

Public Document Pack

Executive Decision Records

Please find set out below a number of Executive Decisions taken at the HAMPSHIRE COUNTY COUNCIL Executive Member for Economy, Transport and Environment Decision Day held at the Castle, Winchester on Tuesday, 10th March, 2020

36. **CONTRACT FOR DIVER SERVICES**
37. **LOCAL TRANSPORT PLAN DEVELOPMENT**
38. **BASINGSTOKE TOWN CENTRE TRANSPORT STUDY AND MASS RAPID TRANSIT**
39. **LOCAL BUS CONTRACTS IN ANDOVER, WINCHESTER AND NEW FOREST**
40. **PROJECT APPRAISAL: ANSTEY ROAD/ANSTEY LANE JUNCTION IMPROVEMENT ALTON**
41. **TRANSFORMATION TO 2021 STREET LIGHTING LED REPLACEMENT PROJECT**
42. **PROJECT APPRAISAL: A326 SOUTH JUNCTION IMPROVEMENTS**
43. **PROJECT APPRAISAL: WOODHOUSE LANE SOUTH BOTLEY**
44. **PROJECT APPRAISAL: ACCESS IMPROVEMENTS TO KINGS SCHOOL WINCHESTER**
45. **ALLOCATION OF LOCAL BUS SUBSIDY SUPPORT**

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Item 36

HAMPSHIRE COUNTY COUNCIL

Executive Decision Record

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	10 March 2020
Title:	Contract for Diver Services
Report From:	Director of Economy, Transport and Environment

Contact name: Brian Hill

Tel: 01962 846905

Email: brian.hill@hants.gov.uk

1. The decision:

- 1.1. That the Executive Member for Economy, Transport and Environment gives approval to procure and spend and enter into contractual arrangements, in consultation with the Head of Legal Services, for a new Diver Contract, covering emergency situations and inspection, and maintenance of Structures in and around watercourses, at a value of £3 million to be funded from the Bridges Revenue and Structural Maintenance budgets for a period of four years, commencing on 1 May 2020 with the option to extend to a maximum six year duration, as outlined in the supporting report.
- 1.2. That authority to make the arrangements to implement the contract, including minor variations, be delegated to the Director of Economy, Transport and Environment in consultation with the Head of Legal Services.

2. Reason for the decision:

- 2.1. Hampshire County Council is responsible for the inspection and maintenance of over 1,800 highway structures many of which are in and around watercourses or coastal areas. Whilst the County Council's bridge engineers are able to fully access most of these there are approximately 400 which require Divers to assist with the inspections.
- 2.2. The Divers accompany engineers and inspect elements in deep or fast flowing water. They are also utilised to inspect long or low headroom structures where confined space or other specialist equipment is required.
- 2.3. Where works are identified, e.g. scour around bridge foundations, the Divers provide estimates for the repairs and prepare method statements which are submitted to relevant agencies such as the Marine Management Organisation and Environment Agency to enable works to progress.
- 2.4. During times of flood or storm, Divers are regularly used to remove trapped debris and clear blockages.

2.5. By regularly and fully inspecting highway structures the County Council fulfils its 'duty to maintain' under the Highways Act 1980 and ensures bridges are safe for use and fit for purpose.

3. Other options considered and rejected:

- 3.1. Spot hire is not considered feasible or practical as the Divers are required year-round; summer for inspections and works, and winter to deal with flooding and debris issues.
- 3.2. Use of the Hampshire Highways Services Contract via Skanska was considered but it was felt that the Bridges Team needed direct access to a supplier to ensure that emergency situations in particular could be relayed direct and decisions made quickly.
- 3.3. The option to not replace the existing Diver contract was rejected on the basis that Diving services are needed to deal with both flood situations and to enable full inspection and repair of underwater elements of bridges.

4. Conflicts of interest:

- 4.1. Conflicts of interest declared by the decision-maker:
- 4.2. Conflicts of interest declared by other Executive Members consulted:

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

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

7. Statement from the Decision Maker:

Approved by: -----	Date: 10 March 2020
Executive Member for Economy, Transport and Environment Councillor Rob Humby	

HAMPSHIRE COUNTY COUNCIL

Executive Decision Record

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	10 March 2020
Title:	Local Transport Plan Development
Report From:	Director of Economy, Transport and Environment

Contact name: Dominic McGrath/Daniel Hunt

Tel: 01962 846054/07719
990573

Email: dominic.mcgrath@hants.gov.uk
daniel.hunt@hants.gov.uk

1. The decision:

- 1.1. That the Executive Member for Economy, Transport and Environment approves the proposed approach to the development of a revised and updated Local Transport Plan for Hampshire.

2. Reasons for the decision:

- 2.1. The Local Transport Act 2008 contains a statutory requirement for the County Council to produce and review Local Transport Plans and policies. The current Hampshire Local Transport Plan (LTP) was published in 2011. It set out a long-term vision for how the transport network in Hampshire would be developed, alongside an initial three-year implementation plan.
- 2.2. Whilst the current LTP has served an important purpose, there have been significant changes since 2011. There is a very different funding and policy environment with changing priorities and issues at local, regional and national level. The “Hampshire 2050” vision and the declaration of a climate emergency by the County Council require it to review how transport can help play its part in addressing these. Revising and updating the LTP will ensure that a vision, a strategy and action plans are in place to meet this challenge.
- 2.3. A report to Cabinet on 6 January 2020 (titled “Interim Progress on Climate Change Strategy and Action Plan”) notes that the County Council “will need to ensure that reducing greenhouse gas emissions (mitigation) and increasing climate resilience of both our own assets and the wider Hampshire area is central to the work of the organisation and embedded within the delivery of key objectives in all departments”. Reducing the climate impact of transport activities in Hampshire will be a key element of this as transport remains one of the most carbon intensive and least improved sectors so the revised and updated LTP will be a key enabler.
- 2.4. The revised LTP will also take into account the challenges we face in achieving sustainable development, including the presumption in favour of sustainable

development that is established by the National Planning Policy Framework. In order to achieve a future of “clean growth” transport (and its relationship with sustainable land use planning) must play a significant part.

- 2.5. The revised LTP will set out a framework under which local area and topic based strategies and their action plans will be developed. It will also include a consolidated and reviewed list of transport policies which will act in support of Hampshire County Council’s numerous relevant statutory responsibilities, and its Strategic Aims and visions.
- 2.6. As part of the review Hampshire County Council will need to engage and consult externally with a variety of stakeholders including Local Planning Authorities (LPAs) and National Park authorities, Local Enterprise Partnerships (LEPs) and the transport and development industries as part of the of the revised LTP and others. The initial engagement will be in the style of a commissioning dialogue acknowledging our stakeholder’s role as target audiences for the document, but also the need to work collaboratively with them to help shape Hampshire as a place. The dialogue will result in the development of a consultation draft of a new LTP.
- 2.7. It will also be important to engage with other groups, including residents and people working in the county, young people, mobility and environmental pressure groups and adjoining authorities, to ensure that a wide range of views are represented.
- 2.8. A revised and updated LTP will also have significant impacts within the County Council across a range of different Executive Member portfolios covering Public Health, Children’s Services, Adult Services and Culture Communities & Business Services. It will be important to ensure that the updated LTP appropriately reflects wider departmental and corporate objectives and helps shape common outcomes. The LTP forms part of the policy framework for Hampshire which therefore requires final decision to be taken by Full Council.

3. Other options considered and rejected:

- 3.1. The alternative option to continue to use the 2011 version of the Local Transport Plan as the guiding policy document for local transport within Hampshire was considered and rejected because the content is becoming increasingly out of date.
- 3.2. The option to do nothing was rejected due to the importance of Hampshire County Council actively playing a role in securing sustainable development in Hampshire, in a way that supports the Council’s Strategic aims, its emerging “Hampshire 2050” vision and the declaration of a climate emergency. In general, it would fail to recognise the many significant changes to the transport landscape since 2011.
- 3.3. It will also fail to address the duty of the Transport Act 2000 and the Local Transport Act 2008 to both produce and keep under review a Local Transport Plan and policies.

4. Conflicts of interest:

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

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

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

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

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

Approved by:

Date:

10 March 2020

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

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Item 38

HAMPSHIRE COUNTY COUNCIL

Executive Decision Record

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	10 March 2020
Title:	Basingstoke Town Centre Transport Study and Mass Rapid Transit
Report From:	Director of Economy, Transport and Environment

Contact name: Phil Marshall

Tel: 01962 847122

Email: philip.marshall@hants.gov.uk

1. The decision:

1.1. That the Executive Member for Economy, Transport and Environment approves the prioritisation of the following Basingstoke Town Centre transport schemes and agrees that they progress to the next stage of feasibility work:

- Eastrop Roundabout operational and access improvements;
- Station Approach access improvements;
- improved access to Basing View;
- One Way System operational and access improvements;
- improved access to Festival Place/The Malls; and
- comprehensive improvements for walking and cycling.

1.2. That authority be delegated to the Director of Economy, Transport and Environment to work with the developers of Basingstoke Leisure Park to identify and develop the transport interventions required to support the development proposal, including high quality public transport, walking and cycling links to/from the Town Centre.

1.3. That the Executive Member for Economy, Transport and Environment prioritises the development of the Basingstoke Mass Rapid Transit project as a high priority, as identified in the Basingstoke Transport Strategy and authorises working in partnership with key stakeholders, including Basingstoke and Deane Borough Council and bus operators, to determine and develop feasibility and design work on infrastructure options for the priority corridors for Mass Rapid Transit.

2. Reason for the decision:

2.1. In order to prioritise transport schemes for further development in Basingstoke Town Centre and the Mass Rapid Transit scheme, consistent with the priorities in the Basingstoke Transport Strategy and the Local Transport Plan and to sustainably support economic growth and regeneration outlined in the adopted

Local Plan, forthcoming Local Plan Update and Basing View and Central Basingstoke Master Plan.

3. Other options considered and rejected:

3.1. Do Nothing – This has been rejected, as the Basingstoke Transport Strategy has identified the need to develop and implement transport interventions to sustainably support economic growth and regeneration in Basingstoke.

4. Conflicts of interest:

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

4.2. Conflicts of interest declared by other Executive Members consulted: None

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

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

7. Statement from the Decision Maker:

Approved by:

Date:

10 March 2020

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

Item 39

HAMPSHIRE COUNTY COUNCIL

Executive Decision Record

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	10 March 2020
Title:	Local Bus Contracts in Andover and 95/96 Service in Winchester and 49 Service in the New Forest.
Report From:	Director of Economy, Transport and Environment

Contact name: Lisa Cook

Tel: 01962 847143

Email: lisa.cook@hants.gov.uk

1. The decision:

- 1.1. That the Executive Member for Economy, Transport and Environment approves the award of new contracts for the Andover Villages, 5, 7/7A and 49 local bus services, as set out in the supporting report, to commence from 6 April 2020 for a period of four years with an option to extend in annual increments until 5 April 2026 at an annual cost of £180,370 to be met from the Public Bus Budget.
- 1.2. That the Executive Member for Economy, Transport and Environment approves the award of new contracts for the 9,10,11,12,13,15,16, and 17 services, as set out in the supporting report, to commence from 6 April 2020 for a period of two years with an option to extend in annual increments until 5 April 2026 at an annual cost of £286,706 to be met from the Developers Contributions set aside for local bus services in the Andover area.
- 1.3. That the Executive Member for Economy, Transport and Environment approves the decision to cease the subsidy provided to the Andover Town 14 service from 6 April 2020 as the service duplicates commercial provision.
- 1.4. That the Executive Member for Economy, Transport and Environment approves the award of a contract to replace the 95/96 local bus service, as detailed in the supporting report, to commence on 27 July 2020 for a period of 4 years at an annual cost of up to £16,390 to be met from the Public Bus Budget.
- 1.5. That the Executive Member of Economy, Transport and Environment approves the award of a new contract for the 49 service to commence from 6 April 2020 for a period of 4 years with an option to extend in annual increments until 5 April 2026 at an annual cost of £7,241 to be met from the Public Bus Budget, with a contribution made from Wiltshire County Council.

2. Reasons for the decision:

- 2.1. To ensure continuity of service, the contract awards detailed above will replace a number of short term contracts put in place for the provision of four local bus services in the Andover area (14,15,16 & 17) and to cover the 95/96 in Winchester and the 49 in the New Forest.

- 2.2. To allow for maximum contract efficiencies to be gained, the other local bus services within the Andover area have also been competitively tendered.
- 2.3. Approval to award new contracts will continue to give access to employment, education, health, retail and leisure facilities for the widest section of the community.

3. Other options considered and rejected:

- 3.1. Maintaining the current pattern of bus service provision for the services funded through Developers Contributions. This was rejected because the funds will not permit the maintenance of such a service for a reasonable period.
- 3.2. Other timetable options, including exploring enhancements to services, were rejected on the grounds of not proving affordable with current budget levels or consistent with the outcomes of the 2018 Passenger Transport Review.
- 3.3. Not awarding these tenders was considered and rejected as it would result in a reduced, or in some cases, no bus service in these areas.
- 3.4. Reducing the frequency of the timetables for all tendered services. This was rejected as it is the County Council's view that this would undermine the viability of these services.
- 3.5. Options for Community Transport alternatives (including Taxishares) have been considered where appropriate. However, the volume of passengers recorded on some individual journeys would exceed the capacity of such solutions.
- 3.6. Continuing the subsidy for the 14 service. This was rejected as every bus stop served by the 14 service is also served by Stagecoach's commercial 6 service therefore it is not considered value for money to continue funding this service.

4. Conflicts of interest:

- 4.1. Conflicts of interest declared by the decision-maker:
- 4.2. Conflicts of interest declared by other Executive Members consulted:

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

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

7. Statement from the Decision Maker:

Approved by:

Date:

10 March 2020

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

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Item 40

HAMPSHIRE COUNTY COUNCIL

Executive Decision Record

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	10 March 2020
Title:	Project Appraisal: Anstey Road/Anstey Lane Junction Improvement, Alton
Report From:	Director of Economy, Transport and Environment

Contact name: James Laver

Tel: 01962 832279

Email: james.laver@hants.gov.uk

1. The decision:

- 1.1 That the Executive Member for Economy, Transport and Environment approve the Project Appraisal for the Anstey Road/Anstey Lane Junction Improvement scheme in Alton, as outlined in the supporting report.
- 1.2 That approval be given to procure, spend and enter into necessary contractual arrangements, in consultation with the Head of Legal Services, to implement the proposed improvements at Anstey Road/Anstey Lane junction, as set out in the supporting report, at an estimated cost of £1,412,205 to be funded from Section 106 developer contributions.
- 1.3 That authority to make the arrangements to implement the scheme, including minor variations to the design or contract, be delegated to the Director of Economy, Transport and Environment.
- 1.4 That authority be delegated to the Director of Economy, Transport and Environment in consultation with the Head of Legal Services to progress all appropriate orders, notices or statutory procedures and secure any consents, licences, permissions, rights or easements necessary to enable the Anstey Road/Anstey Lane Junction Improvement scheme to be implemented.

2. Reasons for the decision:

- 2.1 To improve junction capacity and accommodate the forecast increase in traffic in this location. Traffic growth is expected to exceed the operational capacity of the junction resulting in an increase in localised congestion on Anstey Road and Anstey Lane. The proposed scheme will mitigate the impact of this traffic growth by increasing capacity through better management of traffic flows, thereby minimising queuing and delays.

2.2 To deliver improved pedestrian and cyclist infrastructure at the junction, to accommodate the forecast increase in non-motorised users in the area. This will mitigate the increased risk that these user groups face when negotiating the junction which is expected to experience an overall increase in traffic volumes. This will also promote the use of active and sustainable transport modes as a healthy alternative to the car for short local journeys, encouraging an increase in the take-up of sustainable transport options.

3. Other options considered and rejected:

3.1 Alternative options considered include “do nothing”, however this was rejected for the following reason. Traffic flow data and modelling results indicate that during peak times the junction is currently approaching practical capacity; when this threshold is exceeded there is likely to be unsatisfactory performance. With forecast increases in traffic using the junction, there will be an adverse impact upon junction operation, resulting in congestion and delays on one of the key routes into Alton, as well as a negative impact on the safety of pedestrians and cyclists.

4. Conflicts of interest:

4.1 Conflicts of interest declared by the decision-maker:

4.2 Conflicts of interest declared by other Executive Members consulted:

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

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

7. Statement from the Decision Maker:

Approved by: -----	Date: 10 March 2020
Executive Member for Economy, Transport and Environment Councillor Rob Humby	

Item 41

HAMPSHIRE COUNTY COUNCIL

Executive Decision Record

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	10 March 2020
Title:	Transformation to 2021 Street Lighting LED Replacement Project
Report From:	Director of Economy, Transport and Environment

Contact name: Adrian Gray

Tel: 01962 846892

Email: adrian.gray@hants.gov.uk

1. The decision:

- 1.1. That the Executive Member for Economy, Transport and Environment gives approval to vary the street lighting Private Finance Initiative (PFI) to enable high-power lamps to be replaced with more energy efficient LEDs, and delegates authority to the Director of Economy, Transport and Environment, in consultation with the Head of Legal Services, to make the necessary changes to the PFI Project Agreement, and to approve any associated modification.
- 1.2. That, subject to the technical agreement of the variation to the Street Lighting PFI, the Executive Member for Economy, Transport and Environment approves the replacement of 12,000 (approx.) high-power lamps with more energy efficient LEDs at a cost of £3.2million to be funded from the departmental Cost of Change reserve to deliver the street lighting Transformation to 2021 (Tt2021) savings in full.
- 1.3. That the Executive Member for Economy, Transport and Environment confirms that further dimming or extension of part-night lighting will no longer be required as part of Transformation to 2021 savings, subject to successful completion of the LED proposal.
- 1.4. That authority to make the arrangements to implement the proposal, including minor variations, be delegated to the Director of Economy, Transport and Environment.
- 1.5. That authority be delegated to the Director of Economy, Transport and Environment, in consultation with the Executive Member for Economy, Transport and Environment, to vary the programme and financial arrangements should LEP or other external funding be secured.

2. Reasons for the decision:

- 2.1. At its meeting on 7 November 2019 the County Council approved a package of proposals to meet the £80million Transformation to 2021 savings target including a £500,000 saving from street lighting. An investigation into options to

deliver this saving has identified that replacing high-power street lights with low energy LEDs would deliver the savings in full.

2.2. It is necessary to vary the street lighting Private Finance Initiative (PFI) Project Agreement to facilitate this change in apparatus maintained through the PFI.

2.3. Funding is required to meet the cost of the LEDs.

3. Other options considered and rejected:

3.1. It would be possible to leave the PFI Project Agreement unamended. This option is rejected as leaving aside the current proposal, it will prevent the installation over time of energy efficient LEDs.

3.2 Since 2010, the County Council has progressively reduced the brightness of street lights to reduce energy costs, and in April 2019 introduced part-night lighting on residential streets. It would be possible to further reduce the brightness (increased dimming) of street lights and to additionally switch off some street lights on the classified road network for part of the night. This option is not being taken forward at this time as the LED proposal is projected to meet the savings in full, with no reduction in levels of service.

4. Conflicts of interest:

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

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

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

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

7. Statement from the Decision Maker:

I thank Hampshire County Councillor Dominic Hiscock for coming along and speaking at my Decision Day.

Approved by:

Date:

10 March 2020

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

Item 42

HAMPSHIRE COUNTY COUNCIL

Executive Decision Record

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	10 March 2020
Title:	Project Appraisal: A326 South, Junction Improvement Works, Fawley Waterside
Report From:	Director of Economy, Transport and Environment

Contact name: Enny Enigbokan

Tel: 01962 832237

Email: enny.enigbokan@hants.gov.uk

1. The decision:

- 1.1 That the Executive Member for Economy, Transport and Environment approve the Project Appraisal for A326 South Junction Improvement works in Fawley Waterside, as outlined in the supporting report.
- 1.2 That the Executive Member for Economy, Transport and Environment gives approval to procure, spend and enter into necessary contractual arrangements including any funding agreements, in consultation with the Head of Legal Services, to implement the proposed improvements to eight junctions between Dibden and Fawley (along the southern end of the A326 and on the B3053); improvements works for pedestrians and cyclists; and other associated works, as set out in the supporting report, at an estimated cost of £8.1million to be funded from Solent Local Enterprise Partnership (SLEP) with £5.7million and local match funding from Fawley Waterside Limited of £2.4million.
- 1.3 That the Executive Member for Economy, Transport and Environment endorses the approach to preparing a Construction Environmental Management Plan (CEMP) in consultation with the New Forest National Park Authority (NFNPA) and include mitigation measure identified in the CEMP in the construction contract documentation.
- 1.4 That authority to make the arrangements to implement the scheme, including minor variations to the design or contract, and any formal agreements required in connection with the provisions of the CEMP, be delegated to the Director of Economy, Transport and Environment (in consultation with the Head of Legal Services where necessary).

2. Reasons for the decision:

- 2.1 The A326 (and the B3053 at its southern end) is the key road linking the communities of the Waterside Peninsula to the A35, the M27 and onward to

Southampton and the wider area. It is a single carriageway road for most of its length, and various junctions experience existing peak period capacity issues, including the Heath (J6), Applemore (J7) and Dibden (J8) roundabouts.

- 2.2 The proposed A326 (South) junction improvement works will contribute to the resilience of the existing highway network, improve existing capacity and relieve congestion on a key inter-urban road corridor.
- 2.3 The proposed works are required to ensure that all necessary highway improvements works are delivered early ahead of the proposed Fawley Waterside housing developments, in order to minimise potential transport impacts on the network from the Fawley Waterside Housing development.
- 2.4 The scheme will also help to protect the rural environment of the New Forest by improving capacity on a strategic route (the A326) and helping to ensure that traffic does not divert onto less appropriate more minor routes through the National Park, during times of congestion on the A326.
- 2.5 The scheme supports a high quality of life for people who live in, work in, and visit Fawley, and is a significant improvement to the highway network, reducing journey times.
- 2.6 The scheme also provides improved connectivity to existing and future footway/cycling infrastructure, which then offers opportunity for users to choose the health benefits associated with active travel. The scheme provides alternative transport options accessible and appealing to all. Walking and cycling are the healthiest and most sustainable ways to travel, either for whole trips or as part of longer journeys on public transport.

3. Other options considered and rejected:

- 3.1 A “do Nothing” option was considered and rejected, as the proposed works will contribute to the resilience of the existing highway network and relieve local congestion, and 100% of the funding for this important scheme has been secured from external sources.

4. Conflicts of interest:

- 4.1 Conflicts of interest declared by the decision-maker:
- 4.2 Conflicts of interest declared by other Executive Members consulted: None

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

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

7. Statement from the Decision Maker:

Approved by:

Date:

10 March 2020

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

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Item 43

HAMPSHIRE COUNTY COUNCIL

Executive Decision Record

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	10 March 2020
Title:	Project Appraisal: Woodhouse Lane South, Botley
Report From:	Director of Economy, Transport and Environment

Contact name: Steve Blackmore

Tel: 0300 555 1388

Email: steve.blackmore@hants.gov.uk

1. The decision:

- 1.1 That the Executive Member for Economy, Transport and Environment approves the Project Appraisal for the Woodhouse Lane South scheme, as outlined in the supporting report.
- 1.2 That approval be given to procure, spend and enter into necessary contractual arrangements, in consultation with the Head of Legal Services, to implement the proposed improvements to Woodhouse Lane South, as set out in the supporting report, at an estimated cost of £4.498million to be funded from the existing allocation for Botley schemes held within the ETE capital programme.
- 1.3 That authority to make the arrangements to implement the scheme, including minor variations to the design or contract, programming and phasing the works as necessary, be delegated to the Director of Economy, Transport and Environment.

2. Reasons for the decision:

- 2.1 Woodhouse Lane South (WHLS) will form a key part of a number of improvements around Botley and links the Uplands Development Infrastructure (UDI) to the Maypole Roundabout to the west of Botley. In providing this scheme, the existing Woodhouse Lane will be improved by the widening and realignment of the carriageway which will improve the safety and capacity of the route. The early delivery of WHLS complements the delivery of UDI, offering cost advantage, and provides a further phase of the highway improvements necessary to achieve the effective diversion of traffic around Botley Village.
- 2.2 As part of a number of improvements around Botley, the WHLS scheme will contribute to improved capacity, reduce delays at peak periods, and improve

journey time reliability along the A334 through Botley, with environmental benefits in terms of noise and air quality improvements in Botley Village.

- 2.3 The scheme supports a high quality of life for people who live in, work in, and visit Botley, and is a significant improvement to the highway network, reducing congestion and improving air quality and journey times through the area. The additional improved footway, cycling and equestrian infrastructure provides opportunity for all road users to choose the health benefits associated with active travel.

3. Other options considered and rejected:

- 3.1 The scheme design is based upon the approved project appraisal set out in the Executive Member for Economy, Transport, and Environment decision report of September 2019.

4. Conflicts of interest:

- 4.1 Conflicts of interest declared by the decision-maker: None
- 4.2 Conflicts of interest declared by other Executive Members consulted: None

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

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

7. Statement from the Decision Maker:

Approved by: -----	Date: 10 March 2020
Executive Member for Economy, Transport and Environment Councillor Rob Humby	

Executive Decision Record

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	10 March 2020
Title:	Project Appraisal: Access Improvements to Kings' School, Winchester
Report From:	Director of Economy, Transport and Environment

Contact name: Nimish Vithani

Tel: 01962 845005

Email: nimish.vithani@hants.gov.uk

1. The decision:

- 1.1 That the Executive Member for Economy, Transport and Environment approve the Project Appraisal for Access Improvements to Kings' School Winchester, as outlined in the supporting report.
- 1.2 That approval be given to procure and spend and enter into necessary contractual arrangements, in consultation with the Head of Legal services, to implement the proposed improvements to the shared use footway and improvements to pedestrian crossing along Romsey Road, Winchester, as set out in the supporting report, at an estimated cost of £430,000 to be funded from developer funding.
- 1.3 That authority to make the arrangements, including third party access arrangements to implement the scheme and minor variations to the design or contract, be delegated to the Director of Economy, Transport and Environment.

2. Reasons for the decision:

- 2.1 The proposal seeks to improve pedestrian and cycle facilities along this stretch of Romsey Road by widening the footpath to 2.5m and making it a shared use footway.
- 2.2 To upgrade the existing puffin crossing at the junction of Romsey Road and Battery Hill to a toucan crossing facility to promote cycling and widen the crossing area for all users to access Kings School.
- 2.3 The proposal will encourage non-vehicular travel in the vicinity of the school which will improve air quality and the environment.

3. Other options considered and rejected:

- 3.1 The feasibility study looked at widening the existing footway between Kings Road and Kilham Lane on the northern side of Romsey Road to provide a cycle/pedestrian shared use footway. However, the costs of this option were higher than the proposed shared use footway and entailed greater delivery risk.
- 3.2 To provide a west to east cycle lane would require the widening of the carriageway within the northern highway verge, which cannot be incorporated into this scheme due to budget limitations. At the consultation on the draft feasibility study at Kings School, stakeholders doubted the usefulness of the eastbound facilities and agreed that the westbound option and the continuation facilities westwards were not a priority for delivery immediately, but that they could be implemented in the future if resources allowed.

4. Conflicts of interest:

- 4.1 Conflicts of interest declared by the decision-maker: None
- 4.2 Conflicts of interest declared by other Executive Members consulted: None

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

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

7. Statement from the Decision Maker:

Approved by: ----- Executive Member for Economy, Transport and Environment Councillor Rob Humby	Date: 10 March 2020
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Item 45

HAMPSHIRE COUNTY COUNCIL

Executive Decision Record

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	10 March 2020
Title:	Allocation of Local Bus Subsidy Support
Report From:	Director of Economy, Transport and Environment

Contact name: Andrew Wilson

Tel: 01962 846984

Email: andrew.wilson@hants.gov.uk

1. The decision:

- 1.1. That the Executive Member for Economy, Transport, and Environment approves the submission of a completed Statement of Intent form to the Department for Transport in order to secure a one-off payment from Government of £709,912 in 2020/21 to support local bus services, and that authority is delegated to the Director of Economy, Transport, and Environment to finalise the submission based on the approach set out in the supporting report, including the use of a “challenge fund” to determine how the funding award could be most effectively spent in accordance with the proposed approach.
- 1.2. That authority is delegated to the Director of Economy, Transport, and Environment, in consultation with the Executive Member for Economy, Transport, and Environment to engage with operators, and invite and assess bids to the proposed “challenge fund”.
- 1.3. That authority is delegated to the Director of Economy, Transport, and Environment to make the detailed contractual, spending, and operational decisions and arrangements necessary to meet the terms of the funding award and deliver associated support to local bus services arising from the proposed “challenge fund”, as set out in the supporting report.

2. Reason for the decision:

- 2.1. Approval of the recommendations in this report will facilitate an additional Government one-off payment of £709,912 being made to the County Council for local bus service support. This funding will enable the County Council to procure additional bus services, improving access to employment, education and healthcare.

3. Other options considered and rejected:

- 3.1. Not to apply for this funding would have been a missed opportunity to enhance Hampshire’s bus network.

4. Conflicts of interest:

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

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

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

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

7. Statement from the Decision Maker:

Approved by:

Date:

10 March 2020

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