., and ivy *Hedera helix*. Occasional nettle *Urtica dioica* is also present.





**Figures 5:** Scattered trees and associated scrub to the east of the carriageway

### Species

The desk study revealed a number of notable and protected species within the search area, these include bats, common reptiles and hazel dormice.

Bats: There are a number of records of bat within 1 km of the site including common and soprano pipistrelles, serotine, brown-long eared and Whiskered/Brandt's Bat. However, these are not in close proximity to the site and are not considered relevant to the site and proposal, which is limited in scale.

Reptiles: The desk study returned records of slow worm from field observations.

Review of aerial imagery and GIS data shows no waterbodies within 1km of the site. The site contains a limited area of habitat suitable for supporting common reptiles

including scattered trees with associated scrub understory. The habitats adjacent to the site are considered to offer **low suitability for supporting common reptiles**.

Dormice: There are a few records of hazel dormice within 1 km of the site. However, these are not in close proximity to the site and the site lacks connective habitat to the areas where the dormouse records were returned. These records are not considered relevant to the site and proposal, which is limited in scale.

## **4. Discussion**

### **4.1. Legislation**

Many species of animal are legally protected under both domestic or international law (the Wildlife and Countryside Act 1981 (as amended)<sup>2</sup> and the Conservation of Habitats and Species Regulations 2017<sup>3</sup> respectively).

With reference to bats and great crested newts, these are European Protected Species (EPS). This legislation makes it an offence to kill, injure or disturb them, or to destroy or damage their breeding sites and resting places (even when the animals are not present). For such work to legally proceed, Natural England (the Government's statutory nature conservation agency) will issue a licence for the work to be able to proceed legally, subject to the proposals meeting certain criteria.

### **4.2. Impact assessment and recommendations**

The following sections set out the likely impacts to a range of habitats and species considered during the desk-based assessment and field work.

The works comprise:

- Construction of a toucan crossing
- Existing gullies to be cleared and jetted and new gullies to be installed
- Relocating existing lamp columns
- Relocation of existing bus shelter

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<sup>2</sup> <http://www.legislation.gov.uk/ukpga/1981/69>

<sup>3</sup> <https://www.legislation.gov.uk/uksi/2017/1012/contents/made>

### Habitats and Vegetation

There will be a small loss of amenity grassland on the verge, considered to be of negligible ecological value. Considering that this area of grassland is isolated, there is considered to be negligible impacts to habitats of ecological importance.

The adjacent scattered trees and scrub have some ecological value, that if lost to the development would result in a loss of an ecological feature and habitat for wildlife. However, the works are limited in nature and only a small amount of vegetation removal will occur. This will not adversely impact the structure of the habitat.

### Species

Scattered trees and scrub is a suitable habitat for supporting a range of bird species. It is possible that bird will be affected by the clearance of vegetation, however, as this is limited to a small amount of vegetation, the risk to nesting birds is considered low.

The works will not affect any habitat suitable for supporting bats, hazel dormouse, reptiles, or any other notable plant or animals species.

### *4.3. Conclusions and recommendations*

The desktop study has identified that there will be no significant ecological impacts resulting from the semi-improved grassland on the verge and overhanging vegetation. The proposed work has low potential to impact nesting birds. As such the following measures should be followed to avoid impacts to protected species.

- It is advisable to carry out any excavation works within 5m of the vegetation outside of the bird nesting season, which is generally seen as extending from March to the end of August, although may extend longer depending on local conditions. However, if work is scheduled during this time then a thorough, careful and quiet examination of the vegetation within 5m of the works must be carried out before work starts. If occupied nests are present then work must stop, and building work recommence once the nest becomes unoccupied of its own accord.
- The net loss of vegetation is very small, however where opportunity exists it is recommended that new woody species are planted to compensate for those

removed to ensure no net loss of biodiversity as a result of highway improvements.

Unless otherwise advised, the findings and recommendations in this report are solely based on the plans and brief provided to HCCET. The results and findings are valid for two years from the date of the initial field survey. HCCET should be contacted if this report is to be used after this period to check if any updating work need to be undertaken.

# 1. Appendix 1 – Proposed works

Page 209

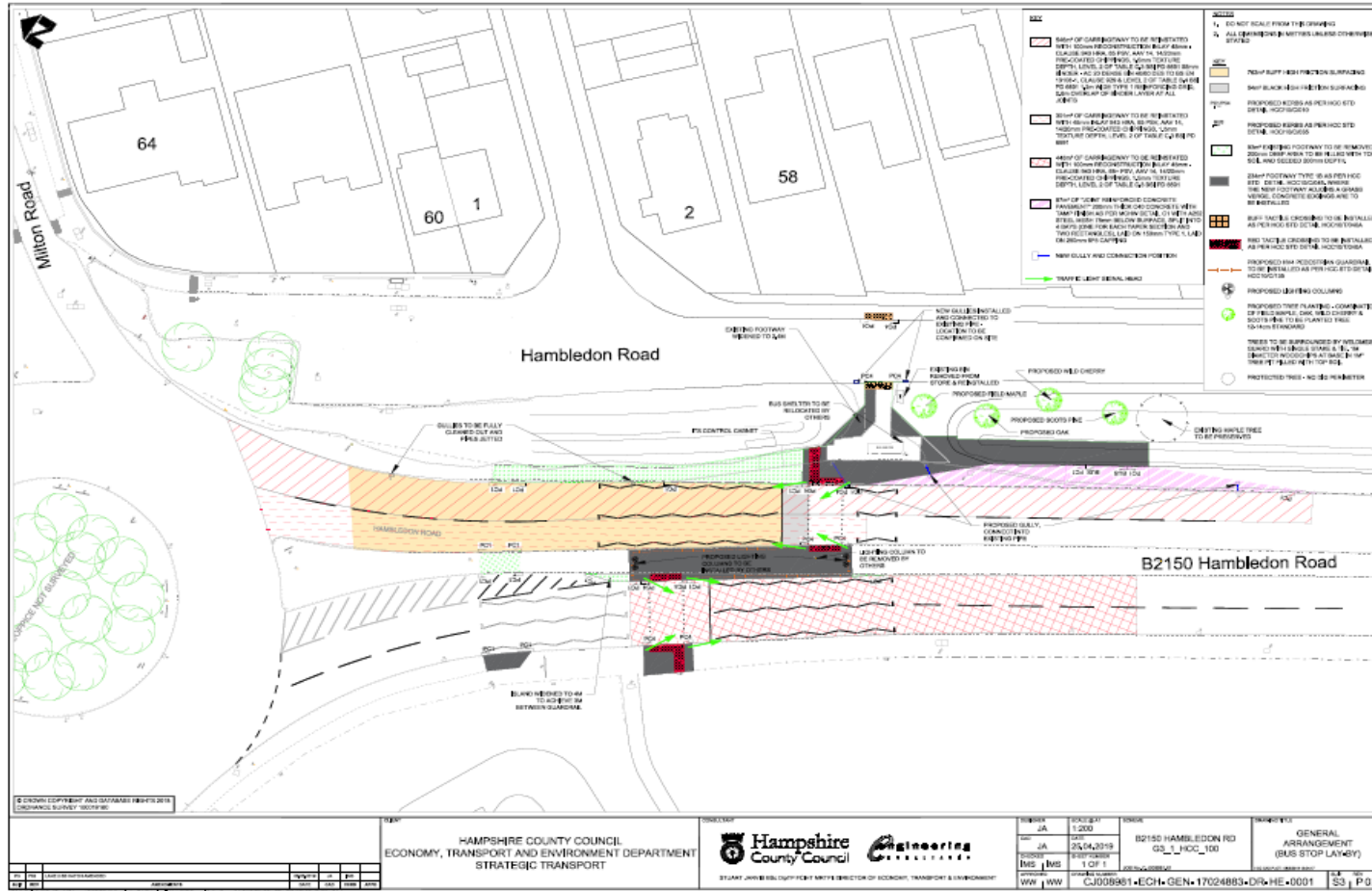


Figure A1: Hambleton Road Detailed Design

## 2. Appendix 2 – Desk-based assessment findings

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**Table A1:** Designated sites located within 1.0km of Hambledon Road, Waterlooville

Site Name	Reason for Designation	Distance and Direction from Site
<i>Internationally-designated sites</i>		
<i>Nationally-designated sites</i>		
<i>Locally-designated sites</i>		

**Figure A2:** Map of nearby designated sites and 1km search area (red circle) around site (orange line)



**Table A2:** Protected and Notable species located within 1.0km of the site

Common name	Taxon name	Details	Distance and direction from site
<i>Bats</i>			
<i>Non-Bats</i>			
<i>Amphibians</i>			



### 3. Appendix 3 – Field survey Findings

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*Figure A3 Phase 1 Habitat Map*

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## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Economy, Transport and Environment
<b>Date:</b>	12 November 2019
<b>Title:</b>	Local Bus Contracts in Fareham, Gosport and Alton/Alresford
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Lisa Cook

**Tel:** 01962 847143

**Email:** [lisa.cook@hants.gov.uk](mailto:lisa.cook@hants.gov.uk)

#### Purpose of this Report

1. The purpose of this report is to detail the outcomes of tenders to provide four bus services in the Fareham and Gosport area and two in the Alton / Alresford area. The services have been tendered via the Public Bus Dynamic Purchasing System. If approved, the resulting contracts will be awarded for a 4 year duration at a total cost of £985,200 to be met from the local bus budget, with an option to extend for 2 further years in annual increments subject to further approval from the Executive Member for Economy, Transport and Environment.

#### Recommendations

2. That approval be given to award bus subsidy contracts in the Fareham and Gosport area to First Hampshire and Dorset Ltd of an annual value of £213,909 funded from the Local Bus Budget for a period of 4 years commencing on 5 January 2020 at a total value of £855,636, with the option to extend up to a maximum of 6 years subject to further approval from the Executive Member for Economy, Transport and Environment.
3. That approval be given to award a bus subsidy contract in the Alton/Alresford area to Stagecoach (South) Ltd of an annual value of £15,396 funded from the Local Bus Budget for a period of 4 years commencing on 22 April 2020 at a total value of £61,584, with the option to extend up to a maximum of 6 years subject to further approval from the Executive Member for Economy, Transport and Environment.
4. That approval be given to award a bus subsidy contract in the Alton/Alresford area to Cresta Coaches of an annual value of £16,995 funded from the Local Bus Budget for a period of 4 years commencing on 22 April 2020 at a total value of £67,980 with the option to extend up to a maximum of 6 years subject to further approval from the Executive Member for Economy, Transport and Environment.

## **Executive Summary**

5. This paper seeks to propose a course of action to ensure that transport services continue to support access to work, education, retail, and health for the widest section of the community, thereby supporting quality of life and wellbeing while achieving value for money.
6. The proposed tenders retain a similar pattern of service to that currently provided within the existing budget and take account of any known changes to the commercial network.

## **Contextual information**

7. The 2018 Passenger Transport Review, approved at the Executive Member for Environment and Transport Decision Day of 29 October 2018, retained subsidised bus services across Hampshire, albeit to reduced timetables in line with the lower funding levels available.
8. The review set the direction for future tendering exercises with the aim to maintain existing levels of service.
9. Where services were re-negotiated as part of the review it was within their existing contracts rather than through a re-tendering process.
10. Fareham and Gosport Services
  - the present contracts for subsidised bus services 11, 20, 21 and 28 in the Fareham and Gosport area were re-negotiated as part of the 2018 Passenger Transport Review but expire on 4 January 2020, so are due for retendering;
  - the present contracts in Fareham and Gosport are held by First;
  - tenders were issued on the Public Bus Dynamic Purchasing System and four operators submitted bids; and
  - the submitted bids were evaluated 100% on price.
11. Alton/Alresford Services
  - a. the present contracts for subsidised bus services 206/208 and 240 were not re-negotiated as part of the 2018 Passenger Transport review due to their relative low value. These contracts expire on 21 April 2020 so are due for retendering;
  - b. the present contracts in the Alton/Alresford area are held by Cresta Coaches;
  - c. tenders were issued on the Public Bus Dynamic Purchasing System and three operators submitted bids; and
  - d. the submitted bids were evaluated 100% on price.

## Finance

12. The contract costs can be found in the table below:

i. Fareham and Gosport

Area	Service	Existing cost per annum	Proposed cost per annum
Fareham and Gosport	11*	£35,250	£33,142
	20	£66,350	£64,824
	21	£39,500	£44,301
	28	£73,000	£71,642
Total		£214,100	£213,909

\* The prices detailed in the table represent the cost to Hampshire County Council for the provision of this service. Currently Gosport Borough Council contribute an additional £3,500pa. The cost to Gosport Borough Council would be £5,221pa for the proposed new contract.

ii. Alton / Alresford

Area	Service	Existing cost per annum	Proposed cost per annum
Alton / Alresford	206/208	£16,693	£16,995
	240	£14,372	£15,396
Total		£31,065	£32,391

13. The costs for the proposed contracts will be met wholly from the local bus budget.

14. The Saturday and Sunday 11 service is currently procured by Hampshire County Council and funded by Gosport Borough Council. It is anticipated that this arrangement will continue into the proposed new contract.

## Performance

15. The proposed tenders provide services to the areas specified within affordable budget levels and offer the same level of service as is currently provided.

16. Prior to tenders being invited, services were surveyed to ensure that value for money criteria are being met. The options proposed meet value for money criteria and provide a service to the widest area within an affordable budget.

## Consultation and Equalities

17. The proposed tenders follow the direction established in the Passenger Transport Review 2018.

18. As part of this review, an extensive consultation was undertaken, the results of which are attached as Appendix 1, and can be found at [this link](#).

## **Conclusion**

19. The proposed approach achieves the key aim of the 2018 Passenger Transport Review, as with previous reviews in 2011 and 2014, that any community which currently has a transport service will retain an essential transport link.
20. This decision seeks approval to award the contracts identified within this report, to allow for contracts to be in place for 5 January 2020 for the services in the Fareham and Gosport area and 22 April 2020 for the services in the Alton / Alresford area to ensure continuity of service.

**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

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 no change to the level of service provided by these bus services therefore the proposed new contracts will have a neutral impact on groups with protected characteristics.



## **Passenger Transport Review 2018 Consultation**

### 1. Distribution and Promotion

The following were invited to respond and 'spread the word':

- All District, Borough & City Councils in Hampshire
- All Neighbouring Councils
- All Parish & Town Councils in Hampshire
- All Hampshire County Council Councillors
- All bus operators in Hampshire
- All community transport operators (DAR, Call and Go and Taxishare)
- All Council's of Voluntary Service
- Authority maintained schools
- Voluntary care groups in Hampshire
- Disability/access groups in Hampshire

In addition consultation packs, response forms and flyers were sent to:

- Post offices
- Hospitals
- Doctors surgeries
- Dentist surgeries
- Taxi companies
- Care homes
- Day centres

Consultation packs and response forms for distribution to the public were sent to:

- All Hampshire Libraries

The consultation was promoted using:

- Posters on buses and at bus stations
- Electronic posters on the digital bus stop displays

- School communications
- Posters at libraries, post offices and some high street shops
- Facebook, twitter and yammer
- Press releases, radio and local newspaper articles
- Plasma screen displays in Hampshire County Council's EII Court
- Hantsnet and Hantsweb features
- Hantsnet Poll for staff engagement
- 8 Passenger Transport Forums
- 1 Parish Council Transport Representative Meeting
- Posters for all Councils to display in their communities
- Surveyors on the buses/ at bus stations
- Hampshire County Council's Community Transport Bulletin
- Articles in CVS newsletters/bulletins and social media accounts
- An exhibition stand in 'The Street' in EII Court

## 2. Consultation Metrics

- Consultation was promoted through 8 Summer Passenger Transport Forums.
- 1,244 stakeholders are on the mailing lists – 151 attended a meeting. All those on the mailing list were invited to respond.
- Passenger Transport Representatives Meeting – 97 invitees, 20 attended.
- Written to 891 Organisations – including Councils and Transport Operators.
- 252 A5 promotional flyers handed out to residents/ service users
- 403 A3, A4, A5 posters supplied to bus operators for promotion on buses
- 281 full graphic digital poster displays at bus stations and bus stops
- 100 digital text based poster displays at bus stations and bus stops
- 520 colleagues engaged with the Hantsnet Poll
- 64,952 people were shown the 3 (1 week long) Facebook adverts
- 4,480 people engaged with the 3 (1 week long) Facebook adverts
- 5159 consultation packs distributed:
  - 210 to residents at bus stations and to passengers on services we fund
  - 174 to 58 Post Offices across the county

- 2353 to 47 Libraries and Discovery Centres
- 130 to 65 GP Surgeries
- 164 to 41 Hospitals and Health Centres
- 596 to 149 Dental Surgeries
- 236 to 118 Taxi Companies
- 866 to Individuals on request
- 60 to Passenger Transport Forums
- 176 to Citizen Advice Bureau's
- 110 to District Councils
- 104 to Day Centres

Consultation responses could be returned by email, post or online.

### 3. Responses

Overall, 5,585 responses to the consultation (responding to both the street lighting and passenger transport proposals) were submitted from across Hampshire and beyond. The highest concentration of individual responses being from the Winchester, Basingstoke / Fleet and Gosport / Fareham district areas, and the highest concentration of organisational responses, of which there were 111 in total, from groups operating across the central core of Test Valley, Winchester and East Hampshire.

The following organisations responded to the consultation;

- Gosport Voluntary Action
- Kempshott Neighbourcare
- Save new forest buses
- Valley Park Parish Council
- Samaritans
- Itchen Abbas Parish Council
- Fareham Good Neighbours
- Havant Borough Council

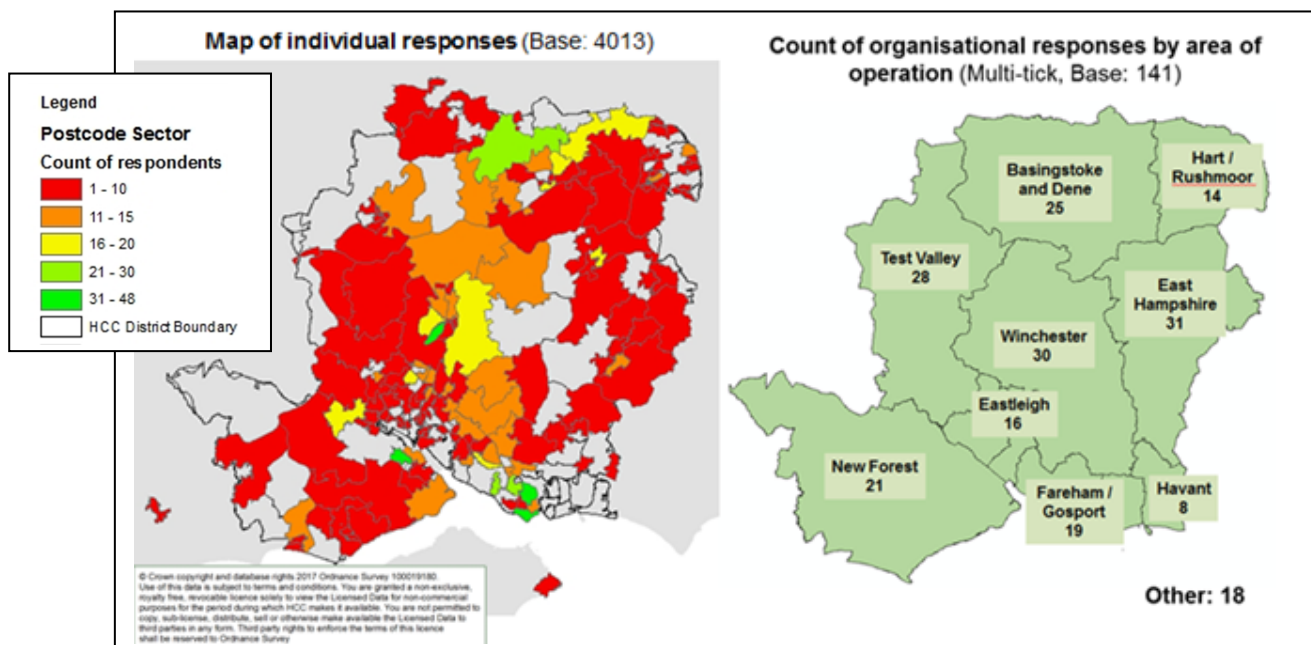
- East Hampshire District Council
- The University of Winchester
- Yelabus Association
- Hythe Pier Heritage Association
- Tadley Town Council
- Nether Wallop Parish Council
- Development Manager at Homestead House Romsey
- SPECTRUM Centre for Independent Living CIC
- Perins school
- Abbey Cars Romsey Ltd
- Bransgore Community Care Group
- Waterloo U3A Bus trippers
- Hawkley Parish Council
- Fawley & District Voluntary Care Group
- Chineham Parish Council
- Petersfield Town Council
- Wealers Social Club
- Whitchurch Town Council
- Whitchurch Town Council
- Riverbank Kindergarten Pre-school
- Sherfield on Loddon Parish Council
- Save our No 12 bus (on behalf of 865 signatories to our Feb 2018 petition)
- Eastleigh Borough and Romsey Mencap
- East Hampshire District Council
- Damerham Parish Council
- Amanda Jobling

- Bursledon Parish Council
- Overton Parish Council
- Wickham Parish Council
- Whitehill Town Council
- Longparish Parish Council
- Bramley Parish Council
- Bransgore Parish Council
- Warsash Residents Association
- Silchester Parish Council
- Transport Services Team, West Berkshire Council
- Fair Oak & Horton Heath Parish Council
- Botley Parish Council
- Beaulieu Parish Council
- Fareham Borough Council
- Colden Common Parish Council
- Grove ward residents, Basingstoke
- Bramdean and Hinton Ampner Parish Council
- The South View Residents Association
- Tichborne Parish Council
- Baughurst Parish Council
- Four Marks Parish Council
- Barton Stacey Parish Council
- North Baddesley Parish Council
- Sherfield English Parish Council
- Bradley Parish Meeting
- Awbridge Parish Council
- BUS 71

- Stargazers Lounge
- Hants Astro
- The Five Bells, Buriton
- Compton and Shawford Parish Council
- King's Somborne Parish Council
- Office for National Statistics
- Buses in Fleet
- WinACC Built Environment and Transport Group.
- Tuesday's Place for Older Folks
- Warnford Parish Meeting
- Neighbourcare New Milton
- Buriton Parish Council
- Andover Town Council
- Wickham Community Care
- Hampshire Astronomical Group
- Greatham Parish Council
- Brockenhurst Parish Council
- South Wonston Parish Council
- New Forest National Park Authority
- Gosport Voluntary Action
- Southern Water Retirement association Meets at Otterbourne Village Hall
- Alton Town Council
- Fordingbridge Town Council
- Ampfield Parish Council
- Gosport Access Group and Disability Forum
- Rushmoor Borough Council
- Allbrook & North Boyatt Parish Council

- Stroud Parish Council
- Friday Network
- Unity
- Wednesday Network
- New Milton Town Council
- Leaside Way Tenants & Residents Association
- Boarhunt Parish Council
- East Meon Parish Council
- Fareham Constituency Labour Party
- Eastleigh Borough Council
- Totton and District Three Score Clun
- Hear Us Self Advocacy Group - Winchester Go LD
- Hampshire Chamber of Commerce
- Winchester city council
- Grayshott Parish Council
- Civil Service Pensioners Alliance - East Solent Group
- Laverstoke & Freefolk Parish Council
- Farnborough Self Advocacy Group
- Liss Parish Council
- Hampshire Unison Retired Members group
- Citizens Advice Havant
- NHS West Hampshire Clinical Commissioning Group
- HealthWatch Hampshire
- Gosport Borough Council

4,525 individual responses were submitted for the proposals regarding supported passenger transport services and the concessionary travel scheme in Hampshire. 3718 of these were submitted online with the remaining 807 submitted on paper.



5. The demographics of respondents

Q.42 Are you?

Female	Male	Other	Prefer not to say
55%	40%	0.4%	3%

Q. 43 Age on last birthday

Under 16	16 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 to 74	75 to 84	85 or over	Prefer not to say
0.1%	2%	6%	10%	15%	18%	31%	11%	3%	3%

Q44. Are your day-to-day activities limited because of a health related problem or disability which has lasted, or is expected to last, at least 12 months?



Yes, a lot	10%
Yes, a little	17%
No	67%
Prefer not to say	6%

Q.45. Does your disability restrict your use of public transport?

Yes, a lot	4%
Yes, a little	7%
No	83%
Prefer not to say	6%

Q. 46 What is your total household income, from all sources, before taxes and other reductions?

Up to £10,000	8%
£10,001 to £20,000	14%
£20,001 to £30,000	11%
£30,001 to £40,000	9%
£40,001 to £50,000	7%
£50,001 to £60,000	5%
£60,001 to £70,000	3%
£70,001 to £80,000	3%

£80,001 to £90,000	2%
£90,001 to £100,000	1%
£100,001 or over	3%
Don't know	3%
Prefer not to say	32%

**Proposal 1 : Relates to Street Lighting and is the subject of a separate report to the Executive Member.**

**Proposal 2 : To make operational changes to the current public bus and ferry services which Hampshire County Council supports**

Q.7 Do you or your members currently use any of these services?

Yes	65%
No	35%

Q.8 Which service do you or your members use most often?

*Which service do you or your members use most often?*

Service	Number of respondents	Service	Number of respondents
11 - Fareham to Alverstoke	101	X17 - Bishops Waltham to Petersfield	11
67 - Winchester to Petersfield	90	H1/H2 - Netley View to Applemore Tesco	10
Hythe Ferry - Hythe to Southampton	88	74 - Overton Local Service	9
E1 - Eastleigh to Winchester	74	125 - Christchurch to Ringwood	8
7 - Hartley Wintney to Aldershot	72	18/618 - Aldershot to Haslemere	8
21/21A - Fareham to Hill Head	65	12 - Sheep Fayre to Andover	7
X6/X7 - Eastleigh to Hiltingbury	64	208 - Alton to Medstead	7
76 - Andover to Basingstoke	58	71 - Froxfield to Petersfield	7
6 - Lymington to Southampton	53	C32/C33 - New Milton to Lymington	7
94 - Buriton to Petersfield	52	13 - Liphook to Basingstoke	6
X2 - Lymington to Bournemouth	51	16 - Broughton to Winchester	6
20 - Fareham to Wickham	48	C3/C8 - Cango - St Mary Bourne to Andover	5
9 - Cove to Farnborough	45	5 - Romsey to Eastleigh	4
119 - Lymington to New Milton	39	5 - Thruxton to Andover	4
X9 - Eastleigh to Bishops Waltham	38	87 - Salisbury to Andover	4
4 - Basingstoke to Chineham	36	191 - Chatsworth Park to New Milton	3
D1/D2 - Waterlooville to Hambledon	31	28 - Bordon Local Service	3
12 - Hatch Warren to Basingstoke	28	49 - Damerham to Salisbury	3
14 - Basingstoke to Tadley	28	6A - Abbotts Barton to Winchester	3
28/28A - Fareham to Whiteley	27	C4 - Cango - Barton Stacey to Andover	3
38 - Alton to Petersfield	27	14 - East Anton to Andover	2
27 - Rowlands Castle to Emsworth	26	15 - Basingstoke to South View	2
10 - Picket Twenty to Andover	23	193 - Barton-on-Sea to New Milton	2
46 - Winchester to North Baddesley	22	95/96 - East Stratton to Winchester	2
63 - Owslebury to Winchester	22	15 - Stockbridge to Andover	1
86 - Whitchurch to Winchester	20	21 - Fareham to Wickham	1
7/7A - Andover to Newbury	17	240 - Ropley to Alresford	1
X10 - Bishops Waltham to Southampton	16	250 - Liphook Local Service	1
35 - Braishfield to Romsey	15	36 - Lockerley to Romsey	1
41/42 - Ash to Farnborough	15		
T3/T4 - Cadnam to Totton	15		
X7R - Southampton to Salisbury	15		
206 - Alton to Bentley	14		
112 - Hythe/Beaulieu to Lymington	12		
39 - Nomansland to Romsey	12		
C41 - Basingstoke to Alresford	12		
X15 - Eastleigh to Hamble	12		
13 - Picket Piece to Andover	11		
E2 - Eastleigh to Winchester	11		

Q.9 How often do you or your members use it?

Average number of times a Week	Average number of times a month	Average Number of times a year
4	6	72

Q.10 What is you or your members primary reason for travel?

Food Shopping	21%
Medical / Healthcare	16%
Leisure / Recreational facilities	16%

Employment / Training	13%
Non-food shopping	10%
Visiting friends and family	8%
School / education	4%
Community / day centres	1%
Other	9%

Q.11 Which days do you or your members usually travel?

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
62%	66%	67%	65%	68%	42%	11%

Q.12 Which times of day do you or your members usually travel on this particular service?

Up to 0929	0930 – 1229	1230-1529	1530-1829	1830 onwards
24%	78%	49%	48%	14%

Q.13 How would you or your members make your journeys if this service was reduced?

Own vehicle	33%
No alternative available	28%
Travel less frequently	27%
Walking	17%
Lift with friends / relatives or neighbours	15%
Private taxi	14%
Train	6%
Use internet/online shopping services	5%
Use local services	5%
Cycling	4%
Alternative Community Transport Services	3%
Car sharing scheme	1%
Other	5%

Q.14 Thinking about the service you use most often, would you or your members prefer either:

A frequent service to one major location	65%
A less frequent service to more than one major location	35%

Q.15 Thinking about the service you use most often, would you or your members prefer either:

A less frequent service that operates on more days	72%
A frequent service that operates on fewer days	28%

Q.16 To what extent do you agree or disagree with the proposal to reduce the number of times per day that a supported service operates?

Strongly disagree	Disagree	Neither agree nor disagree	Agree	Strongly agree	Not sure
48%	28%	10%	10%	2%	2%

Q17. To what extent do you agree or disagree with the proposal to reduce the number of days per week / days of the week that a supported service operates

Strongly disagree	Disagree	Neither agree nor disagree	Agree	Strongly agree	Not sure
53%	30%	8%	6%	2%	2%

Q.18 If Hampshire County Council reduced either the frequency or the days on which supported services operate, what would the impact be on you, or your organisation or group?

Comments included;

- Difficulty / cannot get to destination (28%)
- Need to use alternative (16%)
- Isolation / Housebound (14%)
- Cannot travel as frequently (9%)
- Financial implication (7%)
- Loss of independence (4%)
- Other impact on user (24%)

Q.19 If the law was changed, to what extent would you agree or disagree with the introduction of a 50p charge for single journeys made using an Older Person's Concessionary Bus Pass on public bus services?

Strongly disagree	Disagree	Neither agree nor disagree	Agree	Strongly agree	Not sure
32%	12%	8%	25%	22%	1%

Q.20 Do you have a concessionary bus pass / vouchers?

No	Older Persons Bus Pass	Disabled Persons Bus Pass	Companion Pass	Travel Vouchers
44.7%	49.8%	4.7%	0.5%	0.3%

Q.21 If you currently travel free using an Older Person's Concessionary Bus Pass on public bus services would you be willing to pay 50p per single journey, if the County Council was allowed to ask you to do this?

Yes	No
54%	46%

Q.22 Would you be willing to pay 50p per single journey when using your Older person's Concessionary Bus Pass on a public bus service, provided that the money raised from this was used to:

	Yes	No
Retain public bus services which would otherwise be reduced because of the need to make savings	18%	82%
Allow the use of Older Person's Bus Pass on public bus services from 0900	22%	78%
Retain the use of the Older Person's Bus Pass on Taxishares, Dial a Ride and Call and Go services	19%	81%

Q.23 If the law changed, and the County Council was able to introduce a 50p charge for single journeys made using an Older Person's Concessionary Bus Pass on public bus services, what would the impact be on you or your members?

Comments included;

- Financial implication (40%)

- Cannot travel as frequently (25%)
- Isolation / Housebound (10%)
- Need to use an alternative (10%)
- Cannot get to destination (4%)
- Loss of independence (1%)
- Other impact on Bus Pass Holder (10%)



**Proposal 3: To replace some supported public bus services with alternative forms of community transport such as Taxishares and Call and Go**

Q.24 To what extent do you agree or disagree with the proposal to replace some supported public bus services with alternative forms of community transport, such as Taxishares and Call and Go?

Strongly disagree	Disagree	Neither agree nor disagree	Agree	Strongly agree	Not sure
32%	23%	22%	14%	5%	5%

Q.25 If the County Council replaced the supported public bus service that you or your members use with an alternative form of community transport, what would the impact be on you, or your organisation or group?

Comments included;

- Forward Planning needed (19%)
- Financial implication (13%)
- Wouldn't use the service (12%)
- Isolation / housebound (8%)
- Cannot travel as frequently (7%)
- Cannot get to destination (6%)
- Need to use alternative (6%)
- Loss of independence (3%)
- Safety concerns (2%)
- Other impact (22%)

**Proposal 4 : To reduce the amount of printed material and make better use of electronic information**

Q.26 To what extent do you agree or disagree with the proposal to reduce the amount of printed material and make better use of electronic information?

Strongly disagree	Disagree	Neither agree nor disagree	Agree	Strongly agree	Not sure
10%	13%	14%	30%	32%	2%

Q.27 How do you or your members currently find out information about bus and train services?

Printed travel publications	43%
Google transit website	22%
Travel guides, maps and timetables on Hantsweb	18%
Traveline website/ mobile app	22%
Traveline phone line	4%
Bus operator mobile app	19%
Contacting bus operator directly	10%
My Journey Hampshire website	8%
National Rail website	45%
South Western Railway website	29%
Internet search engine	49%
Train Tracker (call or text)	3%

Other	8%
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Q.28 Which of the following publications produced by the County Council have you or your members used in the past year?

Alton, Bordon and Petersfield travel guide	8%
Andover travel guide	4%
Basingstoke map	11%
Eastleigh and Hedge End travel guide	7%
Farnborough and Fleet travel guide	6%
Hampshire map	17%
Havant travel guide	6%
New Forest travel guide	10%
Romsey map	4%
Winchester and Alresford travel guide	12%
Other	4%
None of these	49%

Q.29 Which sections of the travel guide produced by Hampshire County Council do you or your members use?

Bus times	91%
Taxishare times	2%
Train times	43%

Coach times	8%
Other community transport information	6%
Ferry information	14%
None of these	5%

Q.30 If the County Council reduced the amount of printed material and made better use of the electronic information, what would be the impact be on you, or your organisation?

Comments included;

- No access to electronic information (51%)
- Would use internet / alternatives (16%)
- Rely on friends / family (5%)
- Travel less (2%)
- Other including financial impact, increased difficulty and impact on tourists (26%)

**Proposal 5 : To reduce the amount of support available to organisations that provide, promote or support transport services**

Q.31 To what extent do you agree or disagree with the proposal to reduce the amount of support available to organisations that provide, promote or support transport services?

Strongly disagree	Disagree	Neither agree nor disagree	Agree	Strongly agree	Not sure
26%	28%	26%	10%	5%	6%

Q.32 To what extent do you agree or disagree with the proposed reduction of the following types of services available to organisations that provide, promote or support transport services?

	Strongly disagree	Disagree	Neither agree nor disagree	Agree	Strongly agree	Not sure
Passenger transport grants	29%	27%	24%	10%	4%	7%
Advice and information on legal matters and good practice	17%	20%	34%	15%	7%	8%
Training provided by Hampshire County Council's Passenger Transport Group	14%	19%	36%	15%	7%	9%

Q.33 Has your organisation or group ever made use of any of the following support?

Yes - Passenger transport grants (either applied for or received)	14%
Yes - Advice and information on legal matters and good practice (either face to face, over telephone, email or publications)	14%
Yes - Training provided by Hampshire County Council's Passenger Transport Group (including community transport)	16%

No	70%
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Q.34 If the County Council reduced the amount of support available, what would the impact be on your organisation or group?

Comments included;

- Financial concern 31%
- Less support would be received 24%
- Other 45% (these did not fit into common themes)

Q.35 Please indicate which of the following proposals, relating to supported passenger transport services, is your first, second, third and fourth choice

	First choice	Second choice	Third Choice	Fourth Choice
Proposal 2: to make operational changes to the current public bus and ferry services which Hampshire County Council supports	15%	15%	23%	47%
Proposal 3: To replace some supported public bus services with alternative forms of community transport such as Taxishares and Call and Go	8%	25%	45%	22%
Proposal 4: To reduce the amount of printed material and make better use of electronic information	64%	19%	10%	7%
Proposal 5: To reduce the amount of support available to organisations that provide, promote or support transport services	13%	41%	22%	24%

**Proposal 6 : To remove the use of the Older Person's Bus Pass on Taxishares, Dial a Ride and Call and Go Services.**

Q.36 To what extent do you agree or disagree with the proposal to remove the use of the Older Person's Bus Pass on Taxishares, Dial-a-Ride and Call and Go Services?

Strongly disagree	Disagree	Neither agree nor disagree	Agree	Strongly agree	Not sure
30%	22%	20%	15%	9%	4%

Q.37 Which of the following services do you currently use?

Taxishare	1%
Dial-a-Ride	2%
Call and Go	0.8%
None of the above	93%
Other	5%

Q.38 If the County Council removed the use of the Older Person's Bus Pass on Taxishares, Dial-a-Ride and Call and Go services, what would the impact be on you or your organisations or group?

Comments included;

- Isolation / housebound (26%)
- Financial implication (26%)
- Other impact (15%)
- Cannot travel as frequently (13%)
- Cannot get to destination (10%)
- Need to use an alternative (5%)

- Loss of independence (4%)

Please note: throughout this report, some totals may not add up to 100%. This is due to rounding of figures.



## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Economy, Transport and Environment
<b>Date:</b>	12 November 2019
<b>Title:</b>	Transforming Cities Fund Bids Update
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Graham Wright

**Tel:** 01962 845148

**Email:** [graham.wright@hants.gov.uk](mailto:graham.wright@hants.gov.uk)

### Purpose of this Report

1. The purpose of this report is to provide an update following feedback from the Department for Transport (DfT) on the draft Strategic Outline Business Cases (SOBC) submitted in June for the Transforming Cities Fund (TCF) proposals for Portsmouth and Southampton areas. The report also provides an update on progress with the development and design of the candidate schemes identified for potential inclusion in the Strategic Outline Business Case. The report suggests legal and other arrangements for finalising the SOBC submissions to DfT on 28 November 2019, including agreed and legally binding Local Assurance Frameworks for the allocation of funding secured.

### Recommendations

2. That approval be given to the revised list of candidate schemes, as set out in this report, for inclusion in the final Strategic Outline Business Case.
3. That authority is delegated to the Director of Economy, Transport and Environment, in consultation with Southampton City Council, Portsmouth City Council and Isle of Wight Council via the respective joint working arrangements, to agree the final Strategic Outline Business Case submissions, including in each case a legally binding Local Assurance Framework that clearly demonstrates how Transforming Cities Fund funding will be allocated between the parties across each programme area.

### Executive Summary

4. This paper provides an update on current progress by the County Council in implementing measures that have benefitted from TCF Tranche 1 funding and in partnership with Southampton City Council, Portsmouth City Council and Isle of Wight Council, developing Strategic Outline Business Case submissions to the Department for Transport for a share of the Tranche 2 Transforming Cities Fund. This includes ongoing work to prepare candidate schemes for implementation, and legal arrangements should funding be made available.

## **Progress with Implementing Schemes Funded through the TCF Tranche 1 awards**

5. Within the Southampton area, the following three cycle schemes received funding;
  - a. Hut Hill Cycle Route, with construction work due to commence in November 2019.
  - b. Test Lane Cycle Route, due to commence construction in January 2020
  - c. Redbridge Causeway to Totton & Eling pedestrian and cycling enhancements, due to commence works in 2020.
  
6. In the Portsmouth area, funding was awarded to the Enhanced Eclipse Busway phase 1 completion scheme and real time information installations in Havant and Waterlooville. Work is currently progressing to finalise the detailed design of the busway scheme and to undertake ground clearance and public utility diversions, in preparation for commencement of the main works contract. Orders have been placed with the County Council's suppliers to install the real time information units and any necessary power supply at 40 bus stop locations, with site works due to commence imminently and expected to continue into the early part of 2020.

## **Feedback from DfT on the Draft Strategic Outline Business Cases**

7. The DfT has requested that each city region submits bids ranged across high, medium and low aspirations. High aspiration for the Southampton area, currently valued at £122m, includes 5 corridors into Southampton, reducing to £95m for 3 corridors under the medium aspiration, and £64m for 1 corridor under low aspiration. The proportion of potential spend in Hampshire remains broadly consistent (around a third) across all three packages. In the Portsmouth area, the high aspiration, currently valued at £220m covers the whole South East Hampshire Rapid Transit core network, whilst the medium and low aspirations (currently valued at £160m and £110m respectively) progressively focus upon a core corridor linking Portsea Island and Havant, plus Ryde Interchange. Higher aspiration bids entail more infrastructure within Hampshire with a corresponding increase in the share of spend within the county boundary.
8. In providing its feedback, the DfT has noted the low aspiration bids across the 12 city regions total more than the available TCF Tranche 2 budget (£1.22b). Whilst still encouraging high aspiration bids to be developed, the DfT has also requested that bidding authorities take note of the potential pro rata allocation for each area, based upon workday population. For both the Southampton and Portsmouth areas, this would be in the region of £55m across the city and county areas (and Ryde for the Portsmouth area); some city regions having a much larger population.
9. For the Southampton area bid, the feedback was positive with the proposed schemes credited as being scalable, in alignment with TCF objectives, and arrived at through a clear and rigorous process. There were specific and detailed comments set out in respect of each of the five elements of the business cases. The joint officer project team are working to address the

detailed comments and are continuing to work with the DfT team through the co-development process.

10. Likewise, comments received from the DfT on the Portsmouth area draft business case were positive with “the need for intervention clearly and convincingly set out”, with, “obvious potential for the area to benefit from the interventions.” The ranking of high, medium and low aspiration packages was regarded as fair and consistent, but further work was requested on the measures that had been ruled out. The support of the bus operators was noted, and support from the local MPs was requested for inclusion in the November submission. Work is ongoing to address all the comments received.

### **Progress on Developing the Final Business Cases for the November Submission**

11. Since submission of the draft business cases in June, work has continued through the joint working arrangements to develop the infrastructure intervention packages for both TCF bids, alongside further work with the bus operators on vehicle, ticketing and customer experience upgrades. In addition, work has been undertaken by the County Council with the borough councils to further develop complementary policies that seek to:
  - encourage consideration of the TCF proposals as a basis to guide the disposition of development during local plan considerations;
  - encourage supportive and where appropriate reduced parking provision when considering new development that can benefit from improved accessibility by public transport, walking, and cycling measures; and
  - encourage the provision of parking and the setting of off-street parking tariffs that recognise evidence of improved levels of accessibility by public transport walking and cycling.
12. Work has also continued within the wider partnerships to engender support, particularly among the business community, which could benefit from improved levels of accessibility and connectivity through the measures proposed.
13. The development work undertaken has enabled further refinement of the list of candidate schemes previously identified, as set out in the table below.

<b>Portsmouth TCF</b>		<b>Southampton TCF</b>
<b>£2,000,000 - £5,000,000</b>		<b>&lt;£500,000</b>
Havant Town Centre (Park Road and Pedestrian access improvements)		
Havant Corridor (Bus priority on Havant Road)		Romsey Rail (Access improvements for pedestrians and cyclists)
Portchester A27 Corridor (Bus priority measures)		Southampton city boundary to Windhover Missing Cycle Link along A3024

Gosport Highway (corridor improvements between Busway and Ferry Terminal, including Stoke Road)		<b>£500,000 - £2,000,000</b>
		Improved Cycle Access to Winchester Station
		Southampton to Romsey Bus Corridor Improvements (A3057)
<b>£5,000,000 - £15,000,000</b>		Southampton to Hedge End (area) Bus Corridor Improvements (A27/Chalk Hill)
Gosport Bus Station Interchange		
Waterlooville Corridor (Additional bus priority measures on A3, south of Waterlooville)		
Waterlooville Town Centre (Bus priority measures for town centre roads and precinct)		Access improvements to Hamble Rail Station (pedestrians and cyclists)
Havant A2030 Rusty Cutter Roundabout (bus priority and pedestrian and cycling measures)		Hamble Station (accessibility improvements & parking provision)
Fareham Bus Station (improved bus access bus interchange enhancements)		Redbridge Viaduct (raised parapets for cyclist safety)
Fareham A27 Delme Roundabout (bus priority and highway improvements)		Missing Cycle Link (A27 North Baddesley to Chilworth)
A27 Cosham Corridor (bus priority and cycle improvements) (part in PCC area)		Cycle and bus improvements along A27 corridor (Windhover Roundabout to Swanwick Lane junction & across Hamble Lane)
Portchester District Centre (Public realm, bus priority and road safety improvements)		Wide Lane to Eastleigh town centre cycle route (enhancements) Mobility Hub.
		Hut Hill, Chandlers Ford to Southampton boundary (cycle route extension)
		Improvements at Southampton Parkway Station (car parking/ticketing)
<b>£15,000,000 +</b>		
Gosport Busway Completion (Rowner Road to Lees Lane plus upgrade to existing busway (including Brewers Arch additional bus stop)		<b>£2,000,000 +</b>
		Eling to Fawley Cycle Route Measures (enhancements)
		Southampton to Eastleigh Bus Corridor Improvements (Bishopstoke Road corridor)

	Southampton to Waterside Bus Corridor Improvements (A35 and A326)
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### **Proposed Local Assurance Framework**

14. DfT guidance on TCF bid submissions requires development and inclusion of a Local Assurance Framework (LAF). The purpose of such a framework is to make clear how each element of the bid contributes to the overall business case and how funding made available will be allocated to each element of the bid. Such a framework is also of value to the bidding partners by clearly establishing priorities for all potential funding scenarios. This will provide confidence to each bidding partner in developing their proposals as to the likelihood of receiving funding. It is proposed that the local assurance framework for each bid is a binding agreement.
15. The Local Assurance Framework will consider scheme bundles, prioritised against the TCF objectives as set out in relevant DfT guidance. These include an assessment of value for money, the amount of match funding, and the extent to which the schemes can realise additional benefits, such as development or regeneration opportunities. It will also be necessary to include an assessment of deliverability within the TCF timeline of March 2023 (considering scheme complexities such as land, ecology and legal consents).

### **Finance**

16. Funding for Tranche 1 Schemes has now been received from both city councils.
17. Collaborative arrangements are currently being negotiated with the bidding partners (Isle of Wight Council and Portsmouth City Council for the Portsmouth area bid, and Southampton City Council for the Southampton area) regarding commitment to funding the necessary development work for each bid. This will also cover allocation of the £50,000 received by the lead authorities from the DfT to support the development work.
18. The Strategic Outline Business Case submitted to the DfT for each area will include a legally binding local assurance framework, agreed between the bidding partners.

### **Consultation and Equalities**

19. As the June SOBC submissions for Tranche 2 funding were draft 'work in progress', neither have been published on public facing websites. Work has continued to develop the respective propositions with the bidding partners.
20. This will remain the case until the final submissions are made on 28 November 2019 when both business cases will be published on the relevant websites. At present, and until funding allocations are known, it is not possible to provide firm public commitments to individual infrastructure interventions.

21. Tranche 1 funded schemes have been publicised at the following web link [Eclipse Busway Phase 1 Completion Scheme](#) and via the collaborative communication plans.
22. For the TCF Tranche 2 submission for the Southampton area, the bus operators and key stakeholders (the University and Hospital) have been involved in workshops feeding into the developing and evolving SOBC. Other key supporters have also been kept informed with the developing SOBC. A key stakeholder event was held on 24<sup>th</sup> September, and DfT were informed of the positive level of interest and support for the SOBC expressed at the event.
23. Core to the TCF Tranche 2 bid for the Portsmouth area is the wider partnership being developed around the South East Hampshire Rapid Transit (SEHRT) proposition. This comprises 16 partner organisations including bus, ferry, catamaran and hovercraft operators, together with the rail operators and network rail.
24. To support the business case submission and the ongoing development of the proposition, a consultation has been undertaken to establish the attitudes of existing and potential future customers for SEHRT. Feedback from the consultation, which was live during the period of September to mid-October 2019, will be used to inform the final business case submission.

**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

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 central proposal of this decision is to submit a bid for funding, and therefore the direct impact on people with protected characteristics is neutral.