Public Document Pack

Hampshire County Council

NOTICE OF MEETING

Meeting	Executive Member for Economy, Transport and Environment Decision Day
Date and Time	Thursday 2nd July, 2020 at 2.00 pm
Place	Virtual Teams Meeting - Microsoft Teams
Enquiries to	members.services@hants.gov.uk

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

FILMING AND BROADCAST NOTIFICATION
This meeting will be broadcast on the County Council website

AGENDA

DEPUTATIONS

To receive any deputations notified under Standing Order 12.

KEY DECISIONS (NON-EXEMPT/NON-CONFIDENTIAL)

1. RECYCLING AND SINGLE MATERIALS RECOVERY FACILITY UPDATE (Pages 5 - 22)

To consider a report regarding the work undertaken through the Hampshire Waste Partnership programme in the context of the recently reintroduced Environment Bill and the impact that this will have on waste management in Hampshire. The report updates on the work done to review potential collection systems and consider the implications of these on the waste and recycling infrastructure. The report provides information on the various infrastructure options, the associated financial implications of the options and how they fit the expected legislative changes that are coming forward.

2. BRIGHTON HILL IMPROVEMENT SCHEME - CAMROSE LINK ROAD PROJECT APPRAISAL AND ADVANCED ENABLING WORKS (Pages 23 - 40)

To consider a report of the Director of Economy, Transport and Environment seeking approval to progress the implementation of the Camrose Link Road with an estimated cost of £3.432 million funded by the Enterprise M3 Local Enterprise Partnership , to change the detailed design of the Brighton Hill roundabout improvement and to progress advance utility diversions with an estimated cost of £1.77 million.

3. LYNCHFORD ROAD FARNBOROUGH GROWTH PACKAGE (Pages 41 - 48)

To consider a report of the Director of Economy, Transport and Environment seeking approval to explore a variation option to the current Scheme approved by the EMET in January 2019. The report seeks approval to vary the previous design, and to develop and test an option to retain a section of the westbound Lynchford Road carriageway between the A331 and St Alban's roundabout, as a single lane.

4. WHEELS TO WORK LOAN SCHEME (Pages 49 - 56)

To consider a report of the Director of Economy, Transport and Environment seeking authority to tender and award a new contract for a Wheels to Work Loan Scheme in Hampshire which will provide young people with the opportunity to access employment and training opportunities in Hampshire.

5. HOUSEHOLD WASTE RECYCLING CENTRES CROSS BORDER UPDATE (Pages 57 - 64)

To consider a report of the Director of Economy, Transport and Environment regarding the current position with regards to implementation of the Hampshire Household Waste Recycling Centre (HWRC) cross border resident's charging scheme vehicle registration system, and proposed agreements with neighbouring authorities including the current transitional arrangements with West Berkshire Council.

6. PROCUREMENT APPROVAL: GEOTECHNICAL AND GEOENVIRONMENTAL SERVICES FRAMEWORK (Pages 65 - 70)

To consider a report of the Director of Economy, Transport and Environment seeking approval to procure a Geotechnical and Geoenvironmental framework agreement in order to replace the current framework, which expires on 31 May 2021.

NON KEY DECISIONS (NON-EXEMPT/NON-CONFIDENTIAL)

7. ETE CAPITAL PROGRAMME 2019/20 END OF YEAR & QUARTER 1 2020/21 (Pages 71 - 94)

To consider a report of the Director of Economy, Transport and Environment regarding progress and delivery within the capital programme and the year end position for 2019/20. In addition, the report provides a short narrative summary on early progress of the capital programme in 2020/21 and provides recommendations for changes to the programme in 2020/21 and beyond.

8. PROJECT APPRAISAL: FOUR MARKS - A31/LYMINGTON BOTTOM JUNCTION IMPROVEMENTS (Pages 95 - 108)

To consider a report of the Director of Economy, Transport and Environment seeking approval for the implementation of the Four Marks Transport Improvements Scheme, in particular the Lymington Bottom Road pedestrian crossing.

9. PROJECT APPRAISAL: BRAMLEY LANE/SHERFIELD ROAD JUNCTION BRAMLEY (Pages 109 - 124)

To consider a report of the Director of Economy, Transport and Environment regarding details of the Bramley Lane/Sherfield Road Junction improvement scheme and seeking approval to progress with the necessary procurement, spending and contractual arrangements to deliver the works.

10. PROJECT APPRAISAL: A33/SOUTH DRIVE JUNCTION IMPROVEMENT SHERFIELD-ON-LODDON (Pages 125 - 136)

To consider a report of the Director of Economy, Transport and Environment regarding details of the A33/South Drive Junction improvement scheme and seeking approval to progress with the necessary procurement, spending, and contractual arrangements to deliver the works.

11. PROJECT APPRAISAL: WHITEHILL BORDON RELIEF ROAD JUNCTION 2 TO 3 SHARED USE FOOTWAY/CYCLEWAY (Pages 137 - 148)

To consider a report of the Director of Economy, Transport and Environment regarding details of the Whitehill and Bordon Relief Road: Junction 2 to 3 Shared Use Footway/Cycleway scheme and seeking approval to progress with the necessary procurement, spending and contractual arrangements to deliver the works.

12. PARTNERSHIP FOR SOUTH HAMPSHIRE - REVISED AGREEMENT
(Pages 149 - 154)

To consider a report of the Director of Economy, Transport and Environment regarding authority to enter into a Revised Agreement for the Partnership for South Hampshire.

KEY DECISIONS (EXEMPT/CONFIDENTIAL) - NOT APPLICABLE

NON KEY DECISIONS (EXEMPT/CONFIDENTIAL) - NOT APPLICABLE

ABOUT THIS AGENDA:

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

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	2 July 2020
Title:	Recycling and Single Materials Recovery Facility (MRF) Update
Report From:	Director of Economy, Transport and Environment

Contact name: Sam Horne

Tel: 01962 832268 **Email:** sam.horne@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to provide an update on the business case for a single co-mingled Materials Recycling Facility (sMRF), to outline the current national and local context, and also the work undertaken to date to support identifying the most suitable recycling collection and processing system for Hampshire in line with the requirements of the Environment Bill 2020.

Recommendations

2. That the Executive Member for Economy, Transport and Environment approves that, in the current circumstances, and based on the modelling to date, work on the single co-mingled Materials Recovery Facility proposal is paused whilst business cases for the alternative options of a Twin Stream and Kerbside sort systems are developed and that the Council looks to explore the potential for delivering Food Waste reception and processing infrastructure in conjunction with these other recycling infrastructure business cases.
3. That the Executive Member for Economy, Transport and Environment notes and approves further work and discussion with Project Integra Partners regarding future waste services arrangements in terms of collection and processing of recyclable materials in line with the principles set out in this report, including:
    - no further work to be undertaken regarding a single co-mingled MRF;
    - recycling services to be compatible with the requirements of the Environment Bill 2020;
    - that any solution does not transfer financial risk to the County Council;
    - that there is no impact on the County Council's ability to deliver its required Transformation Savings proposals; and

- that there will need to be robust governance arrangements in place between the authorities that enables effective decision making.

Executive Summary

4. This paper briefly sets out the current and historic context in which Hampshire authorities are operating and the policy proposals from Government in order to increase recycling performance and ensure a more consistent type of Waste service for householders across the country. The paper considers the business case development that has been undertaken with regards to a single co-mingled Materials Recovery Facility (sMRF) and sets out the outcome of this in a separate appendix.

Contextual Information

Historic Context

5. Hampshire County Council, as a Waste Disposal Authority (WDA), has a statutory duty for the disposal of municipal waste arisings in Hampshire. In order to fulfil this function, it has, in conjunction with its waste disposal partners, the unitary authorities of Portsmouth City Council and Southampton City Council, entered into a waste disposal service contract, now extended to 2030, and a contract for the management of 26 Household Waste Recycling Centres (HWRCs), also to 2030, both of which have been awarded to Veolia UK.

6. Prior to the commencement of the contract, all 14 waste authorities of Hampshire (Disposal and Collection), along with Veolia, became members of the Project Integra (PI) partnership established in the mid-1990s to deliver an integrated waste management service in the county. The partnership agreement is in the form of a non-legally binding Memorandum of Understanding, entered into by all partners and setting out the principles of the partnership and the roles and responsibilities of the partner members.

7. The Waste Disposal Service Contract (WDSC) with Veolia is a Design, Build, and Maintain as well as Service contract, which requires the provision of the necessary infrastructure at the outset. The joint working arrangements put in place through the Project Integra partnership enabled the County Council to include recycling infrastructure within the remit of the WDSC, even though recycling activities are, in the main, the responsibility of Waste Collection Authorities (WCAs).

8. As a result of this approach, investment was made into a suite of infrastructure, which consists of:

   - 3 Energy Recovery Facilities (ERFs)
   - 2 Material Recovery Facilities (MRFs)
   - 2 Composting Facilities
   - 10 Transfer Stations

- 26 Household Waste Recycling Centres (HWRCs) (including the unitary authorities).

9. Household waste related services in Hampshire cost approximately £106million per year, with these costs split approximately one third spent on waste collection and two thirds spent on waste disposal. This includes repaying the capital investment made by Veolia in delivering the aforementioned infrastructure.

Performance

10. The recycling performance of Hampshire authorities is not ranked highly in comparison with other authorities nationally. Table 1 shows the most recent (2018/19) recycling performance for all Hampshire district authorities, and their position on the National Waste Collection Authority league table as well as that of the County Council and the two city councils.

11. This is in part due to the restricted processing ability of the existing MRF infrastructure, which is currently unable to sort the full range of plastic packaging products.

12. Other reasons for the fall in performance include the restricted nature of the Project Integra partnership, which in recent years has tended towards a less ambitious work programme in order to secure consensus, and the removal of the communications budget following austerity driven reductions among the district partners.

Table 1: National Indicator NI 192: Recycling, Composting and Reuse (%) Performance 2018/19

Position out of 222 WCAs	Authority	NI192 Percentage HH waste sent for Reuse, Recycling or Composting
126	Hart District Council	41.78%
127	Eastleigh Borough Council	41.68%
N/A	Hampshire County Council	41.32%
164	Winchester City Council	36.13%
167	Test Valley Borough Council	36.00%
175	East Hampshire District Council	34.34%
178	Fareham Borough Council	33.70%
184	New Forest District Council	32.90%
197	Havant Borough Council	30.69%
N/A	Southampton City Council	29.26%
206	Rushmoor Borough Council	28.99%
207	Basingstoke and Deane Borough Council	28.34%
N/A	Portsmouth City Council	25.50%
216	Gosport Borough Council	23.77%

13. It is recognised that change to existing services is inevitable given the direction of travel being proposed by Government set out below, and the

Hampshire Waste Partnership work set out later in this paper has been initiated in recognition of this. This work is intended to find agreement on future collection arrangements in order to determine the future processing infrastructure requirements.

National Context

14. In December 2018, the Government published its Resources and Waste Strategy[1], which is the mechanism by which it will deliver on the ambition of the 25 Year Environment Plan to leave the environment in a better condition for future generations.

15. In February 2019, the Government issued four consultations on key elements of the Strategy;

    - consistency of recycling collections;
    - Deposit Return Scheme (DRS) for drinks containers;
    - Extended Producer Responsibility (EPR) for packaging; and
    - plastics packaging tax.

16. The County Council responded positively to these consultations, supporting the key themes of each, whilst making specific comment on the impact that some of the proposals could have on local authorities: in particular, the cost and timeframes associated with implementing such significant change when local authorities are coming from such different starting points, both in terms of performance and operation.

17. In January 2020 the Environment Bill was re-introduced to parliament, having previously fallen at second reading due to the 2019 General Election. The Bill sets out the legislative framework that will enable Government to establish post-Brexit governance arrangements for environmental matters and implement its Resources and Waste Strategy. This provides a clear direction of travel for the government, and a clearer indication of the key implications for the waste and resource management sector going forward, as follows:

    - introduction of consistency for collections of waste from households e.g. material streams including a wider range of plastic packaging and weekly separate food waste collections as well as some specific requirements to separate some materials from others to maintain quality;
    - powers to introduce a deposit return scheme for drinks containers, indicated by Government although the scope and scale of the scheme is yet to be determined;
    - powers to make producers 100% responsible for the packaging waste that they produce to reflect the costs incurred in managing the material they create; and

[1] Resources and Waste Strategy - December 2018

- charges for other single use plastics, akin to the plastic bag charge to encourage the use of alternative products/design to either remove the need for the item or to ensure it is easily recyclable.

18. Progress of the Environment Bill through Parliament has stalled as a consequence of the Coronavirus crisis with the Bill still with the Public Bill Committee for scrutiny.

19. Likewise, whilst DEFRA has already commenced with a round of Stakeholder engagement to help flesh out the details for the Government's proposals on issues such as Collection Consistency, this work too has been interrupted by the Coronavirus outbreak. It is understood that DEFRA is currently trying to re-initiate this engagement, but it is now likely that next round of consultations on these proposals will not occur until 2021.

Single Co-mingled Materials Recycling Facility Business Case

20. In recognition of the desire among National and Local Politicians as well as residents to improve Hampshire's recycling performance, the County Council has been working with Veolia, its waste disposal contractor, on options to upgrade and redevelop the existing MRFs at Portsmouth and Alton to be able to accept and sort additional waste streams.

21. The physical constraints of the Portsmouth site mean that it would not be possible to provide the capability at this site, and the MRF at Alton is not big enough to be able to take all of the recyclables from across the County, particularly when additional housing and increasing recycling targets are taken into account.

22. In order to try to maintain the existing co-mingled collection service operated by waste collection partners, the County Council undertook a review of options for a co-mingled single MRF to replace the existing facilities.

23. Initial modelling included the addition of plastic packaging such as pots, tubs and trays (PTTs) and glass, which lead to a requirement for a 175,000 tonne per year facility. Due to the inclusion of glass within this option, the business case modelling led to significant additional costs for the County Council as a consequence of having to pay a gate fee for this material, which currently only incurs a nominal handling fee as the material is delivered separately from other materials for storage and onwards transfer to market.

24. The markets for recyclable materials have long held a dislike for the co-collection of glass and fibre materials (paper & card). This is due to the contaminating effect that glass has on the fibre remanufacturing process, especially paper.

25. The recently re-published Environment Bill requires the separate collection of material streams in order to preserve the quality of the fibre products, unless it is not technically or economically practicable to do so, or where there is no significant environmental benefit from doing so.

26. The inclusion of glass as part of co-mingled kerbside recyclable collections, whilst economically advantageous to the WCAs, due to the need not to provide separate collections for the material, would significantly increase the

County Council's costs as glass would now incur a gate fee for processing through the MRF, which would be at least 10 times greater than the current bulking costs. It would also not be environmentally beneficial in terms of material quality, and its marketability as MRF glass is of poorer quality, which makes it less suitable for re-melt into new bottles and attracts a lower value from markets.

27. In the report presented to the Executive Member for Environment and Transport in April 2019[2], the County Council set out the rationale for the exclusion of glass from the material input specification, and subsequently commissioned Veolia to undertake a feasibility study into the development of a new single co-mingled MRF that would be capable of processing all of the materials currently included in the current specification, with the addition of PTTs and cartons.

28. The County Council has invested in a site at Chickenhall Lane in Eastleigh, which has planning permission for waste activity (Thermal Treatment [Gasification] and Anaerobic Digestion) in order to be able to provide new recycling processing infrastructure in light of the long-term unsuitability of the existing facilities.

29. At the County Council's request, Veolia submitted a detailed design proposal for the development of a single 125,000 tonne per annum MRF to process fully comingled dry mixed recyclables (excluding glass) at the Chickenhall Lane site in Eastleigh.

30. The capital costs of the development are set out in table 2 below;

Table 2

Item	Capex – 125ktpa Comingled MRF
Process	£ 16,733,073
Buildings	£ 11,068,487
Others	£ 6,348,302
Total	£ 34,149,861

31. The County Council would borrow the required capital from the Public Works Loan Board (PWLB) at the interest rate at that time. It is expected that the MRF building and associated infrastructure would be depreciated over a 30-year period. However, the processing infrastructure inside the MRF would be depreciated over a 10-year period, the operational life of the equipment. This is due to the wear and tear on the machinery; the need to upgrade component parts to improve quality and performance of the sorting, and to respond to market and legislative changes.

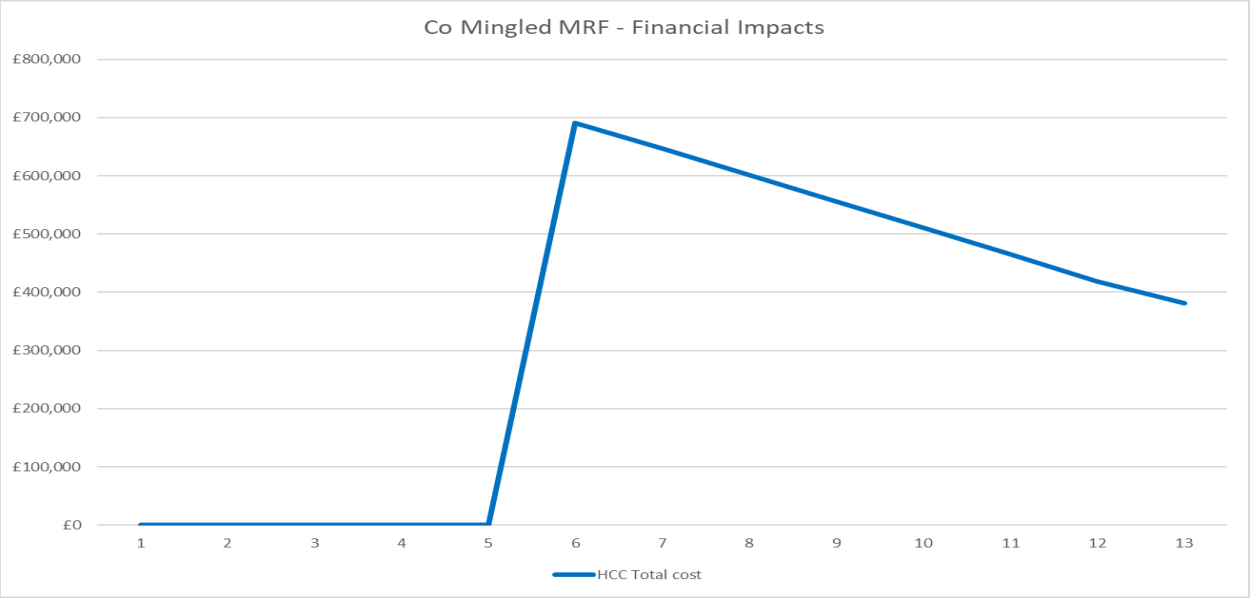
[2] http://democracy.hants.gov.uk/documents/s32722/Report.pdf

32. Cost modelling has been undertaken to capture the financial implications on the proposal including those resulting from projected changes in material flows that would result, and associated factors such as:

    - The cost of capital borrowing. (For the purpose of the modelling this has been assumed to be a rate of 2.5%)
    - Fixed fee discount in recognition of operational efficiencies of moving from a two site to a one site operation.
    - The wider benefits from an expanded range of kerbside recyclables being collected and diverted from the ERFs
        - an increase in the amount of MRF income from the sale of recyclables,
        - an increase in ERF income due to the capacity freed up as a result of the diversion that can be utilised for third party material by Veolia to generate an income.

33. This modelling indicates that the single co-mingled MRF option would result in an overall increase in cost to the County Council mainly as a result of the repayments of the capital burrowing (See Graph 1). In the first year a cost increase of £691,203 against the current operational baseline cost is forecast. This increased cost tapers off over the period of borrowing as the capital is paid off.

Graph 1



34. The full impact of this proposal over the remaining term of the contract, to December 2030, is a total cost increase of £4.615 million to Hampshire County Council. This should be considered in the context of the savings

targeted from this project, as part of the Transformation to 2019 programme, of £3.019 million per annum.

35. It should also be noted that it is not expected that a fully comingled system will comply with the anticipated legislation and would therefore impact negatively on any EPR payments that local authorities might receive.

36. On the basis of this information, it is considered that, in the current circumstances, the single co-mingled MRF proposal does not provide a value for money solution for the County Council in terms of the sufficiency of the savings opportunity, and therefore no further work will be undertaken on this option whilst similar business cases for the alternative options of Twin Stream or Kerbside Sort collections (see below) have been developed.

    - twin stream co-mingled – residents are provided with two recycling containers and are asked to place different materials in each container, typically paper/card (fibre) in one and plastics, glass and cans (containers) in the other. These materials are kept separate either through collection at different times or by using one vehicle which has two chambers; and
    - kerbside sort – involves the sorting of materials at kerbside into different compartments of a specialist collection vehicle.

37. This, therefore, means that the delivery of the Transformation to 2019 savings associated with this proposal will be delayed and will now be delivered alongside the Transformation to 2021 proposals that relate to the cessation of discretionary payments to our District Partners.

38. As a consequence of the County Council considering the potential relocation of its recyclables processing capacity from Alton to Eastleigh. Veolia, which owns the freehold for the Alton Facility, submitted a planning application to re-purpose the site as an Energy Recovery Facility on 25th May 2020.

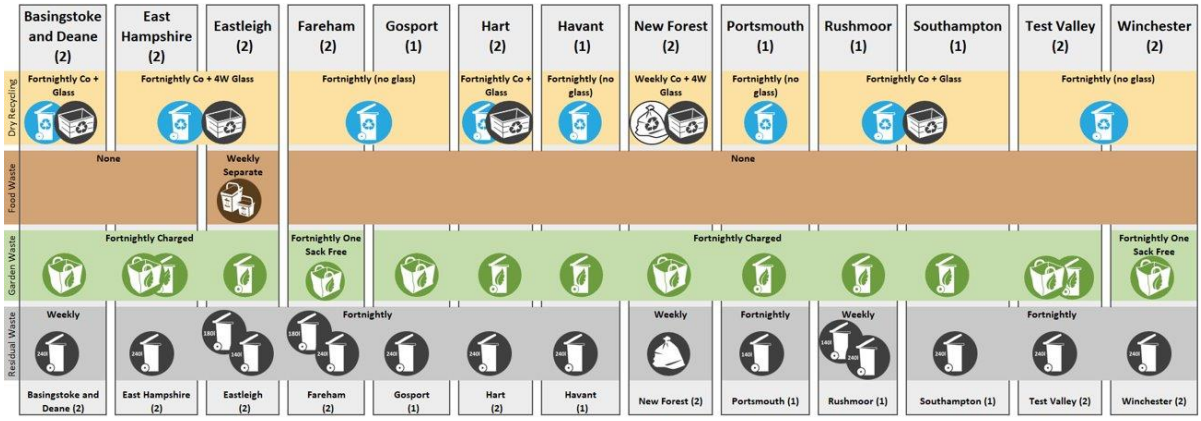
Hampshire Waste Partnership

39. Alongside the business case modelling for a co-mingled sMRF, work on the Hampshire Waste Partnership programme has been continuing. This is driven through the Hampshire and Isle of Wight Local Authority (HIOWLA) Chief Executives group and undertaken by the Directors Working Group (DWG), with representatives from each of the Waste Collection authorities, Unitary authorities, and the County Council invited to participate.

40. This work is looking at how partners can adapt to the requirements of the Government policy, with the starting point being the way in which waste is collected. This should set the foundation for the rest of the system. However, in Hampshire the recycling system has been determined by the input specification for the MRFs, which have accepted mixed recyclables (paper material, plastic bottles, and metal cans) collected in a co-mingled manner. This specification was originally agreed in the mid-1990s and has not changed significantly since then due to the limitation of the MRFs' design as well as the lack of viable markets for additional materials. As long as the material is presented in accordance with the specification, the style of

collection has been left to individual authorities to decide. This has resulted in as many different ways of delivering these collections as there are Hampshire Authorities, as shown in (Fig 1).

Figure 1: Existing Collection systems in Hampshire[3]



41. The Government's Resources and Waste Strategy seeks the delivery of a much more consistent style of collection in order to reduce public confusion about what can and cannot be recycled. The Environment Bill set out the legislative basis for consistency in household waste collections by prescribing the principles of these collections.

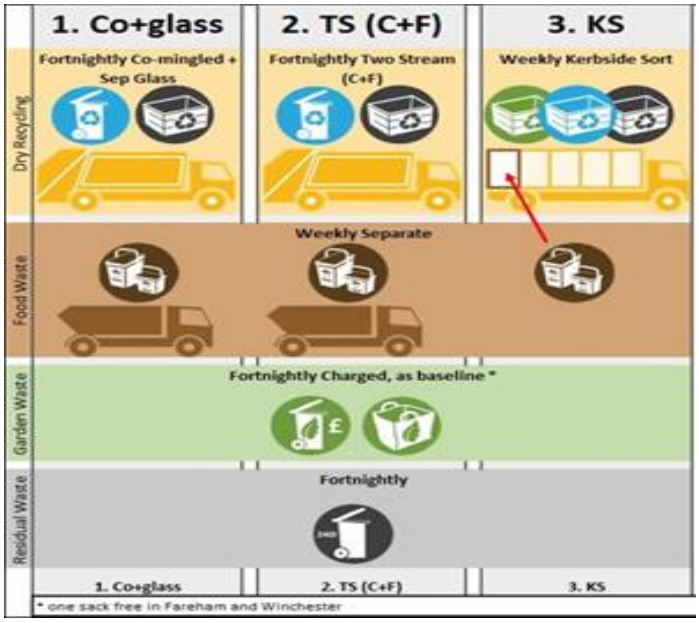
42. The Directors' Working Group, supported and funded by the Waste and Resources Action Programme (WRAP), commissioned Eunomia Research and Consulting Ltd to undertake a review of the three different waste collection systems recognised by the Government (Fig 2) namely:

    - co-mingled – where all Recyclable materials are collected together;
    - twin stream - where fibre products and containers are collected separately; and
    - kerbside sort - where all materials are sorted into different streams at the kerbside.

    in order to establish what the impact of each of them would be on Hampshire in terms of whole system cost and performance.

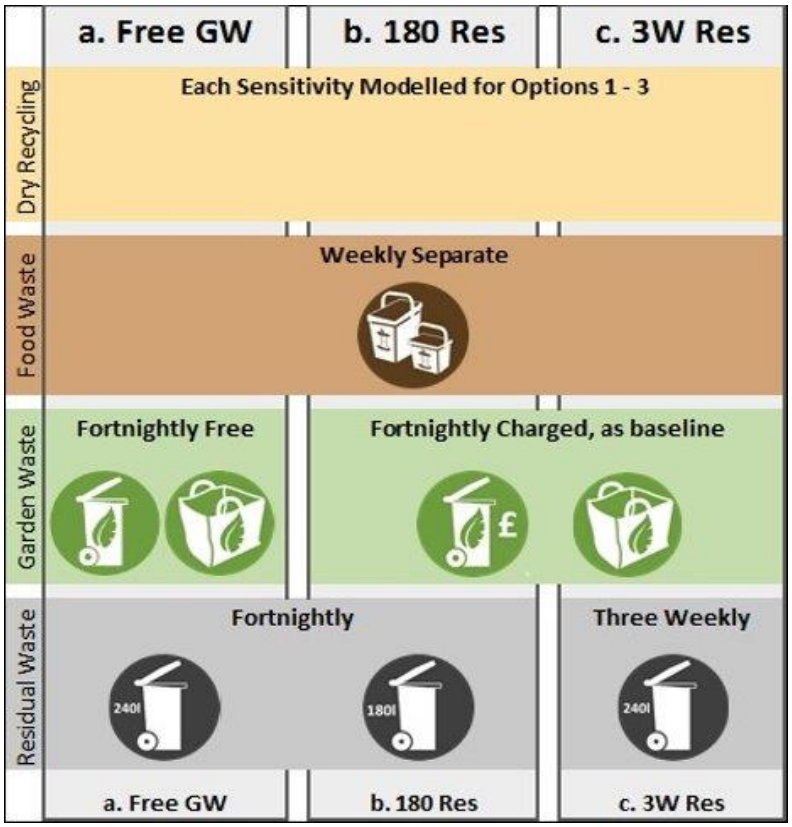
[3] This diagram was accurate as of September 2019.

Figure 2: Core Collection Options



43. The review considered these three recycling collection systems and assumed the following systems were also in place:
    - weekly separate food waste collections;
    - chargeable fortnightly green garden waste; and
    - fortnightly residual waste, using a 240 litre container.
44. In addition, these three core systems were each modelled against three further sensitivities (Fig 3), namely:
    - free fortnightly green garden waste;
    - fortnightly 180 litre residual waste container; and
    - three weekly residual waste collections.

Figure 3: Collection Sensititivities Modelled



45. The results of this work, set out in graph 2 below, show that, broadly, the performance for each of the 3 collection methods is similar, in that each of the options (options 1, 2, 3 on Graph 2) shown in figure 2 result in an approximate 15% increase in recycling performance. The majority of this is as a consequence of the assumed introduction of food waste collections, with some minor improvement in the capture rate of dry recyclables.

46. The results show that the biggest impact on recycling performance is not derived from the recycling system used, but from the residual waste collection service. It is not until this is targeted either through a small container (options 1b, 2b, 3b in Graph 2) or reducing the frequency of residual waste collections to 3 weekly (option 1c, 2c, 3c in graph 2) that the recycling performance increases significantly, with 3 weekly collections leading to approximately a 25% performance increase because many residents would be compelled to be more diligent in their recycling, both of food waste and dry recyclables, in order to have the capacity for 3 weeks' worth of non-recyclable items in the residual waste container.

Graph 2: Net Cost and Performance of each Collection Option

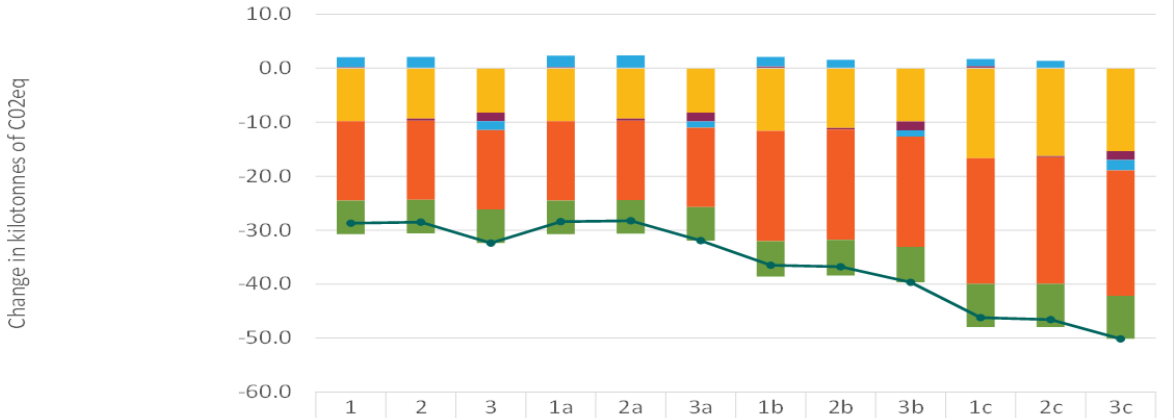
47. Whilst the results also show that the full kerbside sort option is both the cheapest and gives marginally the greatest performance improvement, this modelling does not include any changes to the existing wider waste transfer station (WTS) network that might be required in order to accommodate pre-segregated materials. Initial work with Veolia on this issue has identifed significant costs at some WTSs, even up to a need to replace at least one facility in its entirety.

48. Since this work started, the County Council, along with most other Hampshire authorities, has declared a Climate Emergency. Waste management is a key service provided by these authorities, and as a predominantly logistical exercise contributes significantly to each authority's carbon emissions. In order to fully understand the implications of the waste collection options considered above, Eunomia were also commissioned to assess each collection option for the carbon impact it would have compared to the current system.

49. The results (Graph 3) show that all of the options lead to a reduced carbon impact compared with the baseline scenario primarily due to the introduction of separate food waste collections and the impact that this has on residual waste. Again the results show that the broad collection options shown in Fig 2 do not lead to huge variations in CO_2, though the Kerbside sort option does show marginally better performance due to the reduced number of vehicle movements required to undertake the collections, if dry recyclable and food waste collections are carried out using a single vehicle.

50. Again, the main driver to reducing CO_2 emissions from this service is primarily due to the reduction of residual waste capacity leading to the diversion of materials to the various recycling waste streams, with a reduction on residual waste collection frequency to 3 weekly showing the greatest impact.

Graph 3: Carbon Impact (Kilotonnes CO2e per annum) of Collection Options



	1	2	3	1a	2a	3a	1b	2b	3b	1c	2c	3c
Organic Recycling	-6.2	-6.2	-6.2	-6.2	-6.2	-6.2	-6.6	-6.6	-6.6	-8.0	-8.0	-8.0
Dry Recycling	-14.7	-14.7	-14.7	-14.7	-14.7	-14.7	-20.5	-20.5	-20.5	-23.3	-23.5	-23.3
Transport	1.8	2.1	-1.6	2.1	2.4	-1.2	1.8	1.6	-1.2	1.3	1.4	-1.9
Contamination	0.2	-0.4	-1.6	0.2	-0.4	-1.6	0.3	-0.3	-1.6	0.4	-0.2	-1.6
Residual	-9.8	-9.3	-8.2	-9.8	-9.3	-8.2	-11.6	-11.1	-9.9	-16.6	-16.2	-15.4
TOTAL (kilotonnes CO2e)	-28.7	-28.5	-32.4	-28.4	-28.2	-31.9	-36.5	-36.8	-39.7	-46.2	-46.6	-50.1

Next Steps

51. The window for new infrastructure delivery, timed to meet the known Government ambition to introduce its Environment Bill measures by 2023, is shrinking. Therefore, the County Council is proposing to progress the business case development for infrastructure related to both a Twin Stream Collection System and Kerbside Sort system in order to determine, in comparison to the work already done for a single co-mingled MRF, which, if any, provides a business case for investment to deliver the savings requirements associated with the Transformation to 2019 and 2021 programmes.

52. It is intended to carry out this work over the course of the next few months, despite the current Covid-19 crisis, in order to be in a position to present the findings to partners as soon as feasibly possible.

53. WCAs will then be asked to sign up to this proposal and undertake to adapt their collections in order to be able to present material into the infrastructure, including the Delivery Point network, in accordance with a revised and expanded material specification within an agreed timeframe.

54. It is recognised that, ultimately, it may not be possible to achieve a consensus amongst all partners. Hampshire County Council would therefore have to consider moving forward with those Authorities which are willing to adapt to

this preferred option, whilst working to review options with those who are unwilling to commit to adopting the preferred option.

55. The County Council will be looking to make a decision regarding its preferred option later in 2020 in order that it may progress with obtaining any necessary planning permissions and order infrastructure to be able to deliver it in time for the introduction of the Government proposals which despite the Covid-19 crisis is still anticipated to be in 2023.

Food Waste

56. With the re-publication of the Environment Bill on 30 January 2020, the requirement for mandatory weekly food waste collections takes a step forward.

57. This will require each waste collection authority to make the necessary arrangements for the collection and processing of this material. The County Council would be obliged to pay a recycling credit equivalent to the saved disposal costs unless it wishes to make provision in the same way that it has for other recyclable materials in order to deliver cost benefits from the economies that can be achieved from the delivery of processing solutions on a county-wide scale.

58. At present only Eastleigh and Portsmouth offer food waste collections, and the County Council, in conjunction with its contractor, Veolia, has provided a food waste reception point at the Otterbourne and Portsmouth Transfer Stations as well as making arrangements for the processing of the resultant material.

59. The County Council has made an initial assessment of the suitability of the existing Transfer Station/Delivery Point network to be able to receive and store food waste prior to onwards transfer for processing. This assessment has identified that it will not be feasible for all Delivery Points to be able to provide dedicated food waste receptacles without upgrading work at a number of sites, and that for some it may not be possible at all.

60. The County Council has also requested that Veolia conducts an assessment of the availability of processing capacity within or near to Hampshire. This has identified a limited processing capacity in the local geographic area.

61. The County Council owned site at Chickenhall Lane, Eastleigh, currently benefits from planning permission for an Anaerobic Digestion facility, and it is recommended that the Council looks to explore the potential for delivering this in conjunction with the other recycling infrastructure business case developments proposed above.

62. It should be emphasised that the requirements to make arrangements for food waste collection fall to the Districts and Boroughs of Hampshire and not the County Council. Whilst there are obvious benefits from the County Council playing a facilitating role, or in providing infrastructure to support this new service where it is economic to do so in order to generate cost benefits from economies of scale, this should not lead to an additional cost burden on the County Council.

63. The Government has suggested that this and other new services will be supported by “additional resources” to meet the net new burden on local authorities, as re-iterated by the Recycling Minister, Rebecca Dow, in January[4]. However, it would be prudent for the County Council to set out the basis on which it is prepared to intervene in the provision of this new requirement, i.e. that the County Council would not be in a position to support any intervention which resulted in a net cost increase.

64. It is therefore recommended that approval is given for discussions with partners regarding food waste service options, which do not expose Hampshire County Council to costs over and above those it already meets for residual waste disposal.

Consultation and Equalities

65. The impact on service users as a result of this decision is neutral as the proposed decision is subject to the outcomes of the Environment Bill and to further government consultation. A change to the service residents will receive would be subject to a further decision and assessment once the legislation has been passed.

Conclusions

66. Given the recommendation not to pursue a co-mingled sMRF option in response to the need to increase recycling performance, further work will be necessary in order to establish whether or not there is a business case for the County Council to make infrastructure provision for either of the two remaining collection options (Twin Stream or Kerbside Sort), both in terms of delivery points and processing capacity.

[4] https://www.letsrecycle.com/news/latest-news/pow-reiterates-council-funding-pledge/

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

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

Other Significant Links

Links to previous Member decisions:	
Title Recycling Infrastructure	Date April 2019
Direct links to specific legislation or Government Directives	
Title The Environment Bill - https://services.parliament.uk/bills/2019-20/environment.html	Date 2019-20

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.)

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EQUALITIES IMPACT ASSESSMENT:

1. **Equality Duty**

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

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

2. **Equalities Impact Assessment:**

The impact on service users as a result of this decision is neutral as the proposed decision is subject to the outcomes of the Environment Bill and subject to further government consultation. A change to the service residents will receive would be subject to a further decision and assessment once the legislation has been passed.

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	2 July 2020
Title:	Brighton Hill Improvement Scheme - Camrose Link Road Project Appraisal and Advanced Enabling Works
Report From:	Director of Economy, Transport and Environment

Contact name: Richard Humphrey

Tel: 01962 845421 **Email:** richard.humphrey@hants.gov.uk

Purpose of this Report

1. The purpose of this report is twofold. It seeks approval for the Project Appraisal for Camrose Link Road so that this scheme can go ahead at an estimated cost of £3.454million. In addition, the report provides an initial update on the current consultation for changes to the Brighton Hill roundabout and seeks authority to progress the enabling works for the delivery of this scheme at an estimated cost of £1.82million. A further report detailing the outcome of the consultation will be brought to the Executive Member in the autumn, once the data analysis has been completed.

Recommendations

2. That the Executive Member for Economy, Transport and Environment approves the Project Appraisal for Camrose Link Road Scheme ("the Camrose Link Road Scheme"), as set out in this report.

3. That, subject to planning approval from Hampshire County Council Regulatory Committee for the Camrose Link Road, and to Basingstoke and Deane Borough Council granting planning permission for either the care home or residential developments, the Executive Member for Economy, Transport and Environment gives approval to procure, spend, and enter into contractual agreements in consultation with the Head of Legal Services, to deliver the Camrose Link Road Scheme, as set out in this report and Appendix 1, at an estimated cost of £3.454million to be funded from Local Growth Funding awarded by the Enterprise M3 LEP.

4. That authority be delegated to the Director of Economy, Transport and Environment in consultation with the Head of Legal Services to progress and make any appropriate orders, notices or statutory procedures and secure any consents, permissions, rights or easements necessary to facilitate and enable the Camrose Link Road Scheme.

5. That the Executive Member for Economy, Transport and Environment gives approval to procure and spend, and to enter into necessary contractual arrangements in consultation with the Head of Legal Services, to implement the advanced utility diversions for Brighton Hill Roundabout, as well as any necessary relocation of street furniture, at a cost of £1.82million to be funded from Local Growth Funding awarded by the Enterprise M3 LEP.

6. That, in order to ensure the delivery of the Camrose Link Road Scheme, the Executive Member for Economy, Transport, and Environment recommends to the Executive Member for Policy and Resources that a Compulsory Purchase Order is made for the land required to deliver the scheme, as detailed in Appendix 2, to run in parallel with negotiations to acquire all third party land interests by agreement, on the basis that the areas of land identified in Appendix 2 will not be extended but may be revised or minimised.

Executive Summary

7. The purpose of this paper is to provide an overview of the scheme that will form the first phase of improvements to the Brighton Hill roundabout which include the construction of the Camrose Link Road and enabling works at the Brighton Hill roundabout. The Enterprise M3 Local Enterprise Partnership's (EM3 LEP) has allocated £13million towards improvements to the Brighton Hill roundabout, matched by £6.65million of local developer contributions and £1.1million from Hampshire County Council Local Transport Plan Funding. The grant funding is allocated to the County Council on completion of milestones as detailed within the approved funding agreement.

8. The Camrose Link Road is an advanced component of the wider Brighton Hill Roundabout scheme. The report seeks authority to procure and spend, to deliver the Camrose Link Road Scheme set out below, which will unlock land for business and residential developments on the Camrose site and will advantage the operation of Brighton Hill roundabout. The new link also provides for a diversion route to help manage traffic during the roundabout construction.

9. Approval to develop the design to improve the capacity of the Brighton Hill roundabout in Basingstoke was received at the Executive Member for Environment and Transport Decision Day on 13 November 2018. This report seeks further approvals as follows:

    - to progress all necessary advanced enabling works for Brighton Hill Roundabout, including utility diversions (£1.82million); and,
    - to implement, subject to planning consent, the proposed works to build the Camrose Link Road component of the scheme and all associated works (£3.454million).

Contextual Information

Brighton Hill Roundabout

10. The EM3 LEP has identified Basingstoke as one of its four growth towns, which are a focus for economic and housing growth. The Basingstoke South West Corridor to Growth covers the A30 SW Corridor into Basingstoke from the M3 Junction 7 to the town centre, along which significant further housing growth is planned. The Adopted Local Plan, which runs to 2029, has allocated sites for over 2,000 homes on the corridor and over half of these are either under construction or have planning consent. Combined with planned increases in employment in the town centre, particularly at Basing View, it is anticipated that travel demand on the corridor will increase.

11. As part of previous investment in this corridor, the EM3 LEP has funded improvements to Winchester Road Roundabout (completed in 2017) and improvements to Thornycroft Roundabout, which are currently under construction and due for completion during winter 2020/21.

12. The EM3 LEP has allocated £13.0million of Local Growth Deal funding (matched by £6.55 million of local developer contributions and £1.1million from Hampshire County Council Local Transport Plan Funding) towards improvements at Brighton Hill roundabout including the Camrose Link Road. This is part of an ongoing multi-million programme of transport improvements across Basingstoke to support economic growth and prosperity.

13. Brighton Hill Roundabout is a key junction on the A30 SW Corridor and suffers from significant peak period congestion which will be further exacerbated by future increases in demand on the Corridor. The proposed Improvement Scheme aims to:

    - increase the traffic capacity at the junction to accommodate existing and future travel demand, to reduce congestion and to improve journey times and journey time reliability;
    - provide comprehensive pedestrian and cycle facilities at the junction, including future provision for a strategic cycle route along the A30 SW Corridor and links to that route from surrounding areas; and
    - safeguard future provision for bus priority measures associated with the proposed Mass Rapid Transit project.

14. The Business Case for the capacity improvements for the Brighton Hill roundabout including Camrose Link Road, was approved by the EM3 LEP in July 2019 and the County Council signed a Funding Agreement with the EM3 LEP in November 2019 for a grant of £13million. This grant funding is matched by £7.65million of local contributions comprising £1.1million Hampshire County Council Local Transport Plan funding, and £6.55million developer Section 106 funding.

15. In November 2018, the Executive Member for Environment and Transport confirmed that the proposed scheme to improve traffic capacity through the roundabout should be progressed to complete all detailed design including engagement with Basingstoke and Deane Borough Council. Responses from the

Borough Council have been incorporated within the detailed design for the Camrose Link Road Scheme.

16. A project appraisal for the main improvements for Brighton Hill roundabout will be brought to the Executive Member for Economy, Transport and Environment decision day on 8 October 2020.

17. To maximise the network benefits the proposed improvements for Brighton Hill Roundabout do require the Camrose Link Road Scheme to be built and opened as highway. Some of this land is not yet within the County Council's control. Failure to secure the planning approval for the Camrose site (see below) from Basingstoke and Deane Borough Council may prevent dedication of the land by the developer. In this scenario, Hampshire County Council may need to exercise compulsory purchase powers to acquire the land on the Camrose site should all reasonable steps to agree the land dedication voluntarily fail.

Camrose Link Road

18. The Camrose Link Road provides an alternative route between Western Way and the A30 and is a key component of the Brighton Hill Roundabout scheme, enabling the Western Way entry to Brighton Hill Roundabout to be closed to traffic joining the roundabout. This lends significant capacity benefits for the operation of Brighton Hill Roundabout and addresses an existing road safety issue on this entry arm. The Link Road will also provide access for the proposed redevelopment of the Camrose Football Ground site, for which planning applications have been submitted. In detail, the proposed scheme will provide:
    - a 240m long single carriageway link between the A30 Winchester Road and Western Way;
    - a signalised junction with the A30 Winchester Road with pedestrian and cycle crossings;
    - footways and uncontrolled pedestrian crossing points;
    - an eastbound stepped cycle track;
    - a revised priority junction with Western Way;
    - closure of the Western Way exit onto Brighton Hill roundabout;
    - street lighting;
    - sustainable drainage; and
    - minor access junctions to unlock development.

19. A 'Regulation 3' planning application for the Camrose Link Road Scheme has been submitted to Hampshire County Council (planning reference 19/03116/CMA) for the link road. The proposed road will be partially constructed across land previously used by Basingstoke Football Club for its football pitch. Sport England and Basingstoke and Deane Borough Council have raised an objection to the application due to loss of the sports facilities. Sport England require that alternative sporting facilities are provided within Basingstoke to be funded by the developer Basron Developments Ltd, who has submitted outline planning applications 19/02889/OUT (70-bedroom care home) and 19/01110/OUT (89 dwellings) for the Camrose site to Basingstoke and Deane Borough Council. It is expected that the

required mitigation for the loss of sporting facilities will be agreed between Sport England and the developer, and will be formally included within a Section 106 agreement contained within any Basingstoke and Deane Borough Council planning approvals for the Camrose site. Should such mitigation be secured, the current Sport England and Basingstoke and Deane Borough Council objections to the County Council's Regulation 3 planning application are expected to be withdrawn. The link road planning application is expected to be considered by the County Council's Regulatory Committee on 29 July 2020. Basingstoke and Deane Borough Council is expected to consider the outline planning applications 19/02889/OUT (70-bedroom care home) and 19/01110/OUT (89 dwellings) in September 2020.

20. A proportion of the mitigation from the developer, will be the provision of upgraded sport facilities at the FA Winklebury Stadium. Basingstoke Community Football Club has planning approval reference 19/03181/FUL, to upgrade Winklebury stadium to equivalent facilities which will in part mitigate the linked Sports England objection. Basron Developments Ltd. is proposing to deliver the works at Winklebury by July 2021.

21. The remaining mitigation will require that the developer fund a programme of identified sports projects outlined within Basingstoke and Deane Borough Council's 'Local facilities football plan'.

22. In January 2019, Basingstoke and Deane Borough Council Cabinet formally made a decision to dedicate the land within its ownership that is required to allow the Camrose Link Road to be built. Heads of Terms for the land dedication are being finalised by Hampshire County Council Legal Services.

23. Basingstoke Town Football Club has a lease on the Basingstoke and Deane Borough Council land, and this will be relinquished in part to enable the Borough Council to dedicate the land. Land outside of the highway extents could remain leased to the football club.

24. Discussions are currently underway with Basron Developments Ltd to secure the highway rights required for the southern section of the link road. This agreement will be subject to Basron securing planning approval from Basingstoke and Deane Borough Council for its development, planning applications 19/02889/OUT (70-bedroom care home) and 19/01110/OUT (89 dwellings). Hampshire County Council will take steps via compulsory purchase to acquire the land should all reasonable steps to agree land dedication fail.

Advanced Enabling Works

25. Approval to proceed with advance enabling works including the diversion of utilities for Brighton Hill roundabout ahead of the main contract will enable the main works to proceed unhindered by utilities and de-risks the project from delays associated with accommodating utility diversions within activities of the main works programme.

26. Localised relocation of street furniture will be required to facilitate the diversion of utilities.

27. The current estimated cost for the advanced enabling works is £1.82million.

Finance

28. The Covid-19 virus brought a temporary halt to many of the County Council's construction projects. While work has largely now been able to re-start, there may be a financial impact to site working in accordance with 'Covid-secure' guidance. The costings set out below were prepared pre-Covid 19, and any increase to ensure safe ways of working has not been factored in at this stage.

29. It is noted that for schemes of more than £0.5million in value, where tenders/quotations exceed the approved amount by more than 10% then Financial Regulations require that further Executive Member approval is sought.

30. The EM3 LEP has allocated £13million of Local Growth Deal funding to the Brighton Hill roundabout scheme, which together with £6.55m of S106 monies and £1.1m of LTP funding comprises the budget for the overall scheme. The advanced enabling works at Brighton Hill and the implementation of the Camrose Link Road will be funded in whole from the Local Growth Deal funds. This is because the Local Growth Fund is a time limited funding source, and to meet the requirements of the grant, it will be spent ahead of the other funding sources.

Brighton Hill Utility Diversions Works Estimates	£'000	% of total	Funds Available	£'000
	1820	100	Local Growth Deal	1820
Total	1820	100	Total	1820

Camrose Link Road Estimates	£'000	% of total	Funds Available	£'000
Design and Supervision	598	17.3	Local Growth Deal	3454
Client Fee	124	3.6		
Construction	2612	75.6		
Land/Legal Services	120	3.5		
Total	3454	100	Total	3454

Brighton Hill Enabling Works Maintenance Implications	£'000	% Variation to Committee's budget
Net increase in current expenditure	N/A	
Capital Charge	170	0.106%

Camrose Link Road Maintenance Implications	£'000	% Variation to Committee's budget
Net increase in current expenditure	19	
Capital Charge	332	0.208%

Programme

31. The proposals for the Brighton Hill roundabout Camrose Link Road component form part of the County Council's Capital Programme for 2020/21.

32.

Key Milestone:	
Project appraisal	2 July 2020
Regulation 3 Planning Committee	29 July 2020
Tender	August to September 2020
Award	October 2020
Construction	November 2020 to July 2021

33. Once the contract has been awarded, work will commence and take approximately 9 months to complete.

34. The landscape planting will be undertaken by specialist contractors at suitable times during the main contract works and before the end of the first planting season after completion of the works. This approach will help to enable the

landscape planting to become established and contribute towards the mitigation for the scheme at the earliest opportunity.

Other Scheme Details

Brighton Hill roundabout advanced enabling works.

35. The advanced works are required at the Brighton Hill roundabout to maximise the opportunity for completion of the main scheme mid-2023. The utility diversions are required to prevent damage during construction and to be deep enough below ground for protection from damage.

36. By relocating the underground utilities ahead of the main works, the risk associated with coordinating third party utility diversion and any associated delays are realised earlier and dealt with, thereby minimising the impact on key construction activity on the main works.

37. Relocating utilities clear of the main excavations is safer for the main contractor's workforce avoiding the danger from underground services, reducing the risk of utility service strikes, and potential lifetime injury or death. Damage to underground services can cause fatal or severe injury as well as significant disruption and environmental damage; it can also delay the project and incur considerable costs.

Camrose Link Road

38. Traffic speeds on the Camrose Link Road will be limited by a 20mph speed limit and the physical road layout.

Departures from Standards (Camrose Link Road)

39. The scheme proposals have been designed to comply with the Design Manual for Road and Bridges, Manual for Streets, and Hampshire County Council standards for highway improvement schemes.

40. Two departures from the Design Manual for Roads and Bridges Highway Design guidance standards have been accepted and approved by the County Council's Chief Engineer. These being:

    - departure from standards required for the stepped cycle way width from 2.5m to proposed 1.5m width. If cycle way is greater than 100m length, then a 2.5m width should be provided. The proposed cycle way is 130m length. To discourage cyclists overtaking or using the route as a contraflow, a width of 1.5m is considered optimal; and
    - departure from standard required for no provision for cyclists in the westbound direction. Traffic modelling suggests vehicle flows will be significantly lower than the eastbound and together with lower anticipated cycle flows, this does not warrant an on-road advisory cycle lane.

41. A further road safety audit will be undertaken upon completion of the works and agreed recommendations delivered.

Consultation and Equalities

42. The previous consultation exercise is detailed within the Executive Member for Economy, Transport and Environment on 13 November 2018: Basingstoke South West Corridor to Growth – Brighton Hill Roundabout report, which can be accessed via this link:

http://democracy.hants.gov.uk/documents/s25843/Decision%20Record.pdf

43. During development of the scheme, and having undertaken further on-site investigations, it became apparent that extending the existing subways and ramps would prove technically challenging and would add in excess of £7million to the scheme cost. Removal of the subways and provision of at-grade crossings will reduce project risk and deliver the Brighton Hill Roundabout scheme within budget.

44. An online public consultation to assess views for this change was undertaken between 20 May and 10 June 2020, subsequently extended to the end of July. The feedback from the consultation is currently being collated. A full update of the outcome of the consultation along with supporting recommendations will be reported to the Executive Member in the autumn.

45. The project is designed to provide easier and more convenient ways for all to use the link road. The route will formalise an environment where the interaction between vehicles and other users is controlled, providing opportunity for to safely cross the road. This project will provide access for all by providing new at-grade signalised crossings which enhance the mobility of some users, who through age, disability or health would otherwise be prevented from crossing the road to access local services.

46. The proposals will have no or low impact upon groups with protected characteristics. In the event that a CPO is required, the guidance published by the DCLG (Guidance on CPO process and The Crichel Down Rules for disposal of surplus land acquired by, or under the threat of compulsion) will be followed

Statutory Procedures

47. A planning application for the Camrose Link Road was submitted in November 2019.

48. The necessary traffic regulation orders to support closure of the exit from Western Way onto the Brighton Hill roundabout will be progressed for implementation at the appropriate time in the delivery of the proposals.

49. The existing speed limits on surrounding roads will remain unchanged as part of these proposals.

50. Temporary traffic regulation orders dealing with the provision of temporary road closures and temporary speed limits for the purposes of undertaking the construction works in a safe manner will be prepared as appropriate.

Land Requirements

51. The proposed Camrose Link Road traverses land owned by third parties, Basingstoke and Deane Borough Council and Basron. Negotiations about the necessary land have been progressed with the draft Heads of Terms agreed with landowners, and these will be finalised as appropriate by representative legal parties.

52. Authority to initiate Compulsory Purchase provisions will be sought, although it is hoped that the necessary land interests can be acquired through voluntary agreement.

Maintenance Implications

53. The proposals for Camrose Link Road will generate approximately £19,000 per annum maintenance. However, the maintenance implications for the full scheme have yet to be established.

54. Many of the materials that will be used in the construction of the scheme are standard materials used elsewhere on the highway. As part of the processes involved in developing the scheme, internal consultations have taken place with representatives from the Asset Management team. The detailed design of the scheme has been refined to reduce future maintenance liabilities as far as possible by using robust materials and redesigning elements of the kerbing gully and pipework connections. This has resulted in an increase in capital costs for the benefit of reduced future maintenance liabilities.

55. Highway improvement schemes that involve the formal planning process will incorporate measures to mitigate for the impact of the scheme and protect or improve the environment. The proposals have been designed to accommodate these factors as far as possible with a minimal impact on future maintenance. The maintenance level required to maximise the assets' life will be accommodated when setting future maintenance budgets.

56. The Asset Management team has been consulted on the proposals and has approved the design and materials specified.

LTP3 Priorities and Policy Objectives

3 Priorities

- To support economic growth by ensuring the safety, soundness and efficiency of the transport network in Hampshire. ☒
- Provide a safe, well maintained and more resilient road network in Hampshire ☒
- Manage traffic to maximise the efficiency of existing network capacity, improving journey time reliability and reducing emissions, to support the efficient and sustainable movement of people and goods ☒

14 Policy Objectives

- Improve road safety (through delivery of casualty reduction and speed management) ☐
- Efficient management of parking provision (on and off street, including servicing ☐
- Support use of new transport technologies (i.e. Smartcards; RTI; electric vehicle charging points) ☐
- Work with operators to grow bus travel and remove barriers to access ☐
- Support community transport provision to maintain 'safety net' of basic access to services ☐
- Improve access to rail stations, and improve parking and station facilities ☐
- Provide a home to school transport service that meets changing curriculum needs ☐
- Improve co-ordination and integration between travel modes through interchange improvements ☒
- Apply 'Manual for Streets' design principles to support a better balance between traffic and community life ☒
- Improve air quality ☒
- Reduce the need to travel, through technology and Smarter Choices measures ☐

- Promote walking and cycling to provide a healthy alternative to the car for short local journeys to work, local services or school ☒
- Develop Bus Rapid Transit and high-quality public transport in South Hampshire, to reduce car dependence and improve journey time reliability ☐
- Outline and implement a long-term transport strategy to enable sustainable development in major growth areas ☐

Other

Please list any other targets (i.e. National Indicators, non LTP) to which this scheme will contribute.

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Links to the Strategic Plan

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

Other Significant Links

Links to previous Member decisions:	
Title	Date
EMET decision report: Basingstoke South West Corridor to Growth – Brighton Hill roundabout	13 November 2018
EMET decision report: Basingstoke Transport Strategy.	16 July 2019
EMET decision report: Basingstoke Transport Update – Strategy and Issues	13 March 2018
EMET decision report: Thornycroft roundabout	13 November 2018
Direct links to specific legislation or Government Directives	
Title	Date

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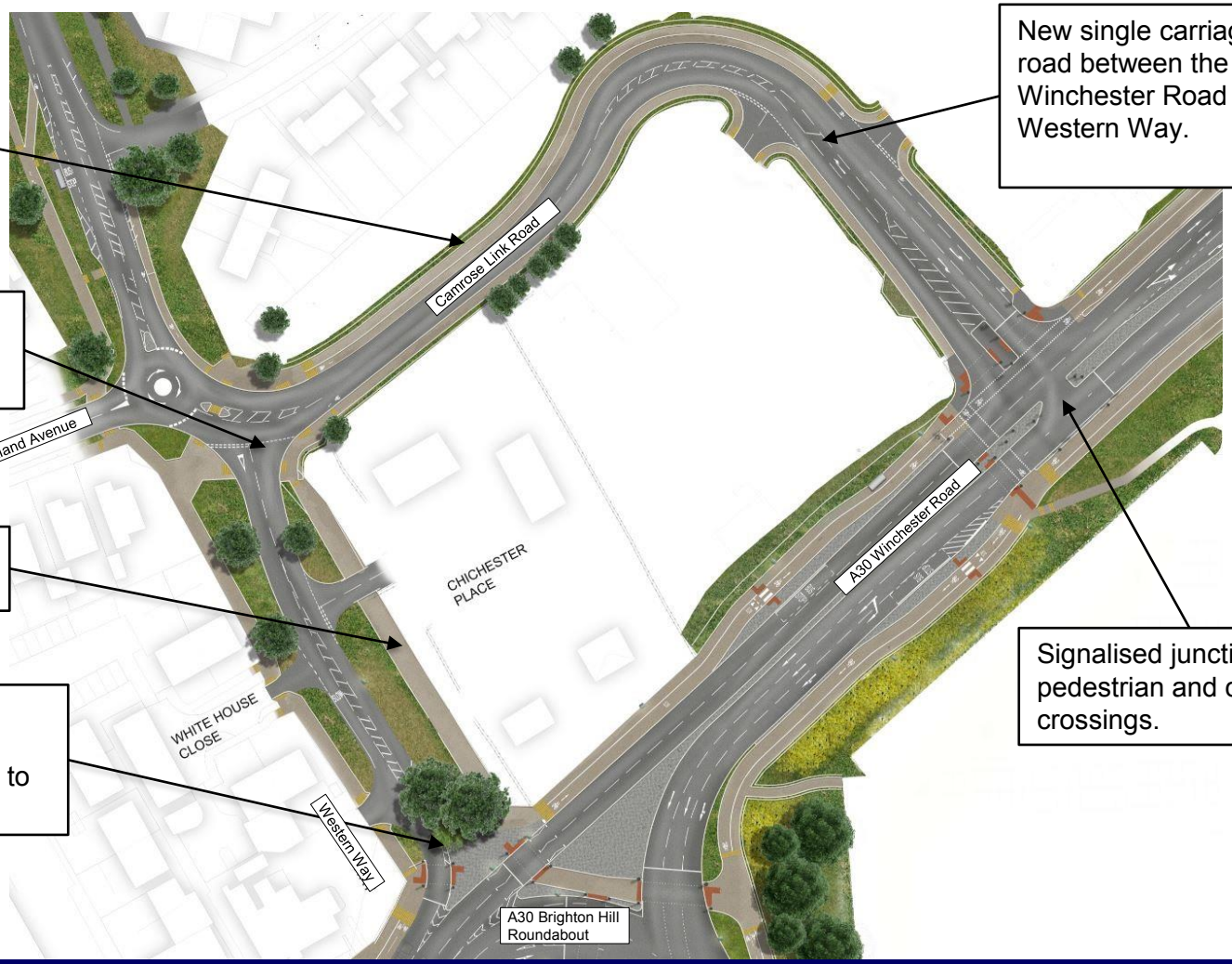
Camrose Link Road

7. Key features



Eastbound cycle track with segregated footway.

New single carriageway road between the A30 Winchester Road and Western Way.

Junction priorities changed with new give way to Camrose Link.

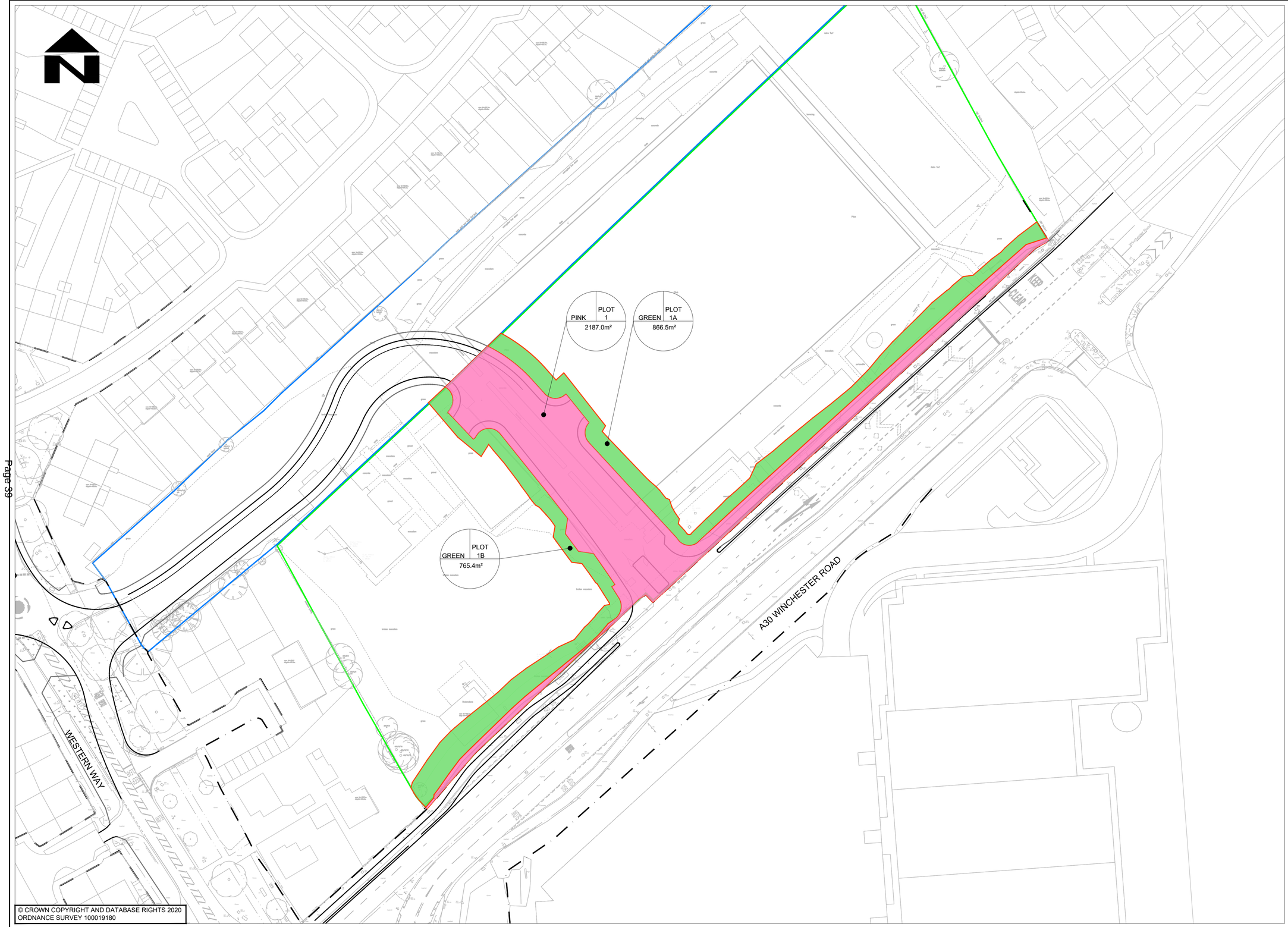
Shared use footway.

Exit onto roundabout closed.
Entry into Western Way to remain open.

Signalised junction with pedestrian and cycle crossings.

Camrose Link Road

8. Artistic impression of the A30 Camrose junction



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ORDNANCE SURVEY 100019180

NOTES

1. DO NOT SCALE FROM THIS DRAWING
2. ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED

KEY

- PROPOSED KERBLINES
- PROPOSED EDGING
- LAND REGISTRY PLOT BOUNDARY (B&DBC)
- LAND REGISTRY PLOT BOUNDARY (BASRON)
- EXISTING HIGHWAY BOUNDARY
- AREA FOR LICENSE - 1631.9m²
- AREA FOR COMPULSORY PURCHASE/HIGHWAY DEDICATION - 2187.0m²

0 5 10 20 30 40 50 100

SUIT	REV	AMENDMENTS	DATE	CAD	CHKD	APPD

CLIENT

HAMPSHIRE COUNTY COUNCIL
ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT
STRATEGIC TRANSPORT

CONSULTANT

Hampshire County Council

DESIGNER JS	SCALE @ A1 1:500	SCHEME CAMROSE LINK ROAD	DRAWING TITLE COMPULSORY PURCHASE LAND PLAN
CAD JS	DATE JUNE 2020	JOB No. C.J008922.01	HCC CAD PLOT: 24/6/2020 16:23:17
CHECKED RH	SHEET NUMBER 1 OF 1		
APPROVED RH	DRAWING NUMBER CJ008922-STG-GEN-02104523-DR-HE-0001	SUIT S2	REV P01

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	2 July 2020
Title:	Lynchford Road Farnborough Growth Package – Update Report
Report From:	Director of Economy, Transport and Environment

Contact name: Alen Chanamuto

Tel: 01962 846684 **Email:** Alen.chanamuto@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to seek approval to explore an optional alternative to a preferred Scheme previously approved by the Executive Member for Environment and Transport in January 2019. The report seeks approval to develop and test an option to retain a section of the westbound Lynchford Road carriageway between the A331 and St Alban's roundabout, as a single lane, together with the removal of the dedicated left turn "jet lane" on the westbound approach to St Alban's Roundabout. The changes are intended to retain the project aims and enable improved provision for cycling, walking and vehicle parking to the northern side of Lynchford Road.

Recommendations

1. That the Executive Member for Economy, Transport and Environment gives approval to explore an optional alternative to the preferred Scheme, including public engagement, as previously approved by the Executive Member for Environment and Transport in January 2019.

2. That authority be delegated to the Director of Economy, Transport and Environment to progress all necessary design and development work for an optional alternative to the preferred Scheme, including the necessary amendments to accommodate responses following a public engagement exercise.

3. That the Executive Member for Economy, Transport and Environment endorses the development of an environmental mitigation plan including appropriate replanting, to address and balance the environmental impacts of the overall project.

4. That authority be delegated to the Director of Economy, Transport and Environment in consultation with the Head of Legal Services to progress appropriate orders, notices or statutory procedures and secure any consents, permissions, rights or easements necessary to enable the revised scheme to be implemented and completed.

Executive Summary

5. Lynchford Road in Farnborough is a single carriageway road with one lane in each direction, which provides a strategic regional link connecting the A331 with the A325.

6. In March 2018, the Executive Member for Environment and Transport agreed proposals for a Farnborough Growth Package, which prioritised improvements to Lynchford Road with an aim to deliver capacity improvements to address existing congestion, to accommodate the expected future growth in travel demand. The proposals promote healthy lifestyles with improved facilities for pedestrians and cyclists.

7. In January 2019, the Executive Member for Environment and Transport agreed a preferred Scheme to develop a four-lane solution for Lynchford Road to add capacity on the strategic network and to help reduce through-traffic from the adjacent residential areas, as well as providing an enhanced public realm within the North Camp Village centre. Funding has since been secured to deliver the first phase of the improvements between the A331 and St Alban's roundabout ("Phase One").

8. During detailed design of this four-lane option for Phase One, a number of issues have arisen that may mean a partial redesign should be explored. This includes adapting the design to better address local concerns such as those raised by the North Camp Support Group and local retailers, as well as considerations of vehicle parking behaviours. A redesign based on a three-lane option is expected to free up space for active travel modes and allow for a better-quality cycle route, and potentially facilitate easier road maintenance in the future.

9. Capacity assessments of such a three-lane design have been undertaken and used to determine in which direction the two lanes are most beneficial in order to provide a solution that retains the project aims and continues to offer high value for money. This report now seeks authority to develop and test an optional alternative to the preferred Scheme and consider a three-lane design option along the section in front of Lille Barracks, together with removing the left turn "jet lane" on the westbound approach to St Alban's Roundabout. The removal of the Jet Lane could also potentially reduce the number of trees impacted by the project. Initial discussions with the EM3 Local Enterprise Partnership (LEP) have indicated they are likely support the revised proposals as the benefits and objectives of the preferred Scheme are retained.

Contextual Information

10. Farnborough has been identified by the EM3 LEP as a Growth Town for economic and housing growth. Farnborough's economy has seen a significant increase in high value jobs in recent years, primarily based around the Airport and nearby Business Parks. Whilst Farnborough Airshow is of huge economic importance to the area, it is a biennial event. The Farnborough International Exhibition and Conference Centre, which opened in Spring 2018, now provides a permanent facility for the Airport and allows other exhibitions and conferences to run throughout the year. It is expected that the number of events held at the Exhibition and Conference Centre will increase over time.

11. In terms of housing, the latest Strategic Housing Market Assessment work has identified a requirement for 436 homes per annum to be provided in Rushmoor Borough Council's area. The committed Aldershot Urban Extension (3,850 homes) will provide over half of Rushmoor's housing need over the period of the Adopted Local Plan to 2032, but other housing will be essential both in and around Farnborough.

12. In November 2017 approval was secured from the Executive Member for Environment and Transport to undertake a detailed public and stakeholder consultation on the Farnborough Growth Package. The consultation explained the need to invest in transport in Farnborough and presented a range of "in principle" transport interventions across Farnborough.

13. On 13 March 2018, the Executive Member for Environment and Transport resolved to identify Lynchford Road and Invincible Road as priority schemes, and in relation to Lynchford Road, that further feasibility design work should be undertaken to identify a deliverable scheme, including engagement with the local community and consideration of the potential to mitigate air quality issues on the Blackwater Valley Relief Road.

14. On 15 January 2019, approval was given to take forward further design and development work for Phase One of the scheme and to submit a business case to the EM3 LEP.

15. The business case was submitted on 5 March 2019 and on 28 November 2019, the EM3 LEP approved the business case and a funding grant of £6.7million.

Finance

16. The total budget currently available for the Farnborough Growth Package is £8.7million. £6.7million is covered by a funding grant from the EM3 LEP and the balance of £2million is being allocated from local contributions.

17. At this stage, the proposed optional alternative to the preferred Scheme is not expected to add additional cost to the project, and much of the design work to date is common to both options. The deadline to spend the funding from the EM3 LEP is currently 31 March 2021. A variation agreement is currently being negotiated with the EM3 LEP to extend this deadline.

Consultation and Equalities

19. A detailed public and stakeholder consultation was undertaken on the preferred option for Lynchford Road in Autumn 2018. Further engagement is planned to take place over the coming months with key stakeholders and local businesses, along with a wider on-line engagement to share the details of the alternative options being explored. Results of this engagement will feed into the final selection of the preferred option, which will be reported to the executive member in due course.

Other Key Project Issues

20. The project related issues outlined in this section relate to both the original scheme and the optional alternative to the scheme recommended in this report.

21. In order to implement the Scheme, there is a requirement to acquire third party land for highway purposes. A key requirement is to obtain a strip of Ministry of Defence land from Lille Barracks in Aldershot Garrison on the section of Lynchford Road between the A331 roundabout and Napier Gardens, at approximately 5 metres in width.

22. The principal to acquire Ministry of Defence (MoD) land for highway improvements was obtained through an understanding between Hampshire County Council and the Ministry of Defence in April 2012 that the Council would adopt Bourley Road, Aldershot. This set out the principal that MoD would offer land required for other highway improvement schemes to partly offset the additional costs to the Council from adopting Bourley Road.

23. In order to demonstrate that it is feasible to acquire this land without creating an unacceptable adverse impact on the Garrison, the County Council commissioned specialist technical work, which the MoD subsequently confirmed is acceptable and agreed the principle that the County Council could acquire the necessary land to deliver the scheme. Detailed negotiations are progressing with the Defence Infrastructure Organisation (DIO) to formalise the acquisition of the land.

24. MoD land is expected to be acquired at nil cost to the Scheme according to the principles set out in the adoption of Bourley Road. Hampshire County Council would acquire the freehold interest in the land, and this would be the subject of a separate Executive Member for Policy and Resources decision or delegated decision.

25. The Council also requires Rushmoor Borough Council to relinquish part of its lease with the MoD in order to complete the land transfer with the MoD.

26. The County Council has undertaken a number of environmental assessments as part of the EIA screening work to identify the environmental impacts of the

Scheme. These included consideration of air quality, noise, traffic, ecological, arboricultural and landscape issues.

27. An Environmental Impact Assessment (EIA) Screening Request was submitted on 9 May 2019 to the Local Planning Authority (in this case Hampshire County Council, as it is a highway scheme) under regulation 6 of the EIA regulations to determine whether the project required an EIA.

    The Screening Opinion (received 2 July 2019) concluded the following:

    - It is considered that the proposed development is not an EIA development under the Town & Country Planning (Environmental Impact Assessment) Regulations 2017 as the site is not within an environmentally sensitive area and the proposed development is not likely by nature of its type, scale and siting to cause any significant environmental effects.

Future Direction

28. Key stakeholders are to be contacted over the next six month period in parallel with the progression of the design options.

29. An environmental mitigation plan, including appropriate replanting, is being developed to address and balance the environmental impacts of the Scheme.

30. A further update report will be presented later in the year, at the completion of the option development and appraisal, to agree a preferred design outcome.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

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

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 disproportionally low.

2. **Equalities Impact Assessment:**

The proposed improvements to Lynchford Road aim to deliver capacity improvements to address existing congestion and accommodate future growth in travel demand in the area. The proposals also aim to improve conditions for pedestrians and cyclists as well as enhancing the public realm within North Camp Village centre.

This decision to approve the exploration of an optional alternative to the preferred scheme will have a neutral impact on residents with protected characteristics, and as the scheme progresses to the detailed design stage, a project appraisal will be brought forward which will include an equalities impact assessment of the implementation of the Scheme.

At this stage, it is considered that the Scheme as currently set out would have a positive impact on people with reduced mobility due to age or disability by providing improved pedestrian crossing facilities at a variety of locations.

A design review of the proposed pedestrian crossing outside Wavell School will be carried out before later improvements on the St Albans Roundabout to Queens Roundabout section of Lynchford Road are implemented, which will also include consideration of equalities impacts.

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	2 July 2020
Title:	Wheels to Work Loan Scheme
Report From:	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 authority to tender and award a new contract for a Wheels to Work Loan Scheme in Hampshire which will provide young people with the opportunity to access employment and training opportunities in Hampshire.

Recommendations

2. That the Executive Member for Economy, Transport and Environment gives authority to procure and spend up to value of £2,075,000 (for the maximum six year period), of which £405,000 will be funded from Hampshire County Council's Community Transport Budget and £175,000 will be funded from Hampshire County Council's vehicle replacement reserve along with contributions from district councils and other potential funding sources. Any spend will be conditional on the relevant funding being confirmed.
3. That the Executive Member for Economy Transport and Environment gives authority to enter into the necessary contractual arrangements (in consultation with the Head of Legal Services) for the Wheels to Work Loan Scheme identified in this report, to commence on 1 April 2021 for an initial period of 2 years, with the option to extend for up to a further four years, subject where appropriate to the agreement of other funders where they also contribute towards this service, and the availability of the County Council's own financial resources. Any spend will be dependent on the relevant funding being available.
4. That the Executive Member for Economy, Transport and Environment approves the approach that a reduction or removal of funding from a partner authority would be matched by an equal reduction in the number of mopeds available in the relevant local authority area and that Hampshire County Council would review its funding to the scheme in that area.
5. That the County Council will provide the Contractor with the mopeds required to operate the service with ownership being assigned to the Contractor for the

duration of the Contract and that at the end of the Contract mopeds will be returned and ownership of these reassigned to the Council.

6. That the overall approach to tendering, as set out in this report, is agreed in principle, and that the Director of Economy, Transport and Environment is given delegated authority to finalise the detail including the price to quality ratio in consultation with the Executive Member for Economy, Transport and Environment.

7. That the Executive Member for Economy, Transport and Environment delegates authority to the Director of Economy Transport and Environment, in consultation with the Head of Legal Services, to enter into contractual arrangements for the receipt by the County Council of funding where appropriate with any respective funding partners for the initial contract term, and subsequently to cover any contract extensions as outlined in this report.

Executive Summary

8. The existing contract for the Wheels to Work Loan Scheme will expire on 31 March 2021. This report seeks approval for a procurement process which will enable a new contract for this service to be awarded.

9. The report also sets out the overall approach for commissioning a new contract for the Wheels to Work Loan Scheme. This will include making provision where the necessary finances required can be identified for the service to:

   a) be extended to other district council areas in Hampshire where the scheme is not currently available; and

   b) diversify the types of vehicle available through the scheme to include not just mopeds but also bicycles, electric bikes and micro mobility vehicles.

Contextual information

10. The existing Wheels to Work Loan Scheme provides short term moped loans to young people (16 -25 years) to help them to access employment and training opportunities. Loan periods are initially for a period of six months with the option to extend to a maximum of 12 months. The aim is that at the end of the moped loan period that users will have secured employment and their own transport arrangements.

11. The scheme currently operates in East Hampshire, New Forest, Test Valley and Winchester. The scheme has the capacity to loan out 28 mopeds across these four districts. Two district councils in the county, East Hampshire District Council and New Forest District Council, currently contribute towards the costs of the scheme being provided in their areas.

12. The existing contract for the Wheels to Work Loan Scheme expires on 31 March 2021. This report proposes that this scheme should now be retendered with a new contract awarded from 1 April 2021 to ensure continuity of service for users. It also sets out the basis on which the scheme should be tendered.

Contract for the Wheels to Work Scheme

13. The tendering process will result in a new contract being awarded for the Wheels to Work Loan Scheme from 1 April 2021, initially for two years with the option to extend this for up to a further four years subject to the availability of funding. The cost of the contract award for the full contract term is estimated at up to £500,000 of which £405,000 would be provided by the County Council and £95,000 is expected to be provided by the district councils currently funding the scheme, namely East Hampshire District Council and New Forest District Council.

14. Additional payments are also made to the successful contractor to enable the purchase of new and replacement mopeds. Payments are subject to the submission of a satisfactory business case by the operator and made through the contract. The cost of replacing mopeds over the full six year contract term is estimated at up to £175,000 of which £136,000 would be provided by the County Council and £14,000 is expected to be provided by the district councils funding the scheme.

15. The Council will provide the Operator with the mopeds required to operate the service at the outset of the contract. Ownership of the Mopeds will then be assigned by the Council to the Contractor for the duration of the Contract with the Contractor being identified as the registered keeper of each Moped. The Contractor will then be responsible for the mopeds which may only be used within the terms of and for the purposes of the contract. At the end of the contract the Mopeds would be returned to the ownership of the Council, at no cost to the Council

16. The County Council's contribution towards the initial contract award and vehicle replacement payments as set out above will be met from the Community Transport Budget and the vehicle replacement reserve.

17. A number of changes to the scheme have been identified for the new contract. With the increasing number of electric mopeds options now available the new contract will move towards purchasing electric mopeds instead of conventional mopeds unless there are good operational reasons for not doing so in specific circumstances. Whilst the scheme targets 16-25 year olds a small number of users over the age of 25 years have been allowed to use the scheme in two district councils areas in specific circumstances. This support could be extended to all district council areas covered by the scheme in the new contract.

18. In order to award a Contract for the Wheels to Work Loan Scheme following the tendering process, it is proposed that the Executive Member for Economy, Transport and Environment gives authority to procure and spend up to a value of £500,000 (six year cost), and to enter into a two year contract from 1 April 2021 with an option to extend this for up to a further four years, subject to the availability of the necessary financial resources.

19. A separate recommendation seeks authorisation to make additional payments to the successful contractor to enable the purchase of new and replacement mopeds from the vehicle replacement reserve up to the value of £175,000 over the six-year contract term.

20. It is proposed that the tender issued for this procurement process should be for up to a value of £2,075,000 to reflect the possibility that external funding to

expand and develop the services offered through the scheme could come forward over the next few years and that demand for the scheme is likely to increase during the Covid 19 recovery stage. Development of the scheme could involve providing a more diversified vehicle offer, including the use of electric bikes, bicycles and even micro mobility vehicles which could make the scheme more attractive to its customer base. The scheme could also be extended to those district council areas not yet covered.

21. Potential funding sources could include the recently won bid for Future Transport Zones which has secured funding through Solent Transport to deliver, among other things, micro mobility schemes and from further district council contributions or private sector sponsorship. The possibility of this seems likely because of the current Covid 19 situation which has disproportionately hit public transport users which themselves are disproportionately represented by the age group targeted by this scheme. National Government policy is moving in favour of new micro mobility schemes and legislation is expected to be passed that will remove existing legal barriers to the use of some forms of micro mobility vehicles. The tender would therefore offer the scope to expand the Wheels to Work Loan Scheme to those district council areas not currently covered and extend the range of services available through the scheme, subject to the additional funding required being identified, without the need to go through a further procurement process.

22. Any contributions from other funding partners towards the Wheels to Work Loan Scheme will need to be covered by Deeds of Agreement with the County Council, which will ensure the maintenance of funding arrangements between the County Council and its partners. The Deeds of Agreement will confirm funding partners' financial contributions for the initial contract award period, as set out in Sections 15 of this report. Contracts will have the option to run for an initial two-year term, and further Deeds of Agreement may need to be put in place beyond this to allow contracts to run their full term. It is therefore proposed that the Executive Member gives approval for the County Council to enter into Deeds of Agreement with each of the respective funding partners for the initial contract term and subsequently to cover any contract extensions as outlined in this report.

User Engagement Process

23. An engagement process with current and previous users of the Wheels to Work Loan Scheme will take place in preparation for the proposed procurement exercise. The engagement process will seek users views on their experience of using the service and their views on how the scheme could be improved in the future.

24. Their responses will contribute to the tender design and a summary of these will be included in the tender document for potential bidders to consider when making their tender submissions

Tender Design

25. Prior to the tender being issued for the scheme a number of decisions need to be made. Approval is sought for the overall approach outlined below in order to allow officers to proceed with the process of preparing and issuing a tender.

26. The Wheels to Work Loan Scheme will be commissioned outside of the existing Dynamic Purchasing Systems used normally for procuring passenger transport services given the distinct requirements of this particular service.

27. To manage tender prices, tenderers will be required to indicate the level of service they can provide for declared budgets which will cover a range of options for extending and developing the scheme. Any bid in excess of the available budgets will be rejected. The evaluation of tenders will be based on quality and price, but as price will be capped, service quality will be given a higher emphasis over price.

28. The tendering process will be designed to ensure quality of service to users whilst also encouraging tenderers to submit realistic bids within the available budgets. It is proposed that the overall approach is agreed in principle and that the Director of Economy, Transport and Environment is given delegated authority to develop the detail in consultation with the Executive Member for Economy, Transport and Environment.

29. The County Council will liaise with the respective funding partners who will jointly fund this contract, where appropriate, with regard to the arrangements for the tendering process.

Consultation and Equalities

30. 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 Council's equality objectives. The proposal will not amend the existing arrangements for service users as the funding available for supporting a continued service will remain unchanged. It also proposes an expansion of the scheme for 16-25 year olds to all areas subject to the additional funding being available for this. The proposal will also make the scheme available to people over 25 years of age in all of those district council areas where the scheme operates. Therefore the scheme is assessed as having a neutral impact on groups with protected characteristics.

31. A user engagement process will take place with current and previous users of the scheme and their feedback from this will inform the design of tenders for the proposed procurement exercise. The successful bid will also be subject to its own impact assessment following the procurement exercise.

Conclusions

32. This report seeks authority to tender and award a new contract for a Wheels to Work Loan Scheme in Hampshire for a contract term of up to six years. The scheme will offer young people moped loans to enable them to access employment and training opportunities.

33. The scheme currently operates in four district councils areas and it is proposed that the procurement process for a new contract should offer the scope to expand the Wheels to Work Loan Scheme to those district council areas not currently covered and extend the services available through the scheme, subject to the additional funding required for this being identified.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

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

Other Significant Links

Links to previous Member decisions:	
Title Community Transport Contracts and Grants Report Reference 5754	Date 1/04/2014
Direct links to specific legislation or Government Directives	
Title	Date

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 disproportionally 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 Council's equality objectives. The proposal will not amend the existing arrangements for service users as the funding available for supporting a continued service will remain unchanged. It also proposes an expansion of the scheme for 16-25 year olds to all areas subject to the additional funding being available for this. The proposal will also make the scheme available to people over 25 years of age in all of those district council areas where the scheme operates. Therefore the scheme is assessed as having a neutral impact on groups with protected characteristics.

A user engagement process will take place with current and previous users of the scheme and their feedback this will inform the design of tenders for the proposed procurement exercise. The successful bid will also be subject to its own impact assessment following the procurement exercise.

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	2 July 2020
Title:	Household Waste Recycling Centres Cross Border Update
Report From:	Director of Economy, Transport and Environment

Contact name: Sam Horne

Tel: 01962 832268 **Email:** sam.horne@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to provide an update on the current position with regards to the Hampshire Household Waste Recycling Centre (HWRC) cross border residents vehicle registration system, the proposed agreements with neighbouring authorities and the transitional arrangements with West Berkshire Council.

Recommendations

2. That the Executive Member for Economy, Transport and Environment notes the progress with the Household Waste Recycling Centre residents' vehicle registration system.
3. That the Executive Member for Economy, Transport and Environment acknowledges the short delay to the proposed implementation of the HWRC residents' vehicle registration scheme as a result of the temporary closure of the HWRC network due to the Government's social distancing guidelines and approves a revised implementation date of 1 August 2020.
4. That the Executive Member for Economy, Transport and Environment notes the steps that have been taken since 23 March 2020 to both close down the HWRC Service in line with the Governments imposed lockdown and subsequent re-opening in such a way as to deliver the service safely both for site staff and site users.
5. That the Executive Member for Economy, Transport and Environment approves the termination of the agreement with West Berkshire Council regarding Hampshire residents access to the Newtown Road site in West Berkshire, with effect from 31 July 2020 and notes that the final quarterly payment recognises that the site has been closed for six weeks.
6. That the Executive Member for Economy, Transport and Environment acknowledges the agreement that has been entered into with Dorset Council and approves that the principles set out in this report be applied to other authorities that wish to cover the cost of their residents usage of Hampshire

HWRCs rather than see their residents bear these costs directly by way of the proposed access charge.

7. That the Executive Member for Economy, Transport and Environment delegates authority for the completion of any necessary legal agreements for these financial arrangements with other neighbouring Authorities as may be required and to undertake annual reviews and vary the arrangements as necessary to ensure that the payments made reflect full cost recovery of non-Hampshire resident usage to the Director of Economy, Transport and Environment in consultation with the head of Legal Services and the Executive Member for Economy, Transport and Environment.

Executive Summary

8. This paper seeks to:

   - set out the current status of the HWRC residents' vehicle registration system so as to explain the reasons for the decision;
   - outline the agreement with Dorset Council and the financial impact; and
   - explain the current status of the transitional arrangements with West Berkshire Council.

HWRC Cross Border Project Background

9. Approval to develop a HWRC cross border system was given in late 2016[1]. Following this, the County Council sought to reach a consensus on a system that would operate with all its neighbouring authorities.

10. Regrettably, this has proved impossible, with a number of Authorities – including Wiltshire Council, West Sussex County Council, and Bournemouth Christchurch and Poole Council – having introduced or intending to introduce a ban on Hampshire residents from using HWRCs within their administrative areas.

11. The County Council has continued negotiations with both West Berkshire Council and Dorset Council to introduce transitional arrangements to enable systems to be established to manage cross border usage in a way that recognises the costs borne by the council dealing with the waste.

12. The principle behind this is one that recognises that in some instances it is more convenient for a resident to use an HWRC in a neighbouring authority area than one in their own authority area. However, there is a cost associated with this action that is being transferred to the authority receiving the waste. In the case of the Christchurch HWRC operated by Bournemouth Christchurch and Poole Council, it is considered neither reasonable nor equitable for Hampshire County Council to pay a monetary contribution to enable Hampshire residents to continue using that site beyond 1 April 2020 when two Hampshire HWRCs exist within a reasonable driving distance.

13. The County Council's proposed cross border system establishes a mechanism for non-Hampshire residents to pay at the point of use, whilst also allowing

[1] Cross Border HWRC Access – 12.10.2016

neighbouring authorities, who would prefer to make a payment on behalf of their residents, to enter into agreements that would see the full cost associated to their residents use of Hampshire HWRCs covered in accordance with the principles set out in paragraph 27.

14. A paper providing an update on the HWRC Cross Border project was brought to the Executive Member for Environment and Transport in October 2018[2], which set out the details for implementing the HWRC residents' vehicle registration system.

HWRC Cross Border Residents e-Permit System

15. Pre-registration for the residents e-permit system was opened in late December 2019 in order to allow time for Hampshire residents to sign up ahead of the implementation of the system which was planned for 1 April 2020.

16. During the first 24 hours of the system being open almost 40,000 households registered and since then there has been a steady increase with over 345,000 households now successfully registered on the system.

17. The scheme has continued to be promoted through both online and traditional routes, including posters and leaflets on all sites and advertising across social media streams. The County Council is also using Parish Council networks and ensuring that information is available at all of the District and Borough Council offices to ensure that all partners are able to share the correct information.

18. It was intended that implementation of the system would begin from 1 April 2020, however the closure of the HWRC network from 24 March 2020 as a result of the Government's social distancing regulations forced an unavoidable delay. The network reopened to the public on 11 May 2020 with significant changes made to the way the service is delivered in order to ensure it is delivered in such a way as to ensure the safety of both site staff and users.

19. In order to re-open the HWRC service safely a number of measures have been implemented across the network;

    a. Limited numbers of vehicles able to access the site at any one time. This is supported by a booking system implemented on 15 June 2020 to manage high demand.

    b. Strict adherence to the 2m social distancing rules at all times.

    c. Reuse shops have been closed and no chargeable waste types are accepted.

    d. Sites initially opened with reduced opening hours to ensure that staff can effectively manage waste flows and ensure sufficient time for cleaning of sites, however normal summer opening hours were re-established on 15 June 2020.

    e. Due to the need to maintain social distancing and the restricted space on site, staff are not able to help residents with their waste and trailers are not permitted.

[2] HWRC Cross Border Charging and Permit System Update - 29.10.2018

20. In line with the cessation of the West Berkshire Council agreement as detailed in paragraphs 21-23 below, it is proposed that implementation of the residents' vehicle registration scheme commences on 1 August 2020. Ahead of this date, there will be further formal communication and promotion, and additional staff and technology will be provided at key sites on the county borders to support residents to sign up then and there on a tablet, in a manner which respects any social distancing measures in place at that time, with site staff providing further information and support and directing users to contact Hantsdirect if required.

21. It is planned that this support will be on site for at least the first three months after implementation, and the levels of sign up will be reviewed over the period to target those areas where there is a larger percentage of users who have not yet registered, based on the data provided by the system.

Transitional Agreement with West Berkshire Council

22. There is currently a transitional arrangement in place since 2017 with West Berkshire Council such that Hampshire County Council pays £175,000 per year for just over 5,000 households in the north west of Hampshire which are more than 10 miles from a Hampshire HWRC and closer to the West Berkshire site at Newtown Road.

23. The County Council has had initial discussions with West Berkshire to support it in introducing a similar system to the one that Hampshire County Council runs whereby Hampshire residents who wish to use the Newtown Road site will continue to be able to access the site but will be required to pay a fee each time they visit. As per the above principles, this ensures that access to Newtown Road is not blocked to residents of north west Hampshire, but proposes that a charge is levied which contributes to the costs of disposing of the material that those residents bring in.

24. The current transitional arrangement with West Berkshire was due to terminate on 30 June 2020. As a result of the closure of HWRCs nationally due to the COVID-19 outbreak, agreement was sought and secured to adjust the final payment to West Berkshire to reflect the period of closure, such that the quarter one payment would cover the period up until 31 July 2020. Subsequently the current agreement now terminates on this revised date.

Finance

25. As was highlighted in the paper brought to the Executive Member for Economy, Transport and Environment on 14 January 2020[3], Dorset Council requested an agreement be entered into to allow its residents to continue to use the Somerley HWRC. This is because Dorset Council would prefer to fund this access on behalf of its residents rather than have Dorset residents charged at the point of use on account of a significant service gap in the east of the county.

[3] HWRC Cross Border Charging Update - 14.01.2020

26. An agreement has been developed and agreed with Dorset Council which can also be used as the basis for an agreement with other interested Local Authorities that ensures that the actual costs of use of the relevant HWRC are recognised and is flexible enough to be able to respond to both changes in the usage and respond to changes in costs in providing the service.

27. The principles of the agreement are:

    - the full costs of the relevant site(s) are covered including management fees, disposal costs, rents, rates and other overheads, proportionally calculated against the percentage split of non-Hampshire residents as per the HWRC site users survey undertaken in 2017;
    - that the cost of maintenance of the relevant site(s) is included in the costs, proportionally calculated as above;
    - that any income generated from the sale of materials in netted off against those costs so that only a net cost is paid;
    - that, whilst Hampshire County Council will keep other Authorities informed of any potential changes to the operation of the sites, this is on a for information basis only and no approval for changes will be sought;
    - that a quarterly payment will be made to Hampshire County Council based on the previous year's costs and this will then be subject to a reconciliation process in each subsequent financial year once the final cost is known;
    - that the percentage split will be based on the HWRC users survey undertaken in 2017 and that this percentage will be updated based on the data from the system on an annual basis; and
    - that the arrangements and payment will be reviewed annually to ensure appropriate cost recovery.

28. A formal legal agreement, including non-disclosure agreement for commercially confidential data, based on (but not strictly limited to) the above principles has been agreed with Dorset Council, and will be entered into with any neighbouring authorities who are interested in doing so.

Consultation and Equalities

29. This decision has been assessed as having a neutral impact on groups with statutory protected characteristics, and a possible low negative impact in relation to poverty for some non-Hampshire residents. A new £5 charge may be more onerous for those Non-Hampshire residents on low incomes who wish to access affected sites. However, free access to sites remains available within their own authority's borders. Other Waste Disposal Authorities have taken the difficult decision to ban residents of other counties from using their sites, due to the cost implications of dealing with the waste, however Hampshire County Council wishes to establish a system whereby residents of neighbouring counties may continue to access its sites where practical, but in so doing ensuring that the cost of dealing with waste from non-Hampshire residents is not subsidised by Hampshire taxpayers.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

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

Other Significant Links

Links to previous Member decisions:	
Title	Date
HWRC Cross Border Charging Update	14.01.2020
HWRC Cross Border Charging and Permit System Update	29.10.2018
Progress Report on HWRC Cross Border Charging	14.11.2017
Cross Border HWRC Access	12.10.2016
Direct links to specific legislation or Government Directives	
Title	Date
None	

Section 100 D - Local Government Act 1972 - background documents

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

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 disproportionally low.

2. **Equalities Impact Assessment:**

This decision has been assessed as having a neutral impact on groups with statutory protected characteristics, and a possible low negative impact in relation to poverty for some non-Hampshire residents. A new £5 charge may be more onerous for those Non-Hampshire residents on low incomes who wish to access affected sites. However, free access to sites remains available within their own authority's borders. Other Waste Disposal Authorities have taken the difficult decision to ban residents of other counties from using their sites, due to the cost implications of dealing with the waste, however Hampshire County Council wishes to establish a system whereby residents of neighbouring counties may continue to access its sites where practical, but in so doing ensuring that the cost of dealing with waste from non-Hampshire residents is not subsidised by Hampshire taxpayers.

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	2 July 2020
Title:	Procurement Approval: Geotechnical and Geoenvironmental Services Framework 2021-2025
Report From:	Director of Economy, Transport and Environment

Contact name: Keith Gale

Tel: 01962 847271 **Email:** keith.gale@hants.gov.uk

Purpose of this Report

1. The purpose of this paper is to seek approval to procure a Geotechnical and Geoenvironmental framework agreement in order to replace the current framework which expires on 31 May 2021. Work will be commissioned through this framework as part of the normal process of design, development and implementation of projects, which have their own approval processes.

Recommendations

2. That approval be given to procure, spend, and enter into the necessary contractual arrangements, in consultation with the Head of Legal Services, for a Geotechnical and Geoenvironmental Framework (GGF), as detailed in this report, commencing on 1 June 2021 for a duration of four years, up to an overall maximum value of £5million for the duration of the framework.
3. That a ratio of 70% for price and 30% for quality be used in the assessment of suppliers to gain a place in the framework.
4. That authority is delegated to the Director of Economy, Transport and Environment to agree any variations to the items approved in consultation with the Executive Member for Economy, Transport and Environment.

Executive Summary

5. The Geotechnical and Geoenvironmental framework will be used to engage specialist services for site investigation works to all County Council departments including Economy, Transport and Environment, Culture Communities and Business Services, and a range of other clients as appropriate through traded service agreements.
6. This report summarises reasons for the Economy, Transport and Environment Department to procure and tender a Geotechnical and Geoenvironmental framework and describes the proposed arrangements for this framework.

Contextual information

7. The County Council has a duty to maintain and improve its assets within Hampshire in a safe and effective manner. In provision of this role, the Economy, Transport and Environment Department uses a framework for geotechnical and site investigation services in order to assist with the design of capital and revenue projects. The range of projects served by the framework includes major infrastructure improvements through to extensions for schools and other buildings.

8. The current Geotechnical and Geoenvironmental Framework is used to provide specialist ground investigation services to all Hampshire County Council Departments, including Economy, Transport and Environment and Culture Communities and Business Services. The framework is managed by the Engineering Consultancy Geotechnics Group.

9. This will be the third framework specifically set up to engage ground investigation services, following two previous iterations which have worked extremely well. Since inception, more than 300 investigation commissions have been undertaken with a total value of over £3million. Such projects have included ground investigations for highway improvements, waste recycling centres, school and care centre extensions, new schools and fire stations, contaminated sites, and investigation of critical events, such as landslips and swallow holes. Due to the volatility of these service requirements it is difficult to accurately predict the future financial extent of services required, but each successive framework arrangement has been used for larger value projects, and therefore it would not be unreasonable to place an overall maximum framework value of £5million for the four-year duration.

10. In addition to use by the Council, other authorities (such as Southampton City Council, Surrey County Council, Reading Borough Council, and other smaller districts) have occasionally used these services. In each case the commissions have been ordered by the Council, with reimbursement obtained through a shared service agreement. This arrangement allows the Council's requirements to be given priority and allows efficient control for occasional use by others.

11. Previous frameworks were procured through a European OJEU process, which incorporated a rigorous selection procedure satisfying both statutory and internal standing order requirements. Experience has shown that this method of pre-selecting suppliers has engaged suppliers with the requisite skills and capacity to undertake geotechnical services for the Council.

Proposed detailed arrangements

12. In order to continue with the services of specialist geotechnical and geoenvironmental consultants, it is proposed that a new framework is set up to replace the current one when it expires in May 2021. As with existing arrangements, the framework will engage with a number of suppliers in order to meet the scope, time scales, and requirements serving any departments of the Authority. As the framework is designated under European Union (EU) rules as 'service provision' (as opposed to works) and the estimated value of the contract is anticipated to exceed EU thresholds, the framework will need to be advertised in accordance with EU regulations. However, it is recognised that due to the transitional arrangements for the United Kingdom leaving the EU ending on 31

December 2020, the procurement may fall outside of these Regulations. Nonetheless, additional Regs will come into force at 11pm on 31st December 2020, which effectively mean that the process remains the same. (Public Procurement [Amendment etc] EU Exit Regs 2019 and the Public Procurement [Amendment etc] [EU Exit] [No 2] Regs 2019).

13. Although some frameworks within the Department allow direct access by other authorities, it is proposed that only Hampshire County Council is named as the contracting authority on the OJEU Notice. This provides control in line with initiatives for other Traded Services and should there be any need for these services from other authorities it is suggested that arrangements be undertaken in line with the business charging model developed by ETE. This proposal also provides the following benefits:

    - resources are prioritised toward the needs of Hampshire County Council;
    - any resources offered to other authorities through ETE will provide support to the maintenance and management of this framework and of future arrangements; and
    - the specialist nature of this framework requires careful managerial control which can be provided through direct delegated authority of the arrangements.

14. Although the historic data indicates a four year spend of only around £1.2million, due to the potential increased investment in infrastructure, it is recommended that the overall advertised limit is increased to £5million. This value reflects the best current estimate, plus a substantial allowance for 'headline growth' based upon forecasted spending on capital infrastructure projects over the next four years.

15. On the supply side, the market is represented by small/medium sized enterprises and encouragement will be provided to those who indicate interest. The current framework consists of up to ten suppliers – a number that was sufficient to provide competition for work packages but without requiring extensive management of resources. It is therefore proposed that a similar number of suppliers are used for the new arrangements.

Alternatives Considered

16. Two alternatives have been considered instead of procurement of a framework:

    Option 1

    'In house' delivery of geotechnical site investigation services.

    The Council could choose to develop an 'in house' section to undertake site investigation studies and reports, but this would require capital investment, significant resources, and expertise to carry out site operations and analyse results. As the number of sites requiring investigation and level of tests vary according to project demand, there would not be sufficient regular income to generate a return on investment employed. Engagement of external resources allows a reactive service without the liability of future committed workload. Option 1 has therefore been rejected.

Option 2

A single source supplier.

The extent and requirements of commissions vary according to the geology and topography of a site and its intended use. The scope of service can vary substantially, and examination of the market concludes that it would be doubtful that one supplier could deliver all of the services without recourse to sub-contracting and consequential additional supply chain costs. Option 2 has therefore been rejected.

Conclusions

17. The current and previous geotechnical frameworks have served the Council well in engaging specialist resources in an efficient and effective manner to provide geotechnical information for the Authority's existing built environment assets and future construction programmes. Due to the variability of service and volatility of expenditure, a multi-supplier framework is proposed. This does not commit the Council to any minimum values of expenditure but will provide enough suppliers to undertake resource requirements.
18. Suppliers applying for a place on the framework will have to demonstrate minimum standards of technical expertise and the ability to adhere to the Council's corporate standards, thereby ensuring compliance with equalities legislation.
19. As suppliers will be vetted at the first stage of the procurement exercise, a second stage of the tendering process will require competitive prices to be submitted and therefore the proposals will be weighted toward price. In line with tenders of a similar nature and complexity it is proposed that a ratio of 70/30 price/quality be used at the second stage of assessment.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

Hampshire maintains strong and sustainable economic growth and prosperity:	No
People in Hampshire live safe, healthy and independent lives:	Yes
People in Hampshire enjoy a rich and diverse environment:	Yes
People in Hampshire enjoy being part of strong, inclusive communities:	Yes

Other Significant Links

Links to previous Member decisions:	
Title Procurement approval: Geotechnical and Geoenvironmental Framework 2017-2021 – reference 7717	Date 15 September 2016
Direct links to specific legislation or Government Directives	
Title None	Date

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;
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- 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 disproportionally low.

2. **Equalities Impact Assessment:**

The arrangements for procurement and management of the Geotechnical Framework are neutral because the authority's level of service will be described within the contract documents and aligned to the Council's corporate policies. All suppliers to the framework will be required to comply with these as a minimum standard and arrangements for monitoring such policies will be undertaken throughout the duration of the framework.

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	2 July 2020
Title:	ETE Capital Programme 2019/20 End of Year & Quarter 1 2020/21
Report From:	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 and confirms the year end position for 2019/20. In addition, this paper provides a short narrative summary on early progress of the capital programme in 2020/21 and provides recommendations for changes to the programme in 2020/21 and beyond.
2. There are five additional appendices which provide further information in detail, if required, and they will be identified where relevant throughout this paper.

Recommendations

3. That the Executive Member for Economy, Transport and Environment notes the performance made in the Economy, Transport and Environment capital programme in 2019/20 and progress made to date in the 2020/21 capital programme.
4. That the Executive Member for Economy, Transport & Environment approves the proposed split of the 2020/21 £19.766million Department for Transport (DfT) Pothole and Challenge Fund grant, with £14.766million allocated to Highways structural maintenance and the remaining £5million towards the maintenance of critical structures (Bridges).
5. That the Executive Member for Economy, Transport and Environment approves the adjustment of the 2020/21 Structural Maintenance programme to £66.976million.
6. That the Executive Member for Economy, Transport and Environment delegates approval to the Director of Economy, Transport and Environment for the entry into the 2020/21 capital programme of schemes up to £0.5million which are to be funded by the DfT Emergency Active Travel Fund.
7. That the Executive Member for Economy, Transport and Environment notes the change in an element of the funding for the Stubbington Bypass scheme, with

£8.5million of Solent Local Enterprise Partnership (LEP) Local Growth Funding replacing the planned £8.5million from enterprise zone business rates.

8. That the Executive Member for Economy, Transport and Environment notes the addition of £0.5million funding of LTP to the Structural Maintenance programme, to enable that element of the programme to deliver safety schemes previously carried out within the ITP programme.

9. That the Executive Member for Economy, Transport and Environment approves the inclusion of £0.4million Community Infrastructure Levy (CIL) from Winchester City Council into the CIL sub-programme within the ETE capital programme.

10. That the Executive Member for Economy, Transport and Environment approves the adjustment in the capital programme to enable the redistribution of the former £37.441million Botley Bypass scheme in the 2019/20 capital programme to the following three schemes in the 2020/21 capital programme:

    Botley Bypass (£21.175million);

    Woodhouse Lane South (£4.498 million); and

    Botley Village Enhancements (£0.5 million).

    Noting that the remaining funding has been transferred to the Policy and Resources capital programme to fund elements of the Botley UDI scheme.

11. That the Executive Member for Economy, Transport and Environment approves the introduction of Whitehill & Bordon GGGL – Hogmoor Road Cycle Facility and Associated Traffic Measures (£0.4million) in the 2021/22 capital programme.

12. That the Executive Member for Economy, Transport and Environment notes the funding bids that are currently in development or awaiting outcome for future transport schemes in the Integrated transport programme.

Executive Summary

13. The Economy, Transport and Environment Department's (ETE) capital programme contains a range of projects, including but not limited to: highways maintenance, transport improvements, major transport improvements, flood alleviation, waste management, bridge strengthening, town centre improvements and highways safety.

Contextual information

14. The capital programme typically includes the following areas of work:

    - Structural maintenance;
    - Integrated Transport (including Major Schemes, transport improvements, and Safety schemes);
    - Waste (Household Waste Recycling improvements and Closed Landfill Sites);

- Flood Risk and Coastal Defence; and
- Economic Development.

15. 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. Therefore, to be consistent, this paper tries to focus on gross expenditure (irrespective of programme value).

Expenditure and Finance 2019/20

16. This section details the capital programme expenditure and finance for 2019/20 across the Economy, Transport and Environment programme.
17. The Department's gross capital spend during 2019/20 amounted to £76.130 million, 14% lower than the 2018/19 figure. This decrease was due mainly to a reduction in Structural Maintenance spend, after a big increase in 2018/19 as well as a reduction back down from a one-off specific increase to the Waste sub-programme in 2018/19.
18. ETE has built further on its success in successfully securing competitively sourced external funding to enable the delivery of the department's expanding capital programme, in particular for the Integrated Transport sub-programme, where over 72% of expenditure in 2019/20 was funded through a competitive process.
19. Other significant 2019/20 funding sources across the ETE capital programme include Local Transport Capital Funding (£23.442 million), Department for Transport (DfT) – National Productivity Investment Fund Grant (£4.995 million), Flood Resilience Grant (£1.899 million), Pothole grants (£1.544 million), JAQU funding (£0.937 million) and Brexit funding (£1.250 million), and Local Hampshire County Council Resources (£20.087million).
20. Developer Contributions spend totalled £2.129 million in 2019/20, a reduction from the £6.965 million spent in 2018/19.Of the total value of Developer Contributions held at the end of 2019/20, over 99% was either programmed to schemes in the current programme or allocated to area strategies for use in future programmed schemes.
21. Appendix 2 provides a summary breakdown of how the expenditure in Appendix 1 was funded.
22. In line with year-end capital procedures, carry forwards from 2019/20 totalling £34.700 million were identified and were reported to Cabinet in June 2020. While no further decision is therefore required, the detail is included in Appendix 3 for information. The majority of the sums carried forward relate to funding for the Botley Bypass scheme being carried forward, in readiness for redistribution as detailed in paragraph 56 below. The remainder is due mainly to either the accumulation of funding for major schemes over a number of years; or schemes now programmed for delivery in 2020/21.
23. Monitoring of average fee rates has been undertaken to assess the ratio of fees to works costs across the Integrated Transport Programme for schemes completed in 2019/20. In 2019/20 the average fee rate for completed schemes increased from 23.45% in 2018/19 to 28.21%. This increase was due to fewer

major schemes being completed in the year compared with 2018/19. As lower value schemes typically have a higher fee percentage, this has resulted in a higher overall percentage in 2019/20. It is expected that the fee percentage will fall again in future years as more major schemes are completed. In addition however, in 2020/21 the department will review the scheme development and design process to identify where it may be possible to reduce fee spend from current levels.

Delivery 2019/20

This section details significant points concerning the delivery of elements within each Economy, Transport and Environment sub-programme in 2019/20.

Structural Maintenance Programme

24. The 2019/20 Structural Maintenance programme was completed, with the exception of the carry forwards detailed in Appendix 3. Within the year, Planned Maintenance completed over 550 schemes, comparable with 2018/19. Notable successes throughout the year were the completion of a £10million Surface treatment programme plus an additional £2million in advanced site patching and preparation for 2020/21.

25. In addition to the completed Highways planned maintenance schemes, progress was also made in 2019/20 on a variety of Structures projects, including:

    - completion of design for the new Holmsley bridge scheme, with work progressed on land transfers, environmental constraints and methods of work within the National Park;
    - the re-painting of 13 road bridges across the county over the summer and early autumn;
    - commencement on site of works at Redbridge Viaduct (Work Package 2) after the Marine Management Organisation licence was received at the end of November;
    - inspection, assessment and design maintenance work continued for Redbridge Work Package 3 (eastbound carriageway), with a view to starting work on the two structures over rail and river upon completion of the Redbridge Viaduct works (Work Package 2), subject to funding;
    - progression of design work on a number of new structures for the Botley bypass, UDI and the Eclipse Busway schemes; and
    - collaboration with Network Rail during the year with a further two road/rail interface sites being completed at Cove Road Fleet and Station Road Minley.

Integrated Transport Programme

26. Progress on the Majors scheme programme (schemes >£2 million) was strong in 2019/20 with the pipeline of over £100 million of schemes in early delivery, ready for construction in 2020/21, as well as the commencement of Thornycroft Roundabout scheme (£9.445 million).

27. Similarly, progress across the Integrated Transport Programme (ITP, value between £0.07 million - £2 million) has been solid, with over 35 different named

schemes in delivery at the end of 2019/20, with a further 11 schemes completed in 2019/20. In addition, 7 minor works schemes (value < £0.07 million) were completed in 2019/20 with another 25 at various stages of delivery.

28. 55 Casualty Reduction schemes (previously termed safety engineering schemes), aimed at reducing the number and severity of traffic collisions on County Council maintained roads, were successfully completed. These varied in individual cost and scale from simple road marking schemes under £1,000 to large signing, lining and surface treatment schemes at £45,000.

29. The previously reported casualty reduction improvement measures at the Golden Pot crossroads on the B3349 Old Odiham Road near Alton were substantially completed in March 2020.

Waste Programme

30. During 2019/20 progress has not advanced as expected on the Waste Management capital programme as the focus has been on investigating the infrastructure and system options. In February 2020 Council Leaders and Chief Executives met for an update on progress to date and were due to re-convene to discuss the way forward in the summer. This work has been further delayed by the advent of the Covid-19 pandemic and the need of partners to focus on maintaining existing services. Likewise there have been delays to the progress of the Environment Bill and the second round of consultations on the delivery of the Resources and Waste Strategy as a consequence of the general election late last year and these have been further effected, more recently, by the COVID-19 pandemic.

Flood and Coastal Defence Programme

31. In 2019, significant investment was made in flood risk reduction schemes. A total of £3m was drawn down from external sources (£1.7 million from the Flood Defence Grant-in-Aid and £1.3 million from Local Levy) to support the County Council's Flood Risk and Coastal Defence Capital Programme.

32. Wallington and Pitt Enmill Lane schemes as well as phase one of Farringdon scheme and independent complex structural works on the Buckskin scheme were completed. Subsequent phases of Farringdon and Buckskin schemes are now being progressed. Work on flood alleviation at Mainstone in Romsey and at Webb's Corner, Eversley also began on site and are due to be completed in summer 2020. The requirement for further work is being investigated.

Economic Development

33. Fareham Borough Council was due to make a repayment of £3.2 million to Hampshire County Council in 2019/20 regarding the Solent Enterprise Zone, however it has requested instead to make the repayment in 2020/21. This has been raised with Portsmouth City Council, as the accountable body to the Solent LEP and the department is awaiting a response.

Challenges and Opportunities 2020 and beyond

34. This section details the significant challenges and opportunities for the Department of the capital programme in 2020/21 and future years. Where required it also provides a recommendation for the Executive Member for Economy, Transport and Environment.

35. Expenditure of £146.211 million for 2020/21 was estimated in January 2020 (Appendix 2 of the Executive Member for Environment and Transport report). This figure will be amended to take into account the programme changes as they develop through the year, including those outlined in this report.

Structural Maintenance Programme

36. In May 2020 Hampshire County Council received confirmation that it had secured maximum funding from its self-assessment submission for the DfT Incentive Fund. The Band 3 (the highest rating) submission has ensured that the County Council will receive the maximum funding of £4.495 million for 2020/21.

37. The Government announced in the March 2020 Budget that a £500 million pa Pothole Fund would be made available to Local Authorities commencing in 2020/21. In May 2020 the Government announced a Hampshire County Council combined allocation of £19.766 million from this and the DfT Challenge fund for 2020/21. Subject to approval, this additional funding will be split £14.766 million for 2020/21 Structural Maintenance budget and £5 million for the Structures 2020/21 programme.

38. It is therefore recommended that the Executive Member for Economy, Transport & Environment approves the proposed split of the 2020/21 £19.766 million DfT Pothole and Challenge Fund grant, with £14.766 million allocated to Highways structural maintenance and the remaining £5 million towards the maintenance of critical structures (Bridges).

39. Budget adjustments, detailed in this report, result in the Structural Maintenance 2020/21 Programme of £66.976 million.

40. It is therefore recommended that the Executive Member for Economy, Transport and Environment approves the adjustment of the Structural Maintenance programme to £66.976 million.

Structural Maintenance 2020/21 budget	**£000's**
Original 2020/21 budget	40,025
Carry forwards from 2019/20	5,805
Adjustment due to original estimated pot-hole funding to be received	-2,123
Adjustment due to confirmation of Pothole & Challenge fund from DfT	19,766
Adjustment due to local resources and LTP allocated	3,500

Adjusted Budget 2020/21	**66.973**

41. Turning to the Structures element of the programme, conditions that have been applied to the planning permission for Holmsley bridge are currently being worked through by the Bridge Team and clarifications sought on some aspects. In the meantime the old bridge continues to have an enhanced inspection regime.

42. Redbridge Work Package 2 site restarted on 18 May 2020 following closure in mid March due to Covid-19'.

43. Telemetry has been rolled out to a further 11 pump sites across the County. This brings the number of sites with telemetry to 25 out of a total 35. Telemetry enables pump faults to be identified early, and in most cases enables a contractor to repair faults before subways start to fill with water, giving more resilience to the network.

44. The Major Road Network (MRN) fund bid for Redbridge Work Package 3, endorsed by Transport for South East (TfSE) in July, is still under discussion with DfT. It is currently at Outline Business Case stage and it is hoped it will move to Final Business Case later in the year.

Integrated Transport Programme

45. On transport, the Major Schemes programme (schemes >£2 million) should see major schemes totalling over £100 million commence on site in 2020/21, including Eclipse Busway (£11.602 million), Brighton Hill Roundabout (£20.65 million), Stubbington Bypass (£34.495 million), M27 Junction 9 (£23.128 million) and A326 Fawley waterside (£8.13 million), as well as the completion of Thornycroft Roundabout (£9.445 million). The sub-programme for schemes between £0.07 million - £2.0 million will also be very active in 2020/21, with over 30 schemes totalling in excess of £22 million at some stage of delivery.

46. At the time of writing, the full financial impact on the Integrated Transport Programme from Covid-19 is unknown, however after an initial suspension of work on schemes currently under construction, construction for all schemes has now restarted, albeit at a slower pace to enable social distancing and other required measures, where appropriate.

47. Hampshire County Council has been indicatively allocated £0.863 million of DfT Emergency Active Travel Funding from the first stage of the emergency active-travel fund announced on 9 May 2020. This new funding is designed to help transport authorities to create pop-up and temporary interventions to create an environment that is safe for both walking and cycling. Active travel will allow people to get around whilst maintaining social distance and will have an essential role to play in helping avoid overcrowding on public transport systems as parts of our economy are reopened.

48. A condition of the funding is that schemes must commence within four weeks of allocation receipt and must complete within eight weeks of commencement. Due

to the nature of the schemes to be funded from this first tranche of funding the funding is being treated as revenue in nature. It is expected, however that additional allocations of funding that are not yet announced may be for more permanent schemes and as such could be treated as capital in nature. Given the tight timescales of the initial allocation, it may be that the additional allocations have similar restrictive timescales. To ensure the Council can react to future allocations which may be capital in nature, within required timescales, authority is sought for the Director of Economy, Transport and Environment to be able to approve entries into the capital programme for schemes paid by this funding source up to £0.5 million.

49. It is therefore recommended that the Executive Member for Economy, Transport and Environment delegates approval to the Director of Economy, Transport and Environment for the entry into the 2020/21 capital programme of schemes up to £0.5 million which are to be funded by the DfT Emergency Active Travel Fund.

50. The Solent LEP has requested a change in the funding source for part of the funding package for the Stubbington Bypass scheme, from ring-fenced business rates received from the Solent Enterprise Zone funding to Solent LEP Local Growth Funding.

51. It is therefore recommended that the Executive Member for Economy, Transport and Environment notes the change in an element of the funding for the Stubbington Bypass scheme, with £8.5 million of Solent LEP Local Growth Funding replacing the planned £8.5 million from enterprise zone business rates.

52. In 2020/21 the Structural Maintenance programme will be undertaking safety measures, previously carried out by the Safety Engineering programme for which £0.5 million of LTP will be used. This funding, along with the £1.0 million LTP funding in the Safety Engineering programme ensures funding for safety schemes remains at the historic levels of £1.5million per year.

53. It is therefore recommended that the Executive Member for Economy, Transport and Environment notes the addition of £0.5 million funding of LTP to the Structural Maintenance programme, to enable that element of the programme to deliver safety schemes previously carried out within the ITP programme.

54. In November 2018 the Executive Member for Environment and Transport recommended to Cabinet that approval be given for the inclusion of £1.104million Community Infrastructure Levy from Winchester City Council into a Winchester CIL sub-programme within the ETE capital programme. Since that time a further £0.4 million of CIL funding has been passed from Winchester City Council to Hampshire County Council, to fund the delivery of one of more schemes that are on Winchester City Council's Regulation 123 list.

55. It is therefore recommended that the Executive Member for Environment and Transport approves the inclusion of £0.4million Community Infrastructure Levy from Winchester City Council into the CIL sub-programme within the ETE capital programme.

56. The split of activity for the Botley programme of work has now been completed, resulting in the original Botley Bypass scheme in the 2019/20 ETE capital

programme (£37.441 million) being split into three separate schemes in the 2020/21 ETE capital programme:

- Botley Bypass (£21.262 million);
- Woodhouse Lane South (£4.498 million); and
- Botley Village Enhancements (£0.414 million).

It is noted that the remaining funding (£11.267 million) has been transferred to the P&R capital programme to fund elements of the Botley UDI scheme.

57. It is therefore recommended that the Executive Member for Economy, Transport and Environment approves the adjustment in the capital programme to enable the redistribution of the former £37.441 million Botley Bypass scheme in the 2019/20 capital programme to the three schemes shown in paragraph 56 above.

58. Successful delivery and re-allocation of funding has enabled a greater number of schemes to be programmed as part of the EM3 LEP part-funded Whitehill & Bordon Sustainable Transport Package of schemes. Due to value and/or being 100% externally funded, many of the schemes have entered the capital programme via Director Delegated Decision (shown in Appendix 4). One scheme however has a value of £0.400 million and is a mix of internal and external funding, and therefore needs to enter the capital programme with the approval of the Executive Member for Economy, Transport and Environment.

59. It is therefore recommended that the Executive Member for Economy, Transport and Environment approves the introduction of Whitehill & Bordon GGGL – Hogmoor Road Cycle Facility and Associated Traffic Measures (£0.400 million) in the 2021/22 capital programme.

60. The department's transport team has continued to be successful in securing competitive funding, having recently been successful in securing £57 million for the Southampton area Transforming Cities Fund Tranche 2 programme of schemes. Approximately £17 million is for bus priority and stop enhancements, walking and cycling schemes, together with local travel and mobility hubs in Hampshire. The package is focussed along two key corridors – Waterside (Totton to Holbury) and Bishopstoke Road corridors with two further cycle schemes in Bursledon. To support the Covid-19 recovery programme, 5 cycle schemes have been identified for accelerated delivery.

61. In collaboration with Portsmouth and Isle of Wight councils, a rebid for a share of Transforming Cities Fund has been prepared for the Portsmouth city region that for Hampshire comprises schemes to support rapid bus corridors, transport interchanges and local access zones centred on the main towns. A funding decision is expected later in the summer.

62. A further £24 million of investment has been secured by Solent Transport from the DfT, Future Transport Zone funding. The funding will be overseen by Southampton City Council with Hampshire County Council being a minor partner in the delivery of the programme.

63. This work continues, with bids for funding currently being developed or recently submitted including:

Bid	Bid Value	Provider	Status
Fleet Station Junction	£5.95 million	DfT Pinch Point	Awaiting outcome
Lynchford Road, Farnborough – Phase 2	£11.3 million	DfT Pinch Point	Awaiting outcome
Hamble Lane Improvements	£12 million	DfT Pinch Point	Awaiting outcome
A326 Waterside Improvements	£115 million - £140 million	Dft Large Local Majors	Invited to submit SOBC
M27 J10 (additional funding)	£15 million - £25 million	Homes England	In dialogue
Portsmouth City Region TCF Tranche 2 – Rebid	Approx. £56 million of which approx. £20 million would be for HCC schemes	DfT Transforming Cities Fund	Preparation
Blackwater Valley Gold Grid	£1.26 million	EM3 LEP	Awaiting outcome

64. It is therefore recommended that the Executive Member for Economy, Transport and Environment notes the funding bids that are being developed or are currently awaiting outcome for future transport schemes in the Integrated transport programme.

65. Turning now to the 2020/21 Casualty Reduction (previously Safety Engineering) works sub-programme, which consist of a range of safety improvement schemes due to be implemented across the County. Exact scheme numbers are currently unknown given the reactive nature of much of this work although scheme numbers are usually on a similar scale to the previous year's programme. The programme for the first part of 2020/21 is shown in Appendix 5. £1.0 million has been allocated for the delivery of these safety engineering schemes, along with £1.185 million carried forward from previous years. A further £0.45 million has been allocated for the delivery of safety led Traffic measures, funding of schemes delivered under the district Traffic Management

agencies and for Hampshire County Council on-street parking schemes. It is likely however, that the current crisis will have an impact on delivery of this year's programme.

66. Safety improvement measures are currently being developed alongside Engineering Consultancy colleagues for the high priority scheme at the Ipley Crossroad on the Beaulieu Road to the west of Applemore in the New Forest. This follows a series of fatal and potentially fatal collisions involving pedal cyclists. Consultation and preliminary design is ongoing with a view to works starting in Autumn 2020. It is expected that the finalised scheme will cost in the region of £0.25 million and will be funded through the annual Casualty Reduction Programme carry forward budget.

Waste Programme

67. Discussions are continuing with Project Integra partners to determine which system is the preferred for collection and processing of recyclable waste and what the financial and performance implications are from both a collection and disposal perspective. A feasibility study into the potential for a co-mingled Materials Recovery Facility was completed during 2019/20. This has determined that such a facility would lead to an increase in cost to the County Council rather than deliver the required Transformation to 2019 savings. Further work on this option will now be paused and Veolia commissioned to undertake additional feasibility studies of two further options:

    - a Twin Stream option, separating fibre materials from containers at the kerbside; and
    - a Kerbside Sort option, where all materials are separated at the kerbside.

    These studies will include the implications for the Delivery Point (Transfer Stations) network and any associated storage, as well as the bulking and processing infrastructure needed to deliver either of these options in Hampshire, along with the potential for food waste processing infrastructure. These studies are expected to be delivered by the end of Q2 2020/21. Their completion will enable a full comparison of the cost/benefits of the 3 options for further discussion with PI partners later in the year.

68. Feasibility work in relation to the redevelopment/relocation of the Hartley Wintney Household Waste Recycling Centre is ongoing with consideration of alternative locations delayed due to challenges in contacting the current land owner and due to the lack of resources during the COVID-19 situation and will be progressed in Q2. The management of closed landfills continues to incur minor costs in relation to both landfill gas and leachate management however these works are likely to be reactive in nature.

Flood Risk and Coastal Defence Programme

69. Construction of all flood alleviation schemes have been delayed as a result of the Coronavirus lockdown however, scheme development continued throughout the lockdown. Schemes that were already on-site before the lockdown have recently been given permission by ETE departmental management to restart.

70. Work on phase two of Buckskin Flood Alleviation scheme is well underway however high groundwater levels at the beginning of the year were already causing delays. The scheme is now likely to be completed in autumn/winter 2020.

71. An Outline Business Case to seek £0.437 million funding to support the delivery of Phase 2 of the Farringdon Flood Alleviation Scheme has been approved by the Environment Agency. Phase two of the scheme is expected to begin in autumn/winter 2020.

72. The Mainstone element of the Romsey Flood Alleviation scheme is scheduled be completed in the summer 2020 and the Middlebridge element is currently out to tender.

73. Phase one of Webs Corner in Eversley which began in 2019 is due to be completed in the summer 2020 and the requirement for further work is being investigated.

74. Advanced works for Outer Winchester, and Rectory and Sycamore Roads schemes are also being planned for summer/autumn 2020. Both proposals are subject to funding approvals.

Economic Development

75. The Fareham Borough Council repayment of £3.2 million to Hampshire County Council was not made as agreed in 2019/20, with the Borough Council requesting to make repayment in 2020/21 instead. As reported in the previous section, the department is now awaiting instruction on a way forward. The County Council is also awaiting instruction from the Solent LEP on payment of the administration fee of £0.2 million as well as accrued net interest of approx. £0.13 million.

Consultation and Equalities

76. This is a financial report amending or proposing budgets for programmes and individual schemes, and therefore doesn't require consultation.

77. Service changes or proposals for individual schemes will undertake their own specific consideration of equalities issues. This report has no direct effect on service users, so has a neutral impact on groups with protected characteristics.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

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

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 disproportionally low.

2. **Equalities Impact Assessment:**

This is a financial report amending or proposing budgets for programmes and individual schemes. Specific schemes or changes to schemes will entail their own equalities impact assessments. This report has no direct effect on services, so has a neutral impact on groups with protected characteristics.

Economy, Transport & Environment Spend by Programme – 2019/20

Gross Expenditure	**To 31 March 2020 Periods 1-15 £**
Structural Maintenance	46,950,514
Integrated Transport Programme	26,258,959
Flood & Coastal Defence Management	2,491,006
Solent Enterprise Zone (Economic Development)	154,698
Community Transport	122,675
Waste	152,498
TOTAL	**76,130,349**

Detals of Funding used in 2019/20

	£
Funding	
Contributions:	
Other Local Authorities (OLAs)	270,257
Developers	2,129,285
CIL	444,744
Other	15,501,726
Grant income	37,649,963
Miscellaneous income	46,936
Local resources	20,087,437
Total funding	**76,130,349**

Further Detail on Successful competitive bids and Other contributions funding

HCC Capital Schemes

		£
PCC/Solent LEP	Newgate Lane -Online Widening	308,026.53
HCC/Enterprise M3 LEP	Thornycroft Rbt Imps -major development	2,937,754.35
SCC Transforming Cities Fund Tranche 1	Hut Hill, C/Ford to Chilworth - Cycleway	870,000.00
HCC/Enterprise M3 LEP	Whitehill Bordon A325 Integration Works	56,961.06
HCC/Enterprise M3 LEP	Farnborough Growth Package	650,034.43
Highways England	M27 Jctn 9 & R1 Roundabout, Whiteley	1,642,067.49
PCC/Solent LEP	Stubbington Bypass - LGF	3,441,805.77
HCC/Enterprise M3 LEP	A325 Integration - Gateways	28,625.90
PCC/Solent LEP	Stubbington B/P land & enabling works	207,649.97
PCC/Solent LEP	Stubbington Village Works	(1,929.00)
PCC Transforming Cities Fund Tranche 1	BRT Phase 1B	1,400,000.00
HCC/Enterprise M3 LEP	A30 Corridor-Brighton Hill/Hatch Warren	1,397,248.97
SCC Transforming Cities Fund Tranche 1	Test Lane and Andes Rd, Nursling	35,428.76
HCC/Enterprise M3 LEP	Budds Lane, Whitehill Bordon -GGGL	1,526,584.72
HCC/Enterprise M3 LEP	W/Bordon GGGL - Ennerdale Rd Site Prep	249,152.78
HCC/Enterprise M3 LEP	Whitehill Bordon EHDC STP Elements	144,465.00
Highways England	HE Ringwood TC/Market Place Imps	52,743.22
PCC Transforming Cities Fund Tranche 1	TCF-Bus Stop RTPI, Havant & Waterlooville	372,646.78
SCC Transforming Cities Fund Tranche 1	STCF Tranche 1 Redbridge Causeway-Eling	25,806.85
HCC/Enterprise M3 LEP	Whitehill Bordon STP - Alexandra Park	2,340.00

	HCC SUB TOTAL	**15,347,413.58**
Daedalus		
PCC/Solent LEP	Solent EZ - Daedalus Drive (ph 3A)	153,202.72
PCC/Solent LEP	Solent EZ - Foul Drainage works (ph 3B)	1,110.00
	Daedalus SUB TOTAL	**154,312.72**
TOTAL		**15,501,726.30**

Schemes Not Started by 31 March 2020 – To be Carried Forward to 2020/21

Scheme	Starts or Exp	Value £000	Reasons for Delay
Structural Maintenance			
Blackwater Rail Bridge	Exp	300	Accumulating funding for major scheme over a number of years
Webbs Corner	Exp	200	Carry forward of funding for 19/20 schemes slipped to 20/21
Havant Station Footbridge	Exp	250	Funding set aside for future scheme.
Redbridge Causeway Package 3	Exp	1,000	Accumulating funding for major scheme over a number of years
Alver	Exp	250	Accumulating funding for major scheme over a number of years
Langstone Bridge	Exp	1,000	Accumulating funding for major scheme over a number of years
Reeds Lane	Exp	118	Carry forward of funding for 19/20 schemes slipped to 20/21
Unallocated Bridge C/F	Exp	308	Funding set aside for future scheme.
ITS (2021/22 Upgrade)	Exp	200	
Highways Lab building and equipment upgrade	Exp	118	Carry forward of funding for 19/20 schemes slipped to 20/21
Misc Depots / Op Res	Exp	2,061	Funding set aside for future scheme.
Integrated Transport Programme			
Winchester CIL funded schemes	Start	303	Schemes being developed for delivery in future years
Unallocated Market Towns Budget	Start	907	Schemes being developed for delivery in future years
Botley Bypass - Woodhouse Lane South	Start	4,498	
Botley Bypass	Start	21,262	
Botley Bypass - Botley Village Enhancements	Start	414	
Casualty Reduction Programme			
Low Cost Safety Programme	Exp	116	Slight delay in delivery of programme commitments remain in 2020/21
Casualty Reduction Programme	Exp	403	Slight delay in delivery of programme commitments remain in 2020/21

CSTP	Exp	53	Slight delay in delivery of programme commitments remain in 2020/21
Route Assessment Programme	Exp	220	Slight delay in delivery of programme commitments remain in 2020/21
A27 The Avenue/Peak Lane/Catisfield Rd, Fareham	Exp	125	Slight delay in delivery of programme commitments remain in 2020/21
Misc WIP	Exp	269	Slight delay in delivery of programme commitments remain in 2020/21
Minor Traffic Management	Exp	326	Slight delay in delivery of programme commitments remain in 2020/21
Total		**34,700**	

The following is a list of projects where delegated decisions have been made since the last report

- County Highways Lab – Building and equipment improvements - new addition to 2020/21 capital programme at £189,000.

- HWRC Otterbourne Transfer Station – Equipment improvements - new addition to 2020/21 capital programme at £148,000.

- East Hants District Council – Whitehill Bordon GGGL Ennerdale Road – Phase 4 – Rear of Oakmoor School - new addition to 2020/21 capital programme at £178,000.

- Basingstoke and Deane Borough Council – Bramley Lane/Sherfield Road Junction, Bramley – increase value to £456,000.

- Hart District Council – HtST Robert Mays School (Odiham to Hook walking route) – to remove this scheme from 20/21 capital programme.

- EHDC – Whitehill & Bordon - Oakhanger Road East and West – improvements - new addition to 2020/21 capital programme at £225,000.

- EHDC – Whitehill Bordon GGGL- Relief Road J2 to J3 Pathway - new addition to 2020/21 capital programme at £700,000.

- EHDC – Whitehill & Bordon: Route towards Lindford - new addition to 2020/21 capital programme at £575,000.

- EHDC – Whitehill & Bordon: Outstanding C114 Crossings - new addition to 2020/21 capital programme at £445,000.

- EHDC – Whitehill & Bordon: Waymarking - new addition to 2020/21 capital programme at £125,000.

- WCC - Durngate Flood Alleviation Scheme, Winchester - new addition to 2020/21 capital programme at £548,000.

- HDC - Webb's Corner Flood Alleviation Scheme, Eversley - new addition to 2020/21 capital programme at £232,000.

- EHDC – Whitehill Bordon STP: Link A (Alexandra Park) – Split of scheme into two individual schemes in the 2020/21 capital programme: Whitehill Bordon STP: Link A (Alexandra Park), value £130,000 and Whitehill Bordon GGGL: SE Loop Alexandra Park to New Road, value £524,000.

- EHDC – Whitehill & Bordon: Station Road Crossroads - Split of scheme into two individual schemes in the 2020/21 capital programme: Whitehill Bordon GGGL Station Road Crossroads, value £40,000 and Whitehill Bordon GGGL: Station Road Shared Use Path, value £631,000.

- EHDC – Whitehill & Bordon GGGL: Ennerdale Road incl. A325 crossing – reduction in value to £757,000.

- EHDC – Whitehill & Bordon: Ennerdale Road Phase 4 - increase in value in capital programme to £213,000.

- WCC – Access Improvements to Kings School Winchester – change in funding type from Community Infrastructure Levy to Developer Contributions.
- TVBC - Test Lane and Andes Road – increase in value in capital programme to £296,000

Initial 2020/21 Casualty Reduction Programme

(More to be confirmed through 2020/21)

- C13 Mylen Road (Railway Bridge to Charlton Road) Andover – Build out / reduction in on street parking to improve ped safety
- B3420/C95 Harestock crossroads Winchester – Signing and road marking improvements
- A3 Maurepas Way/B2150 Hambledon Road Waterlooville – road marking improvements on roundabout
- B3335 Highbridge Rd j/w C73 Kiln Lane Colden Common – Signing and road marking improvements
- Heath Road, Durford Road, Pullens Lane, Petersfield – measures to be agreed
- Pullens Lane / Heath Road Petersfield – Surfacing Improvements (via Op Res)
- A35 Lyndhurst Road jw B3055 Bashley Cross Road Hinton – signing improvements
- C129 Loperwood Lane j/w C163 Pauletts Lane Calmore – Signing, surfacing Improvements (surfacing improvements via Op Res)
- A35 Totton Bypass (pedestrian crossing), Rushington – New high level signal heads and road marking improvements (joint with ITS)
- A354/C38 Martin Drove End crossroads, Martin – signing improvements
- B2150 Hambledon Road/Milton Road Rbt Havant - road marking improvements on roundabout
- A323 Eelmore Road Bends & Clubhouse Road Junction Aldershot – Signing and road marking improvements
- Birchett Road, Aldershot – Road Marking and pedestrian crossing point improvements
- A3090 Badger Farm Road, Winchester – Road Marking and signing improvements
- A337 Lyndhurst Road, Brockenhurst - From Meerut Road to bends north of Tilebarn Lane – Road Marking and Signing improvements

- Military Road, Gosport – Signing and road marking improvements
- B3404 Alresford Road, Winchester – Signing improvements and Speed limit ‘gateway’ improvements
- Longwood Crossroads, Lane End, Owslebury – Signing and road marking improvements.
- A32 Warnford Road, Corhampton – Signing improvements through 30mph section in Corhampton village alongside hedge cutting by 3rd parties

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	2 July 2020
Title:	Project Appraisal: Four Marks – A31/Lymington Bottom Junction Improvements
Report From:	Director of Economy, Transport and Environment

Contact name: Jakub Styszynski

Tel: 01962 845396 **Email:** jakub.styszynski@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 for the implementation of the Lymington Bottom Road pedestrian crossing at Four Marks.

Recommendations

2. That the Executive Member for Economy, Transport and Environment approve the Project Appraisal for the Lymington Bottom Road pedestrian crossing, as outlined in this 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 the Lymington Bottom Road pedestrian crossing, subject to the outcome of the public notice period of the proposed Puffin Crossing, as set out in this report, at an estimated cost of £398,000 to be funded from developer contributions.

4. That authority to make the arrangements to implement the scheme, including minor variations to the design or contract, be delegated to the Director of Economy, Transport and Environment.

5. That authority is delegated to the Director of Economy, Transport, and Environment to renew the public notice period for the proposed Puffin Crossing and consider any comments received during that period in consultation with the Executive Member for Economy, Transport and Environment.

Executive Summary

6. Due to the projected increase in pedestrian movement resulting from the new housing developments, it is proposed that a new Puffin crossing point is constructed in order to improve accessibility and safety of pedestrians crossing the A31.

7. The need for localised traffic solutions to assist with the increase in traffic and pedestrian volumes was identified in a feasibility study. This was followed by a number of meetings with the Four Marks and Medstead Parish Councils, where the precise locations and solutions were proposed and agreed. As a result of these meetings the Puffin crossing is being promoted in this report.

Background

8. Following the initial feasibility study, a meeting was convened on 31 July 2018 between Four Marks and Medstead Parish Councils, County Councillor Mark Kemp-Gee, the Hampshire County Council Director of Economy, Transport and Environment, and Hampshire County Council officers.

   The parish councils identified four priority schemes to deal with local traffic growth. These were:

   a) Boyneswood Road footbridge – Both parish councils indicated that a standalone pedestrian footbridge was the top priority locally. The strong preference for a footbridge is partly because it would allow the reinstatement of two-way traffic.
   b) Crossing facility at A31/Lymington Bottom Junction.
   c) Permissive path across private land adjacent to Roe Downs Road to provide improved pedestrian access to Medstead School.
   d) Wider egress from Boyneswood Road onto A31.

9. Another two meetings were held with the aforementioned stakeholders on 7 January 2019 and 24 June 2019. These considered the progress of the particular sites as well as difficulties and a way forward. A public consultation event was held on 20 February 2019.

10. As a result of the meetings and the public consultation, the following items and options were agreed:

    a) Boyneswood Road footbridge – This proposal is not being promoted as part of this Project Appraisal but might be subject to further discussions with Mid Hants railway.
    b) Crossing facility at A31/Lymington Bottom Junction. This location is being promoted as part of this Project Appraisal**.**
    c) Permissive path across private land adjacent to Roe Downs Road to provide improved pedestrian access to Medstead School. There is no interest from the owner of the land required to construct a footpath, so this option is at the moment suspended. This proposal is not being

promoted as part of this Project Appraisal but may be progressed in the future if the situation changes.

d) Wider egress from Boyneswood Road onto A31. Preliminary design has raised safety concerns (Stage 1 Road Safety Assessment) with initial proposals for this improvement. This is due to visibility issues. Therefore, this option is not being promoted as part of this Project Appraisal but might be in the future, if and when it is possible to develop options that satisfy the County Council's road safety requirements.

Contextual information

11. Issues with forecast junction capacity and traffic flows were originally identified for the area in connection with future construction of housing developments.

12. A feasibility study was completed in 2016 with the aim of identifying a preferred option for improvements to the Lymington Bottom Road junction to achieve the following objectives:
    - maintaining the strategic function of the A31 (Winchester Road) primary route linking Four Marks to Winchester, Alton, Farnham, Aldershot, and Guildford by limiting delays and the number of new junctions;
    - providing appropriate infrastructure to accommodate forecast levels of development traffic and enable safe access to the A31 without compromising its strategic function; and
    - improving provision for pedestrians and cyclists at the A31/Lymington Bottom Road junction.

13. As a result of meetings with the parish councils, the proposed part of the feasibility study (recommended for implementation in this report) is to provide a signal controlled pedestrian crossing across the A31 at the Lymington Bottom Road junction.

14. In the feasibility report, issues for pedestrians and cyclists were identified at the A31 Lymington Bottom Road junction, which is an important node in the centre of Four Marks and a key route for pedestrians and cyclists, including children travelling to Four Marks Primary School.

15. Therefore, a safe and convenient crossing for pedestrians and cyclists was identified as being required on the A31 western approach to the junction. The design calculations justified the need for a controlled crossing. Preliminary designs were identified at that point as required for the crossing. This was subsequently approved at further meetings with the Parish Councils.

Finance

16. The Covid-19 virus brought a temporary halt to many of the County Council's construction projects. While work has largely now been able to re-start, there may be a financial impact to working in accordance with 'Covid-secure' guidance on site. The costings set out below were prepared pre-Covid, and any increase to ensure safe ways of working has not been factored in at this stage.

17. For schemes of more than £0.5m in value, if tenders / quotations exceed the approved amount by more than 10% then Financial Regulations require that further Executive Member approval is sought.

18.

Estimates	£'000	% of total	Funds Available	£'000
Design Fee	75	18	Developer contributions	398
Client Fee	23	6		
Supervision	35	9		
Construction	265	67		
Land	0	0		
Total	398	100	Total	398

19.

Maintenance Implications	£'000	% Variation to Committee's budget
Net increase in current expenditure	4.0	0.003%
Capital Charge	38.0	0.024%

Programme

20.

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	7/2020	10/2020	1/2021	1/2022

Scheme Details

21. The scheme entails construction of a light controlled Puffin pedestrian crossing, including an extension of an existing central island and footways on either side.

22. The work will include site clearance, followed by excavation and associated civils works, central island, and footpath works. There will also be some resurfacing works followed by high friction surfacing and white lining installation.

Departures from Standards

23. None.

Consultation and Equalities

24. A public consultation event was carried out on 20 February 2019.

25. Overall, a total of 86 responses were received by Hampshire County Council. Of these, 81 responses were paper questionnaires and 5 responses were completed online via the scheme's website. One letter was received.

26. The responses to the survey show a considerable level of support for the proposals and objectives.

27. A majority of 64% of respondents expressed their support for the widening of the bellmouth on Boyneswood Road at its junction with A31.

28. A high majority of 76% of respondents answered that they would like the puffin crossing to be implemented at Lymington Bottom.

29. A high majority of 79% supported implementation of a Boyneswood Road pedestrian footbridge, which would improve the safety of vulnerable road users and enable reinstatement of two-way traffic on the existing bridge.

30. The proposed scheme is supported by Councillor Kemp-Gee as well as the parish councils.

31. An Equalities Impact Assessment has been conducted and a positive impact identified in relation to age. The pedestrian crossing will enable the local residents (especially children and the elderly) to cross the main road in a much safer manner, and this will also have a positive health impact as it will encourage walking as opposed to driving.

Statutory Procedures

32. The proposed Puffin Crossing was advertised immediately before the Coronavirus Lockdown. As the ensuing restrictions will have limited the

public opportunity to become aware of the proposed scheme, it is recommended that the public notice period is renewed.

33. A bus stop will need to be suspended for the duration of the works.

Land Requirements

34. Additional land is not required as the project is being built within the public highway boundary.

Maintenance Implications

35. The Asset Management team has been consulted on the proposals and has agreed to the materials being used.

36. The improvements will have an impact on future year's maintenance budgets, and this is expected to be approximately £4,000 per annum.

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

Hampshire maintains strong and sustainable economic growth and prosperity:	No
People in Hampshire live safe, healthy and independent lives:	Yes
People in Hampshire enjoy a rich and diverse environment:	No
People in Hampshire enjoy being part of strong, inclusive communities:	No

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;

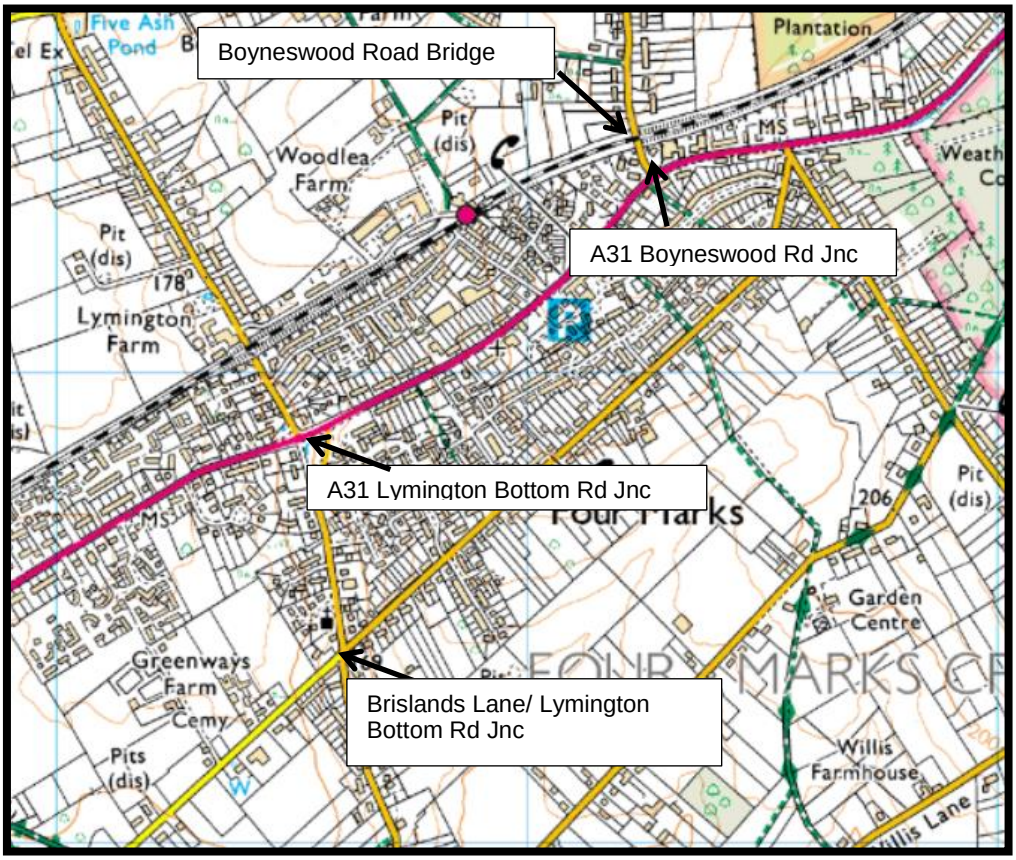
   - Take steps to meet the needs of persons sharing a relevant protected characteristic that are different from the needs of persons who do not share it;

   - Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionally low.

2. **Equalities Impact Assessment:**

   An Equalities Impact Assessment has been conducted and a positive impact identified in relation to age. The pedestrian crossing will enable the local residents (especially children and the elderly) to cross the main road in a much safer manner and this will also have a positive health impact as it will encourage walking as opposed to driving.

Location plan:



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Appendix 2, Main overview drawing

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	2 July 2020
Title:	Project Appraisal: Bramley Lane/Sherfield Road Junction Bramley
Report From:	Director of Economy, Transport and Environment

Contact name: James Laver

Tel: 01962 832279 **Email:** james.laver@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to provide details of the Bramley Lane/Sherfield Road Junction improvement scheme and seek approval to progress with the necessary procurement, spending, and contractual arrangements to deliver the works.

Recommendations

1 That the Executive Member for Economy, Transport and Environment approves the Project Appraisal for the Bramley Lane/Sherfield Road Junction Improvement in Bramley, as outlined in this report.

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 the junction of Sherfield Road and Bramley Lane in Bramley, as set out in the supporting report, at an estimated cost of £482,000 to be part funded by a grant secured by Bramley Parish Council from Basingstoke and Deane Borough Council and the remainder from Section 106 developer contributions.

3 That the Executive Member for Economy, Transport & Environment approves the increase in the scheme's capital programme value from £456,000 to £482,000.

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 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 Bramley Lane/Sherfield Road Junction Improvement Scheme to be implemented.

Executive Summary

7. This report sets out the background to the project to improve the junction of Sherfield Road with Bramley Lane in Bramley, through provision of improved pedestrian facilities at the junction and increased capacity for left turning traffic exiting Bramley Lane onto Sherfield Road. This scheme will bring benefits to pedestrian safety around this key junction in the village centre, which is a busy walking route, whilst also bringing some improvement to the congestion issues for eastbound vehicles exiting Bramley Lane.

8. This scheme was initiated by Bramley Parish Council in response to local concerns. To support the delivery of the scheme, the Parish Council applied for grant funding from Basingstoke and Deane Borough Council, through the Borough Council Local Infrastructure Fund (LIF). The LIF supports infrastructure projects that improve existing, or establish new, facilities for community, sport, education or public amenity use. The funds for the scheme come from the Government New Homes Bonus funding. The Parish Council was successful in its LIF application and received £185,000 of grant funding from Basingstoke and Deane Borough Council. The Parish Council has made a payment to this value to Hampshire County Council as a contribution toward the cost of implementing the scheme. The remainder of the scheme cost will be funded by Section 106 developer contributions held by the County Council.

Contextual Information

9. Sherfield Road is the main east-west route through the village of Bramley and with much new housing development in the area, the traffic volume on this road has increased. The significant pressure point along the route is the railway crossing adjacent to Bramley Station, where drivers and pedestrians using Sherfield Road experience long delays as the level crossing has multiple down phases every hour. This results in significant queues forming on Sherfield Road.

10. The junction of Sherfield Road with Bramley Lane is immediately adjacent to the level crossing, as is an access to a well-used parking area for the local bakery/café and other businesses. The junction is a well-used walking route to the local school.

11. Queueing at the level crossing during down times blocks the junction of Bramley Lane/Sherfield Road. Vehicles have been observed travelling westbound on Sherfield Road on the wrong side of the carriageway, to overtake this queue and turn right into Bramley Lane. This puts all road users at risk, particularly oncoming traffic on Sherfield Road, other right-turning vehicles into Bramley Lane and pedestrians crossing at the junction.

12. A preliminary design was developed for a scheme to deliver the following:

    a. provide a pedestrian refuge island and improved crossing point on Sherfield Road east of the junction with Bramley Lane. The refuge island would provide improved safety for pedestrians including many school children who cross the road between queueing cars in this location who may fail to notice queue jumping drivers on the wrong side of Sherfield Road. It may also help to deter the number of queue-jumping drivers by way of a traffic regulation, as they would be acting illegally by passing on the opposite side of the refuge island against a regulatory "keep left" arrow;
    b. widen the carriageway by modifying the north eastern kerb line and adjacent footway at the junction of Bramley Lane/Sherfield Road, to provide a dedicated left turn lane which will assist vehicles exiting Bramley Lane wishing to turn left. This left-turn manoeuvre is currently restricted by those waiting to turn right when the level crossing is closed and this change should accommodate these vehicles more readily, relieving the frequency of queue-jumping behaviour; and
    c. provide a new pedestrian footpath on the desire line. Pedestrian desire lines for adults and children travelling northbound from Jibbs Meadow towards Bramley Primary School have worn a clear route within the northern grass verge between Sherfield Road and Bramley Lane. Formalising this route through the construction of approximately 45 metres of new footpath would provide benefits for local users.

13. A location plan and general arrangement plan are supplied in Appendices 1 and 2.

Finance

14. The Covid-19 virus brought a temporary halt to many of the County Council's construction projects. While work has largely now been able to re-start, there may be a financial impact to working in accordance with 'Covid-secure' guidance on site. The costings set out below were prepared pre-Covid, and any increase to ensure safe ways of working has not been factored in at this stage.

15. For schemes of more than £0.5m in value, if tenders / quotations exceed the approved amount by more than 10% then Financial Regulations require that further Executive Member approval is sought.

16.

Estimates	£'000	% of total	Funds Available	£'000
Design Fee	52	11	S106 Developer Contributions	297
Client Fee	12	2		
HCC Supervision	17	4	LIF Funding from	185
Network Rail Fees	20	4	Parish Council	

Construction	381	79		
Total	482	100	Total	482

17. The construction cost estimate above includes significant utilities diversion works at a total of £166,000, (including £136,000 for diversion of BT infrastructure). It is recognised that this cost is significant when compared to the overall cost of the scheme. However, the works will have long term value in terms of improved safety, as well as the health and air quality benefits of encouraging residents to make more trips on foot.

18.	Maintenance Implications	£'000	% Variation to Committee's budget
	Net increase in current expenditure	1.4	0.001%
	Capital Charge	46.0	0.029%

Programme

19.

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date	July 2020	Sept/Oct 2020	Nov/Dec 2020	December 2021

Scheme Details

20. The proposed scheme will deliver highway improvements to provide a widened left-turn lane from Bramley Lane onto Sherfield Road and a new pedestrian crossing point with central refuge island on Sherfield Road. This will require realignment of the existing kerbline and footway on the north-east side of the junction into the existing highway verge, localised statutory undertaker diversions, carriageway resurfacing, and revised road markings and signage. A new pedestrian footpath (approximately 45 metres in length) will also be constructed on the existing desire line between Sherfield Road and Bramley Lane through the existing grassed area to the north-east of the junction (currently within the existing highway). The construction of this footpath will require the relocation of one highway tree that is currently within the verge area. The tree is approximately 5 years old so it can be relocated, however if there are difficulties with this, a replacement of similar type and size will be situated within the verge area under guidance from the County Council's Arboriculture team.

21. The works are near the railway level crossing, which has implications on traffic management arrangements, working time restrictions, and phasing of the works. Much of the initial phase of work is off-carriageway and can therefore be completed with minimal impact on the operation of the crossing. During carriageway surfacing works, traffic management arrangements will need to extend both sides of the crossing and be under manual control; this element of the work will be programmed for periods when traffic flows are lower to minimise congestion.

22. The scheme will be monitored through the installation of a new permanent traffic count site within the carriageway at the crossing point. This will record traffic volume, speeds and classifications for Sherfield Road and will also be able to detect instances of a vehicle passing the stationary queue at the level crossing on the wrong side of the new central refuge to turn right into Bramley Lane, should it occur. It is this manoeuvre which presents a significant risk to pedestrians, so this data will be useful for targeting enforcement to particular times of day or for supporting other communications within the community to raise awareness of the issue if required.

Departures from Standards

23. None applicable.

Consultation and Equalities

24. The scheme is well supported locally. Councillor Rhydian Vaughan, the local County Member, is supportive of the scheme and has continued to receive updates as design and delivery of the scheme has progressed.

25. The Parish Council has been central to the original development of the scheme and continues to receive updates as the project develops.

26. The proposed pedestrian crossing central island will be installed close to the two driveways of the properties directly to the east of the bakery/café. The residents were concerned that this would restrict access into/out of these driveways. A trial of the proposed arrangement was completed in November 2019, where Hampshire County Council marked up the locations of the proposed central island and realigned kerblines. The residents then had opportunity to test the proposed layout to demonstrate that access to properties would not be unreasonably restricted following completion of the scheme. The outcome of the trial was positive.

27. The scheme is in close proximity to the level crossing and consultation with Network Rail has been ongoing. The design has been developed to minimise the impact of the works on the railway crossing. Network Rail have prepared a Basic Asset Protection Agreement (BAPA) which will be completed following approval of the scheme. Any other consents,

agreements and supervision arrangements that Network Rail require will be in place prior to commencement of construction.

28. The scheme will benefit all residents and road users and has been assessed as having a neutral impact on groups with protected characteristics. The scheme will provide improvements to the existing pedestrian facilities and to pedestrian safety on a busy walking route to local facilities and the nearby Primary School. In turn, this will 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. These measures will help support behavioural change through travel planning with respect to school journeys for parents and children attending the nearby school.

Statutory Procedures

29. Temporary Traffic Regulation Orders for carriageway closures and temporary traffic control applications will be required for the construction works. These will be valid prior to commencement of works.

Land Requirements

30. The works are located fully within the boundary of the existing public highway, therefore there are no further land concerns relevant to the scheme. A highway boundary plan is included in Appendix 3.

Maintenance Implications

31. Hampshire County Council Asset Management Team has been consulted on the proposals and the design amended as necessary to address the comments received.

32. The proposed scheme is likely to have a small impact on the maintenance budget in future years, this is expected to be approximately £1,400 per annum.

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 ☒

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- Improve road safety (through delivery of casualty reduction and speed management) ☒
- Efficient management of parking provision (on and off street, including servicing) ☐
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- 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

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

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.)

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EQUALITIES IMPACT ASSESSMENT:

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   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:

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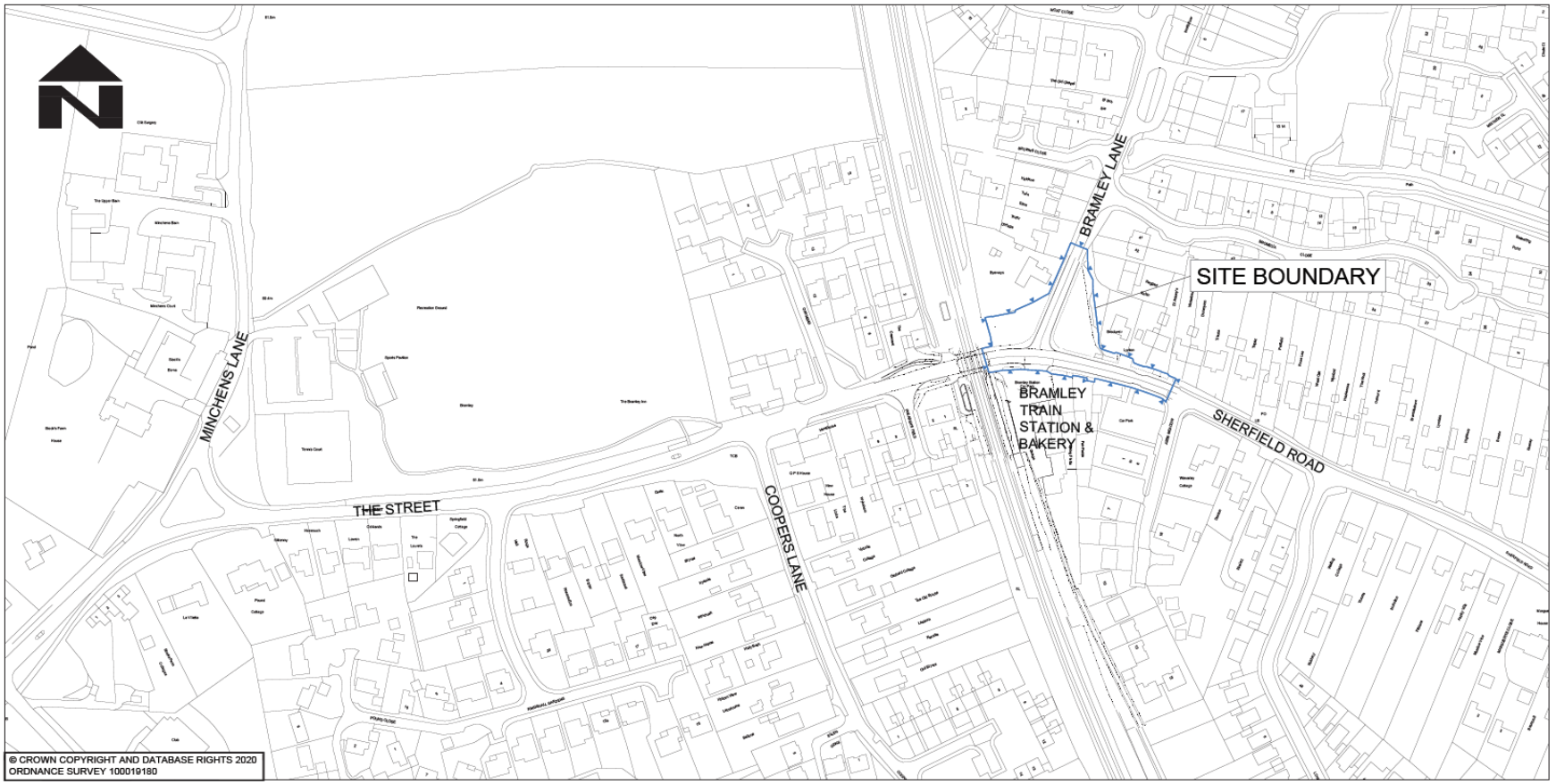
2. **Equalities Impact Assessment:**

   The scheme will benefit all residents and road users and has been assessed as having a neutral impact on groups with protected characteristics.

   The scheme will provide improvements to the existing pedestrian facilities and to pedestrian safety on a busy walking route to local facilities and the nearby Primary School. In turn, this will 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. These measures will help support behavioural change through travel planning with respect to school journeys for parents and children attending the nearby school.

Location Plan



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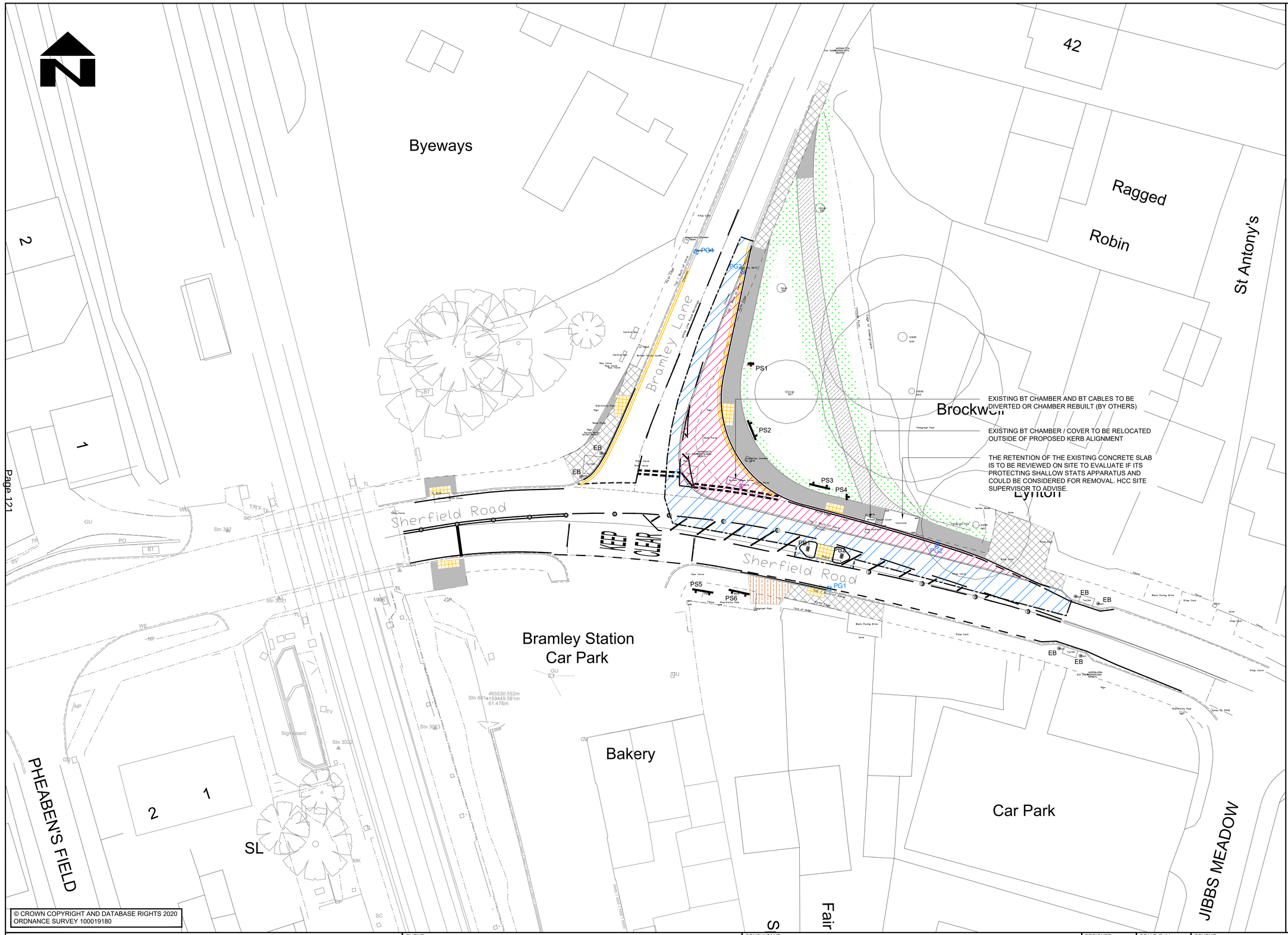

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KEY

- NEW FOOTWAY CONSTRUCTION.
- RESURFACED FOOTWAY
- VEHICLE ENTRANCE RECONSTRUCTION
- NEW CARRIAGEWAY
- RESURFACED CARRIAGEWAY
- NEW FOOTWAY ('NO DIG' CONSTRUCTION)
- REINSTATED TOPSOIL / VERGE TO SUIT NEW FOOTWAY LEVELS
- PEDESTRIAN CROSSING POINT WITH TACTILE PAVING
- NEW KERB LINE
- PB1 NEW BOLLARDS
- PG1 NEW / MODIFIED ROAD GULLY
- PS1 NEW TRAFFIC SIGN
- NEW PEDESTRIAN REFUGE ISLAND
- NEW REFLECTIVE ROAD STUD (CATS EYE)
- NEW / REFRESHED ROAD MARKINGS
- EB EXISTING TIMBER BOLLARD. (NO WORKS)
- SAW CUT

0 5 10 20 30 40 50 100

EXISTING BT CHAMBER AND BT CABLES TO BE DIVERTED OR CHAMBER REBUILT (BY OTHERS)

EXISTING BT CHAMBER / COVER TO BE RELOCATED OUTSIDE OF PROPOSED KERB ALIGNMENT

THE RETENTION OF THE EXISTING CONCRETE SLAB IS TO BE REVIEWED ON SITE TO EVALUATE IF ITS PROTECTING SHALLOW STATS APPARATUS AND COULD BE CONSIDERED FOR REMOVAL. HCC SITE SUPERVISOR TO ADVISE.

NOTES

1. DO NOT SCALE FROM THIS DRAWING.
2. ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED.
3. THIS DRAWING SHOULD BE VIEWED IN COLOUR.
4. THIS DRAWING IS MEANT AS A GENERAL OVERVIEW OF THE PROPOSED IMPROVEMENT WORKS. SOME ELEMENTS OF THE WORKS MAY BE OMITTED FROM THIS DRAWING FOR CLARITY. FOR MORE DETAILED INFORMATION REFER TO THE SPECIFIC DRAINAGE, ROAD WORKS, CARRIAGEWAY RESURFACING OR ROAD MARKING DRAWINGS.
5. REFER TO THE WORKS PHASING REQUIREMENTS STATED IN DRAWINGS CJ009051-ECH-GEN-02103539-DR-HE-0801 & CJ009051-ECH-GEN-02103539-DR-HE-1201.
6. ALL WORKS SHOWN WITHIN THIS DRAWING ARE TO BE INSTALLED INLINE WITH THE AGREED WORKS PHASING. SOME ELEMENTS WILL NEED TO BE COMPLETED BEFORE OTHER PARTS OF THE PROPOSED WORKS CAN BE UNDERTAKEN.

SUIT	REV	AMENDMENTS	DATE	CAD	CHKD	APPD

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 NDF	SCALE @ A1 1: 200	SCHEME BRAMLEY LANE / SHERFIELD ROAD JUNCTION IMPROVEMENTS BRAMLEY	DRAWING TITLE GENERAL ARRANGEMENT
CAD NDF	DATE 23.01.2020	JOB No. C.J009051.01	HCC CAD PLOT: 14/2/2020 15:52:29
CHECKED IS | IMS	SHEET NUMBER 1 OF 1		
APPROVED WW	DRAWING NUMBER CJ009051-ECH-GEN-02103539-DR-HE-0101	SUIT S3	REV P01

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Highway Boundary Search Bramley, Hampshire 27.02.2020

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	2 July 2020
Title:	Project Appraisal: A33/South Drive Junction Improvement Sherfield on Loddon
Report From:	Director of Economy, Transport and Environment

Contact name: James Laver

Tel: 01962 832279 **Email:** James.Laver@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to provide details of the A33/South Drive Junction improvement scheme and seek approval to progress with the necessary procurement, spending, and contractual arrangements to deliver the works.

Recommendations

2. That the Executive Member for Economy, Transport and Environment approve the Project Appraisal for the A33/South Drive Junction Improvement scheme in Sherfield on Loddon, 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 on the A33 at the junction with South Drive, as set out in the supporting report, at an estimated cost of £397,000 to be funded from Section 106 developer contributions.

4. That the Executive Member for Economy, Transport & Environment approves the increase in the scheme's capital programme value from £328,000 to £397,000.

5. That authority to make the arrangements to implement the scheme, including minor variations to the design or contract, be delegated to the Director of Economy, Transport and Environment.

Executive Summary

6. With anticipated increases in traffic using the A33 corridor, particularly due to significant current and future housing development in the area, congestion

issues on the route have been expected to increase. In response to this, the County Council has recently delivered significant capacity improvement schemes at a number of junctions on the A33 to the north of Basingstoke.

7. The proposed scheme at the A33/South Drive junction will address one of the remaining bottlenecks on the corridor, thereby resolving the localised congestion issue, but also reducing congestion and journey times along the A33 corridor. This will add value to the significant investment made at the other key junctions to the south. This report sets out the background to the project.

Contextual Information

8. The A33 is a busy route linking Basingstoke and Reading. With significant development taking place in both of these towns and in particular along the A33 corridor, traffic volumes using the route have increased, as has congestion and journey time unreliability. To mitigate this, the County Council has recently delivered the 'A33 junction capacity improvements package' (at five congested junctions to the north of Basingstoke), the last of which was completed in 2019. Furthermore, there have been works carried out recently by Hampshire County Council to ensure long term road resilience; in October 2019 Hampshire Highways undertook a large carriageway resurfacing maintenance scheme along the A33, between the Thornhill Way traffic signal junction and Turgis Green. The £1.5million project lasted around 5 weeks, with all works undertaken at night and the road re-opened to traffic each morning. Over this duration contractors laid 6600 tonnes of new asphalt, as well as carrying out significant drainage improvements.

9. The final stage of the work to deliver capacity improvements and the strategic maintenance project is to deliver a junction improvement at the A33 junction with South Drive (the access to Sherfield School). This junction currently limits capacity due to a lack of a dedicated right-turn facility, which contributes to peak-time congestion on the A33 to the north of Basingstoke. During the AM peak, the A33 operates close to capacity, therefore delays at junctions along the corridor can have a significant impact on the efficiency of the route.

10. The proposed scheme will provide a right-turn lane at the A33 junction with South Drive to reduce the queuing and delays that right turning vehicles generate on the northbound A33. This will improve the flow of A33 northbound traffic under current and forecast levels of future traffic. The scheme will widen the existing road around the junction to provide the extra space for the right turn lane. It will also deliver drainage improvements, along with resurfacing of the existing road surface around the junction.

11. A general arrangement drawing of the proposed scheme is included in the Appendix 1.

Finance

12. The Covid-19 virus brought a temporary halt to many of the County Council's construction projects. While work has largely now been able to re-start, there is a financial impact to working in accordance with 'Covid-secure' guidance on site. The costings set out below include the impact of working in accordance with 'covid safe' working practices, which has had an exceptional impact on this particular scheme.

13. For schemes of more than £0.5million in value, if tenders/quotations exceed the approved amount by more than 10% then Financial Regulations require that further Executive Member approval is sought.

14.

Estimates	£'000	% of total	Funds Available	£'000
Design Fee	35	9	S106 Developer Contributions	397
Client Fee	12	3		
Supervision	0	0		
Construction	350	88		
Land	0	0		
Total	397	100	Total	397

Note: Supervision is included within design fee.

15.

Maintenance Implications	£'000	% Variation to Committee's budget
Net increase in current expenditure	3.0	0.003%
Capital Charge	38.0	0.024%

Programme

16.

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	July/Aug 2020	Aug/Sept 2020	October 2020	October 2021

Scheme Details

17. The proposed scheme will deliver a widening of the A33 to provide a dedicated right-turn lane into South Drive. The widening of the carriageway will be achieved through realignment of the west-side kerb-line into the adjacent highway verge area. This will also involve modification and relocation of the existing footway, drainage system, utilities infrastructure

and drainage ditch. Following the widening, 45mm deep full-width resurfacing is to be carried out along the length of the junction.

18. The northbound bus stop within the site has a dedicated layby, which is at present substandard. The widening scheme will provide a new compliant layby. Bus stops will be suspended as required during the construction period. This has been agreed with Hampshire County Council Passenger Transport team.

19. The widening of the carriageway will require the removal of some highway trees in the verge area to the west of the A33, this is being progressed with guidance and supervision from Hampshire County Council Ecology team. The scheme will include new tree planting as mitigation for those lost; 23 native trees will be planted in locations to fit with existing mature trees. The replanting scheme has been designed by HCC Arboriculture team.

20. The duration of the construction works is expected to be 10 weeks. Efforts will be made to minimise the impact of the scheme on A33 traffic, with much work completed under minimal traffic management, with off-peak traffic signals where required. Up to 5 nights of road closures will be required to complete surfacing operations.

Departures from Standards

21. None applicable.

Consultation and Equalities

22. Councillor Rhydian Vaughan, the local Hampshire County Council Member has confirmed his support for the scheme.

23. A site meeting was held in July 2019 where Councillor Vaughan, a local Borough Councillor and the Headteacher of Sherfield School were briefed on the proposals. Discussion was also had during this meeting regarding the alternative proposal to reverse the one-way system through Sherfield School. Following this discussion, it was agreed that this option would not be progressed.

24. The headteacher of Sherfield School has been provided with details of the final design for the scheme and has raised no objections. As the project enters the delivery phase, liaison with Sherfield School will continue to ensure that the impact of the works on access to the school is minimised.

25. The proposals have undergone an equalities impact assessment and it is considered that the scheme will have a positive impact on the journey time reliability and road safety of all users. No additional impacts have been identified for people with protected characteristics, so the scheme has been assessed as having a neutral impact.

Statutory Procedures

26. Temporary Traffic Regulation Orders for carriageway closures and temporary traffic signals applications for the construction works will be required. These will be valid prior to commencement of works.

27. Ordinary Watercourse Consent has been obtained for the realignment, culverting and installation of new gully outfalls to the existing drainage ditch. The consent came into effect on 22 January 2020.

Land Requirements

28. The works are located fully within the boundary of the existing public highway, therefore there are no further land concerns relevant to the scheme.

Maintenance Implications

29. The detailed design of the scheme has been commissioned by Hampshire Highways for delivery alongside the wider planned maintenance work taking place on the A33, therefore maintenance and the future requirements of the Highway Authority has been considered fully during scheme development. The Economy, Transport and Environment department's Asset Management team has been consulted on the proposals and has agreed to the standard of highway materials being used. The proposed scheme will have a minor impact on the maintenance budget in future years, this is expected to be approximately £3,000 per annum.

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 ☒

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

Hampshire maintains strong and sustainable economic growth and prosperity:	Yes
People in Hampshire live safe, healthy and independent lives:	No
People in Hampshire enjoy a rich and diverse environment:	No
People in Hampshire enjoy being part of strong, inclusive communities:	No

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 disproportionally 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 journey time reliability and road safety of all users. No additional impacts have been identified for people with protected characteristics, so the scheme has been assessed as having a neutral impact.

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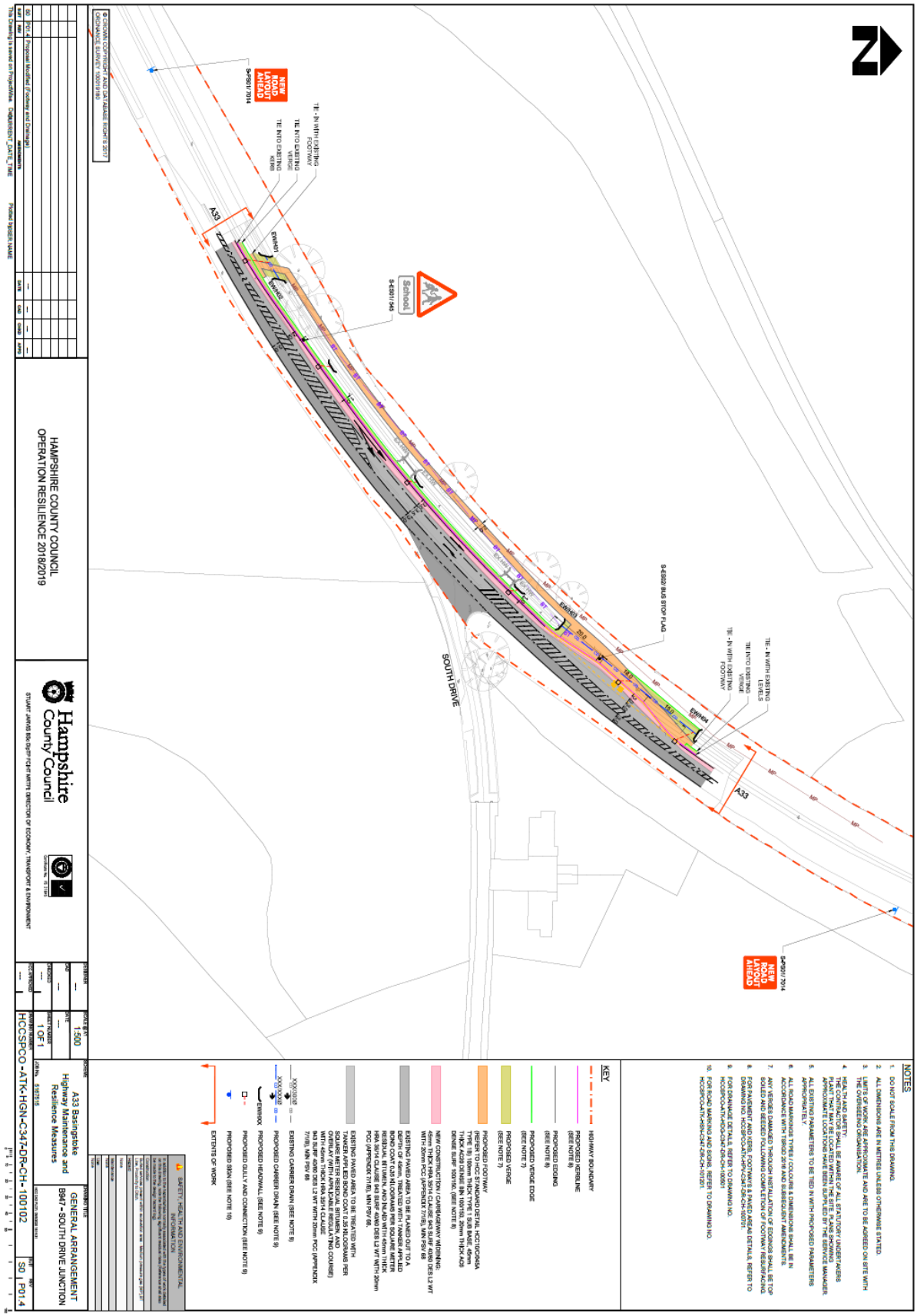
Appendix 1 – General Arrangement Drawing



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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	2 July 2020
Title:	Project Appraisal: Whitehill Bordon Relief Road: Junction 2 to 3 Shared Use Footway/Cycleway
Report From:	Director of Economy, Transport and Environment

Contact name: James Laver

Tel: 01962 832279 **Email:** James.Laver@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to provide details of the Whitehill and Bordon Relief Road: Junction 2 to 3 Shared Use Footway/Cycleway scheme and seek approval to progress with the necessary procurement, spending and contractual arrangements to deliver the works.

Recommendations

2. That the Executive Member for Economy, Transport and Environment approve the Project Appraisal for the Whitehill and Bordon Relief Road: Junction 2 to 3 Shared Use Footway/Cycleway scheme in Bordon, as outlined in this 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 Whitehill and Bordon Relief Road: Junction 2 to 3 Shared Use Footway/ Cycleway scheme, as set out in the supporting report, at an estimated cost of £696,000 to be funded by the EM3 LEP.

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 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 Whitehill and Bordon Relief Road: Junction 2 to 3 Shared Use Footway/Cycleway scheme to be implemented.

Executive Summary

6. This report seeks to set out the background to the project to provide a shared-use pedestrian and cycle facility on the eastern side of the Whitehill and Bordon Relief Road (A325) between Junction 2 and Junction 3. The scheme will complete a continuous route for pedestrians and cyclists along the full length of the Relief Road and address the issues that have been highlighted by the local community regarding pedestrians currently walking down the A325 verge, due to a lack of nearby alternative north-south routes at present.

7. This scheme will contribute to the continuing development of an area-wide network of pedestrian and cycle improvements that are being developed by the County Council and partner organisations as part of the regeneration of Whitehill and Bordon. The scheme has the potential to reduce short car journeys within the town and thus support the school travel plan targets and the wider public health benefits. It will provide a better-quality environment to encourage and enable residents of the town to choose more active modes of transportation for local activities.

8. A location plan and general arrangement plans of the proposed scheme are supplied in the Appendices.

Contextual information

9. The A325 Whitehill & Bordon Relief Road was opened in January 2019; the road is a 4km two-way single carriageway, the majority of which has a 40mph speed limit. Much of the route has a shared-use footway and cycleway running adjacent to the carriageway, however between Junctions 2 and 3, there is currently no off-road pedestrian/cycle provision. The masterplan for the adjacent Prince Philip Park development includes a suitable pedestrian facility linking junction 2 to 3 within the site boundary, therefore an on-highway facility was not constructed as part of the main construction work for the Relief Road. However, the redevelopment of this part of the Prince Philip Park site has been delayed and is not yet due for redevelopment, therefore the proposal is to provide this final section of shared footway/cycleway in the highway verge of the Relief Road. This will deliver route continuity for pedestrians and cyclists along the full length of the Relief Road, to accommodate north-south movements between new and existing areas of the town and enable the use of active travel modes for local journeys.

Finance

10. The Covid-19 virus brought a temporary halt to many of the County Council's construction projects. While work has largely now been able to re-start, there may be a financial impact to working in accordance with 'Covid-secure' guidance on site. The costings set out below were prepared pre-Covid, and any increase to ensure safe ways of working has not been factored in at this stage.

11. For schemes of more than £0.5million in value, if tenders/quotations exceed the approved amount by more than 10% then Financial Regulations require that further Executive Member approval is sought.

12.

Estimates	£'000	% of total	Funds Available	£'000
Design Fee	125	18	EM3 LEP funding	696
Client Fee	28	4		
Supervision	21	3		
Construction	522	75		
Land	0	0		
Total	696	100	Total	696

13.

Maintenance Implications	£'000	% Variation to Committee's budget
Net increase in current expenditure	13	0.011%
Capital Charge	67	0.042%

Programme

14.

	Gateway Stage			
	3 (PA)	**Start on site**	**End on site**	**4**
Date	May 2020	Sept/Oct 2020	December 2020	Dec 2021

Scheme Details

15. The scheme will deliver the final section of shared-use pedestrian and cycle facility along the A325 Whitehill and Bordon Relief Road, to provide route continuity for active travel modes along the full length of the new road. The new facility will be approximately 1km in length and 3m in width throughout, linking Junction 2 and 3 (Oakhanger Road to the Town Centre Link Road) along the east side highway verge. The works will include associated landscaping, additional streetlighting where necessary and tie-in with the existing crossing facilities at the junctions each end.

Departures from Standards

16. No departures from standards are proposed.

Consultation and Equalities

17. The local County Council Member, Councillor Adam Carew has been involved in the development of the scheme and was briefed on the proposals at a meeting between Hampshire County Council and Councillor Carew on 24 January 2020 at Whitehill Village Hall. Councillor Carew is in support of the proposed scheme.

18. The issues relating to a lack of continuity of pedestrian and cycle provision between Junction 2 and Junction 3 of the Relief Road has been raised by members of the local community and local community groups. Hampshire County Council officers attend regular meetings with the Whitehill and Bordon Regeneration Company (WBRC) who is the lead developer of the regeneration site to the east of the proposed scheme. The County Council also regularly attends the Xchange group of key local stakeholders.

19. Hampshire County Council will continue to keep Whitehill Town Council and East Hampshire District Council updated, whilst also briefing the Xchange group on the proposals at appropriate points in the process.

20. The scheme links with the wider package of walking and cycling improvements being developed and delivered in this area. These measures will help support behavioral change through travel planning with respect to school journeys for parents and children attending the nearby schools. The scheme is considered to have a neutral impact on groups with protected characteristics. A full Equality Statement for the scheme is provided at the end of the report.

Statutory Procedures

21. The Whitehill and Bordon Relief Road has Protected Street Status under Section 61 of the New Roads and Street Works Act, which restricts construction and associated traffic management activities that can be undertaken on this section of road. Therefore, under the requirements of Section 61, the formal consent of the Street Authority has been sought to allow the works to go ahead within the Protected Street. This scheme is considered necessary in order to address a community road safety concern associated with the main Relief Road project and furthermore, the new shared use facility is located within the existing highway verge and off-set from the existing carriageway construction, meaning that it does not affect the integrity of the existing highway asset. With consideration of this, the Street Authority gave consent to the works on 3 June 2020, subject to a condition that monitoring of the impact of the scheme on traffic flows would be undertaken throughout the works duration and agreed mitigating actions taken if deemed appropriate.

22. The necessary temporary traffic signals approval and Streetworks permit will be arranged prior to the commencement of the works.

Land Requirements

23. The full extent of the work is within the existing highway; it is a change of use for the existing area of highway verge on the east side of the relief road to a surfaced pedestrian and cycle path.

24. The preferred location for the site compound for welfare and storage is on land belonging to the Ministry of Defence, within the boundary of the WBRC development site and directly adjacent to the relief road. WBRC has been engaged during the development of this scheme and the necessary arrangements for a licence agreement for access and use of this land and will be progressed by Hampshire County Council Legal Services, to be complete prior to commencement of construction.

Maintenance

25. ETE Asset Management team has been consulted on the proposals and has agreed to the standard of highway materials being used. The proposed scheme will have an impact on the maintenance budget in future years, this is expected to be approximately £13,000 per annum.

Conclusions

26. The scheme is being delivered in response to concerns relating to the safety of pedestrians walking on the highway verge of the Relief Road due to a lack of other north-south pedestrian facilities in this area at this time. The project will deliver high-quality pedestrian and cycle facilities which will address this issue and also add to the emerging route network within Whitehill and Bordon, thereby supporting sustainable and active travel choices for local journeys. The scheme has been funded by the EM3 LEP, which considers this to be a priority scheme for delivery in the near term. Approval of the recommendations within this report would facilitate delivery of the scheme as soon as possible.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

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

Other Significant Links

Links to previous Member decisions:	
Title	Date
Project Appraisal – CMS2318 Whitehill & Bordon Relief Road Phase 1	20 Jan 2015
Project Appraisal – CMS2319 Whitehill & Bordon Relief Road Phase 2	31 Mar 2016

Section 100 D - Local Government Act 1972 - background documents

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Document	Location
None	

EQUALITIES IMPACT ASSESSMENT:

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- Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionally 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 pedestrians and cyclists in the local area. No additional impacts have been identified for people with protected characteristics, so the scheme has been assessed as having a neutral impact.

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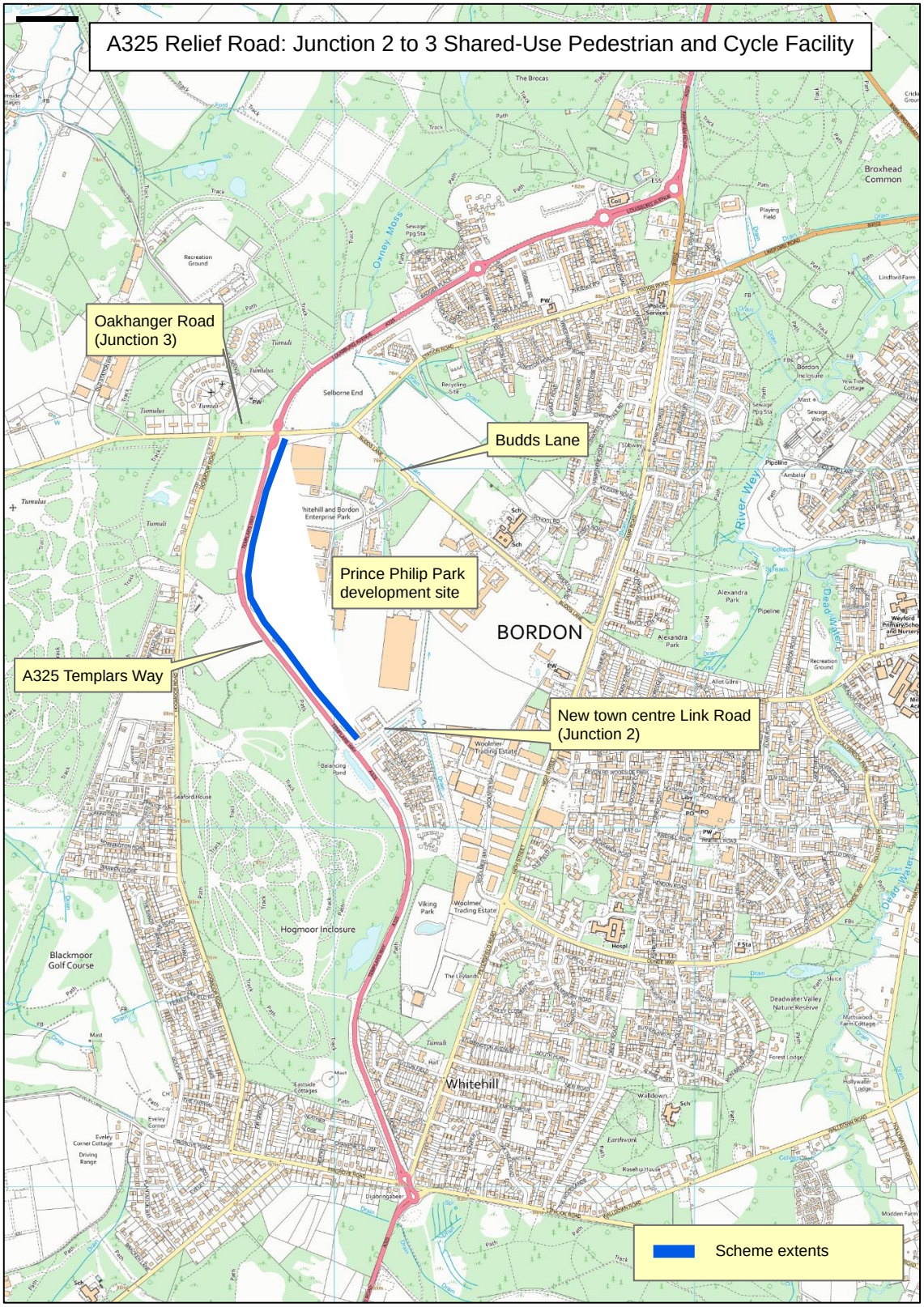
Location Plan



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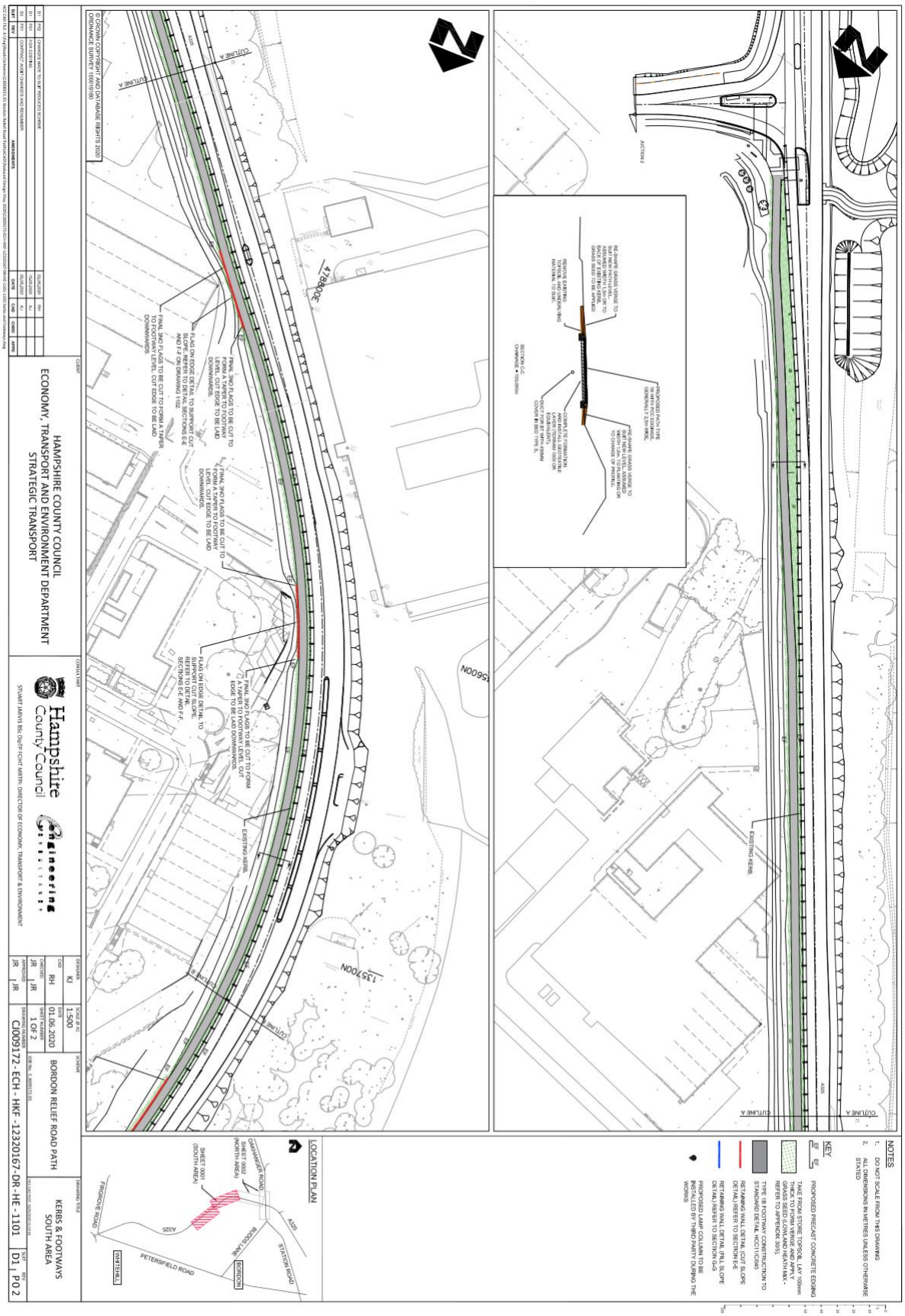
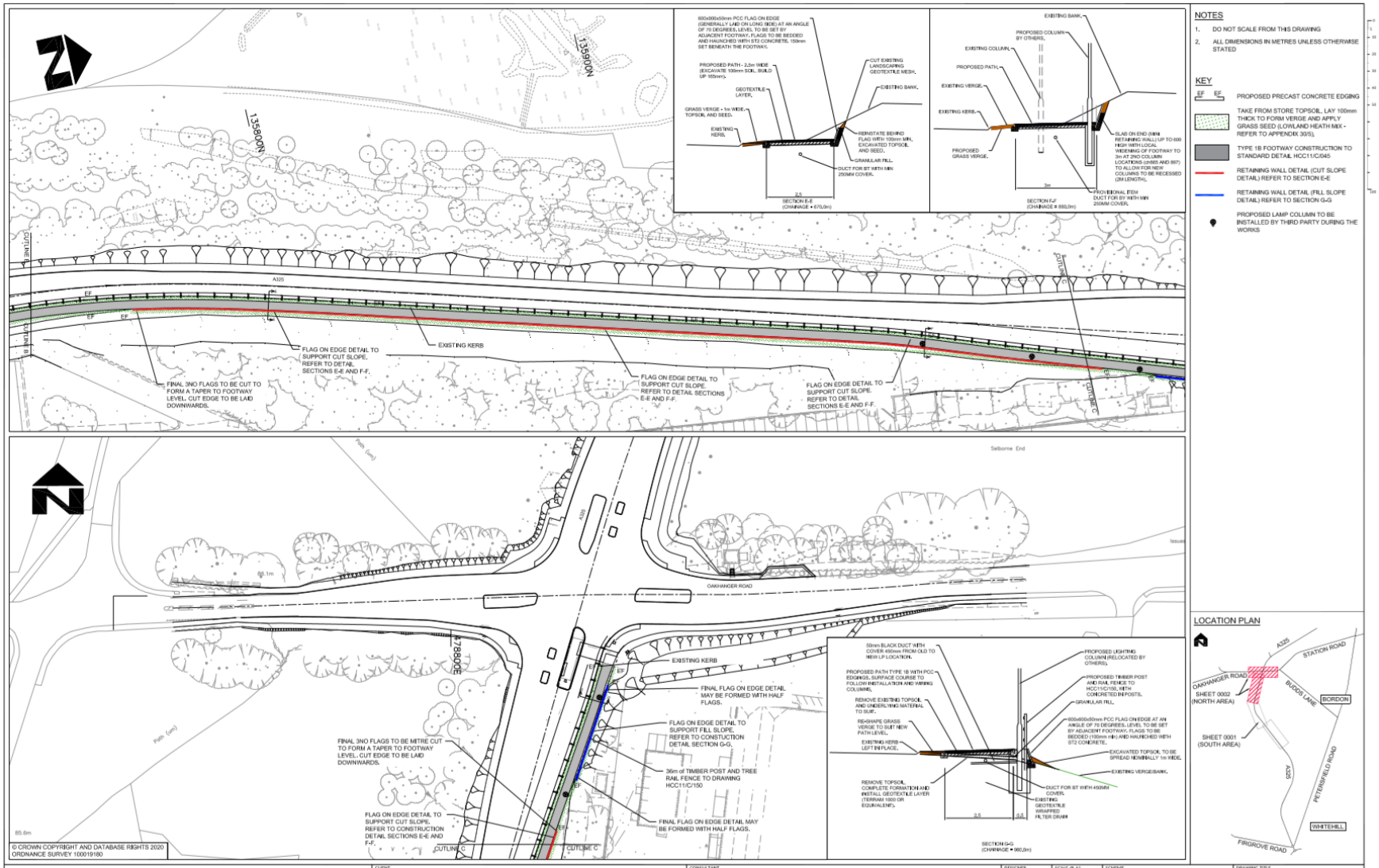
General arrangement drawings





NOTES

1. DO NOT SCALE FROM THIS DRAWING
2. ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED

KEY

- EF EF — PROPOSED PRECAST CONCRETE EDGING
- TAKE FROM STORE TOPSOIL, LAY 100mm THICK TO FORM VERGE AND APPLY GRASS SEED (LOWLAND HEATH MIX - REFER TO APPENDIX 30/5).
- TYPE 1B FOOTWAY CONSTRUCTION TO STANDARD DETAIL HCC11/C/045
- RETAINING WALL DETAIL (CUT SLOPE DETAIL) REFER TO SECTION E-E
- RETAINING WALL DETAIL (FILL SLOPE DETAIL) REFER TO SECTION G-G
- PROPOSED LAMP COLUMN TO BE INSTALLED BY THIRD PARTY DURING THE WORKS

LOCATION PLAN

SUIT	REV	AMENDMENTS	DATE	CAD	CHKD	APPD
D1	PI04	CHANGES MADE TO SUIT REDUCED SCHEME	01.06.2020	RH		
D1	PI03	FOR COSTING	15/5/2020	KJ		
S3	PI03	CONTRACT AUDIT CHANGES AND RENUMBER	5/5/20	KJ		
S3	PI02	GRASS SEEDING UPDATED	19/03.2020	KJ		
S3	PI01	BT DETAILS UPDATED,	04.03.2020	KJ		

HCC CAD FILE: K:\Eng\Roads\Schemes\CJ009321-01 Bordon Relief Road Path\ACAD\Reduced Design May 2020\CJ009172-ECH-HKF-12320167-DR-HE-1101-1102 Kerbs and Footways.dwg

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	KJ	SCALE @ A1	1:500
CAD	RH	DATE	01.06.2020
CHECKED	JR JR	SHEET NUMBER	2 OF 2
APPROVED	JR	DRAWING NUMBER	CJ009172 - ECH - HKF -12320167-DR-HE-1102

SCHEME: BORDON RELIEF ROAD PATH
JOB No. C J009172-01

DRAWING TITLE: KERBS & FOOTWAYS NORTH AREA

SUIT D1 | REV P04

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	2 July 2020
Title:	Partnership for South Hampshire Revised Agreement
Report From:	Director of Economy, Transport and Environment

Contact name: Patrick Poyntz-Wright
Suzie Hanlon

Tel: 07719 990568
01962 832484

Email: patrick.poyntz-wright@hants.gov.uk
suzanne.hanlon@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to acknowledge the amended membership of the Partnership for South Hampshire Body (PfSH), and approve this change, together with other minor amendments to the joint working arrangements, and to recommend that the Executive Member for Policy and Resources gives authority to enter into a revised joint working agreement, reflecting these changes.

Recommendations

2. That the Executive Member for Economy, Transport and Environment acknowledges and approves the changes to the membership of the Partnership for South Hampshire (PfSH), together with the revised terms of the joint working agreement, as set out in this report.
3. That the Executive Member for Economy, Transport and Environment recommends to the Executive Member for Policy and Resources that authority is given to enter into contractual arrangements, in consultation with the Head of Legal Services, to formalise the revised joint working arrangements.

Executive Summary

4. This paper seeks to

   - set out the background to the Partnership for South Hampshire (PfSH)
   - set out the reasons that a revised joint working agreement is required
   - consider the finance for the new working arrangements

Contextual information

5. Hampshire County Council has been a member of the Partnership for Urban South Hampshire (PUSH) since its creation in 2003. PUSH was established to

enable joint working between the constituent authorities, and in particular to promote sustainable, economic-led growth and development of South Hampshire, supported by enhanced transport and other infrastructure, and to lobby and/or influence on all other associated aspects of life within the PUSH area. The County Council has played a significant role within PUSH and latterly PfSH in order to support the principles of sustainable economic development and ensure that the character and environment of southern Hampshire, particularly including the rural areas outside the main towns, are properly considered and protected.

6. A joint committee was established to enable PUSH to achieve its objectives ("the Joint Committee") and Councillor Grajewski is the County Council's current representative upon that committee.

7. At its meeting in June 2019, the Joint Committee considered a number of issues around the future arrangements of PUSH. The Joint Committee agreed that:
   - PUSH (now PfSH) should continue with its key objectives, being a clear focus on planning, housing delivery, infrastructure and the contribution to sustainable growth in South Hampshire;
   - the membership of PfSH should reflect the South Hampshire geography;
   - the two National Parks should be invited to join PfSH;
   - the word 'Urban' be removed from the Partnership's title as this no longer reflected the make-up of the authorities within PUSH. It was agreed that the name should be changed to the 'Partnership for South Hampshire';
   - the business plan should be amended to reflect the MHCLG housing number methodology; the New Forest Mitigation work that is underway; and that Climate Change should be an additional focus for PfSH;
   - subscriptions should be levied annually to cover core administrative costs with Business Plan project work funded "according to organisation participation";
   - 5 meetings of the Joint Committee will be scheduled per year;
   - the veto of Hampshire County Council, Portsmouth City Council, and Southampton City Council would be maintained; and
   - that the Overview and Scrutiny Committee be consulted on its future arrangements with the view that it should decide the way that it wished to work.

8. The meeting also heard that the New Forest National Park Authority had decided to take up membership of PfSH whilst the South Downs National Park authority felt that with so little of its geography within the South Hampshire area it was not appropriate for them to join at this time.

9. The revised joint working agreement also needs to reflect that the Isle of Wight is no longer a member, having given notice in accordance with the requirements of the joint agreement.

10. The previous joint agreement was also a combined joint agreement with the Solent Growth Forum joint agreement. With the Isle of Wight leaving PfSH the Solent LEP has made alternative arrangements for scrutiny, and so there is a need to separate out the two agreements now.

11. The proposals detailed here have now been incorporated into a revised joint agreement. The revised joint agreement was prepared under the direction of the PfSH Monitoring Officer, with input by Hampshire County Council officers, and

the PfSH Joint Committee approved the draft joint agreement at its meeting in December 2019.

Finance

12. Each constituent authority pays towards the core costs of PfSH. The percentage payment remains unchanged. These proportions are shown below:

Authority	**%**
Southampton City Council	13.0%
Portsmouth City Council	19.5%
Hampshire County Council	28.2%
Eastleigh Borough Council	6.5%
Fareham Borough Council	6.5%
Gosport Borough Council	4.3%
Havant Borough Council	6.5%
Test Valley Borough Council	2.2%
Winchester City Council	1.1%
East Hampshire District Council	1.1%
New Forest District Council*	10.1%
New Forest National Park Authority	1.0%

13. In addition, authorities may be asked to pay for additional work required to advance or achieve the key objectives of PfSH. These will be on a buy-in basis as the PfSH Joint Committee may from time to time determine.

14. Southampton's proportion reflects that it provides financial and legal support for PfSH, and the New Forest District Council proportion has been increased to reflect that the whole of the Local Authority is now within PfSH.

Consultation and Equalities

15. Parties to PfSH were engaged via their appointed representative as to the proposed changes to the joint working arrangements. No further consultation is necessary.

Next Steps

16. Should a decision be made to approve the recommendations within this report then a subsequent report will be prepared for consideration by the Executive Member for Policy and Resources at his next decision day.

17. The revised joint agreement is currently circulating amongst the constituent authorities for execution, and each authority now needs to satisfy its own governance procedures to enable the joint agreement to be entered into. The engrossed joint agreement is currently with Gosport Borough Council, having already been executed by Winchester City Council, Portsmouth City Council, New Forest District Council, and Test Valley Borough Council. It will be sent to Hampshire County Council for execution shortly.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

Hampshire maintains strong and sustainable economic growth and prosperity:	no
People in Hampshire live safe, healthy and independent lives:	no
People in Hampshire enjoy a rich and diverse environment:	no
People in Hampshire enjoy being part of strong, inclusive communities:	no
OR	
This proposal does not link to the Strategic Plan but, nevertheless, requires a decision because: It relates to the joint working arrangements between a number of local authorities within the Hampshire region.	

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:

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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 disproportionally low.

2. **Equalities Impact Assessment:**

The decision relates to a joint working agreement procedure and is not expected directly to have a significant impact on groups with protected characteristics. The proposed modifications should benefit all residents in the affected areas, and further activity will be subject to additional assessment as necessary.

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