

# Public Document Pack

## Executive Decision Records

Please find set out below a number of Executive Decisions taken at the HAMPSHIRE COUNTY COUNCIL Executive Member for Economy, Transport and Environment Decision Day held at the Castle, Winchester on Thursday, 19th November, 2020

1. **TRANSFORMING CITIES FUND – DFT ANNOUNCEMENT AND NEXT STEPS**
2. **HAMPSHIRE PROPERTY FLOOD RESILIENCE PROGRAMME**
3. **WATERSIDE TRANSPORT UPDATE**
4. **ETE CAPITAL PROGRAMME QUARTER 2 2020/21**
5. **HAMPSHIRE HIGHWAY PERMIT SCHEME**
6. **PROJECT APPRAISAL: RECTORY AND SYCAMORE ROADS FARNBOROUGH FLOOD ALLEVIATION SCHEME**
7. **PROJECT APPRAISAL: WHITEHILL BORDON STP - WOOLMER WAY (TESCO)/CAMP ROAD JUNCTION IMPROVEMENTS**
8. **PARISH LENGTHSMAN UPDATE**
9. **PASSENGER TRANSPORT CONTRACTS AND CONCESSIONARY FARES PAYMENTS**

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# Item 1

## HAMPSHIRE COUNTY COUNCIL

### Executive Decision Record

<b>Decision Maker:</b>	Executive Member for Economy, Transport and Environment
<b>Date:</b>	19 November 2020
<b>Title:</b>	Transforming Cities Fund
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Graham Wright

**Tel:** 01962 845148

**Email:** graham.wright@hants.gov.uk

#### 1. The decision:

- 1.1. That the Executive Member for Economy, Transport and Environment approves the addition to the Capital Programme 2020/21 to 2022/23 the projects listed at Tables 1a and 2a of this report.
- 1.2. That the Executive Member for Economy, Transport and Environment recommends to Cabinet the addition to the Capital Programme 2020/21 to 2022/23 the projects listed at Tables 1b and 2b of this report.
- 1.3. That the Executive Member for Economy, Transport and Environment recommends to Council the addition to the Capital Programme 2020/21 to 2022/23 the projects listed at Tables 1c and 2c of this report.
- 1.4 That the Executive Member for Economy, Transport and Environment delegates authority to the Director of Economy, Transport and Environment to make minor modifications and adjustments to schemes to ensure that they comply with latest Government guidance and that costs fall within the budget provision.

#### 2. Reasons for the decision:

- 2.1. Following the submission in November 2019, of Strategic Outline Business Cases for Tranche 2, Transforming Cities Fund for Portsmouth and Southampton areas, and resubmission of a refined bid for the Portsmouth area in July 2020, the Department for Transport (DfT) has announced funding arrangements for both city areas.
- 2.2. Now that the scale of the funding package for the Southampton and Portsmouth areas are known, those candidate projects in receipt of funding are being recommended for further development and entry into the County Council Capital Programme 2020/21 – 2022/23.
- 2.3. Unfunded projects will be developed using existing revenue resources to a point where the design can be paused such that they can be easily and quickly reactivated if future funding opportunities are identified.

**3. Other Options Considered and Rejected:**

- 3.1 For all previously identified candidate projects to enter the Capital Programme. This option has been rejected as at present there is no prospect of identifying funding for all the projects.
- 3.2 To continue to work on all candidate projects. This would enable projects that are currently unfunded to be fully developed in readiness for potential future funding opportunities. This option has been rejected as all the projects have been developed to a reasonable state of readiness and to proceed in greater detail now could result in significant abortive work due to changing circumstances, especially in the light of the Covid-19 impacts.
- 3.3 To stop work immediately on all unfunded projects. This would compromise the development and delivery of projects in south Hampshire, where there remains a very real prospect of future funding opportunities for the types of scheme that have been developed.

**4. Conflicts of interest:**

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

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

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

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

**Approved by:**

**Date:**

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**19 November 2020**

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

# Item 2

## HAMPSHIRE COUNTY COUNCIL

### Executive Decision Record

<b>Decision Maker:</b>	Executive Member for Economy, Transport and Environment
<b>Date:</b>	19 November 2020
<b>Title:</b>	Hampshire Property Flood Resilience Pilot Programme
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Vicki Westall

**Tel:** 07734 372626

**Email:** vicki.westall@hants.gov.uk

#### 1. The decision:

- 1.1 That the Executive Member for Economy, Transport and Environment approves Hampshire County Council's contribution of £210,000 from the Flood and Coastal Erosion Risk Management programme capital budget over a 2-year period towards the proposed Environment Agency run 'Hampshire Property Flood Resilience (PFR) Pilot Programme' subject to confirmation of the availability of Flood and Coastal Erosion Risk Management (FCERM) Grant in Aid, Southern Regional Flood and Coastal Committee Local levy and partnership contributions.
- 1.2. That subject to confirmation of the availability of partner contributions, approval be given to enter into necessary contractual arrangements with the Environment Agency, as lead partner in the project, including funding agreements as necessary, in consultation with the Head of Legal Services, to implement PFR schemes in the Pilot programme.
- 1.3. That the Executive Member for Economy, Transport and Environment approves the exploration of potential alternative approaches to the delivery of comparable standards of protection for individual properties, including alternative financial models, such as potential contributions from property owners and insurers, and that the effectiveness and value for money of these and the Pilot Programme is reviewed with the EA and the Southern RFCC after the completion of the initial 2-year period. The outcomes of the evaluation will be subject to further reports.

#### 2. Reasons for the decision:

- 2.1. Hampshire has benefitted from a significant investment in FCERM infrastructure during the current 6-year capital programme (which ends in 2020/21) with major flood alleviation schemes being delivered in Winchester, Romsey, Basingstoke and elsewhere which were judged to be viable and represent value for money. These schemes have succeeded in delivering

improvements directly benefiting not only whole communities but individual property owners providing not only peace of mind but the opportunity to seek reduced insurance premiums. However, the option of drawing down national funding, and implementing major schemes is not available to all locations at risk in Hampshire.

- 2.2. Changes have recently been made to the national partnership funding process. While this has improved the situation in a number of ways, including updating payment rates, introducing a new risk band to help manage surface water flood risk, and increasing recognition of the impacts on health and wellbeing, and critical infrastructure like highways, the partnership funding process is still largely focused on the number of houses flooded irrespective of the source of flooding. There are a large number of vulnerable properties, spread across various catchments, and located in small clusters, for which strategic capital scheme are not economically viable.
- 2.3 By presenting a programme of work covering that part of Hampshire within the area of the Southern RFCC, and operating at a scale that can leverage in national FCERM GiA and regional Local Levy, the proposed PFR Pilot Programme seeks to provide an opportunity to better protect those properties that would otherwise not benefit and therefore remain at risk.

### **3. Other options considered and rejected:**

- 3.1 During the current 6-year national FCERM funding programme, works were undertaken to ascertain where flood alleviation works could potentially take place across Hampshire. Unfortunately, it is not always cost beneficial to undertake flood alleviation schemes where there are small numbers of properties affected and these locations are therefore not eligible for national grant in aid or local levy and are at risk of remaining unprotected.
- 3.2 Undertaking a similar scheme without the support of the Environment Agency or local levy funding. This option would be significantly more expensive for the County Council to implement and was therefore rejected.
- 3.3 Not undertaking a PFR scheme. This option would leave a significant number of Hampshire's residents vulnerable to the risk of internal residential flooding and the associated financial costs, risk to physical and mental health, and displacement of individuals that this causes, and was therefore rejected.

### **4. Conflicts of interest:**

- 4.1. There are no conflicts of interest declared by the decision-maker:
- 4.2. There are no conflicts of interest declared by other Executive Members consulted:

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

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

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

**Approved by:**

**Date:**

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**19 November 2020**

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

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# Item 3

## HAMPSHIRE COUNTY COUNCIL

### Executive Decision Record

<b>Decision Maker:</b>	Executive Member for Economy, Transport and Environment
<b>Date:</b>	19 November 2020
<b>Title:</b>	Waterside Transport Update
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Jason Tipler

**Tel:** 0370 7795646

**Email:** Jason.tipler@hants.gov.uk

#### 1. The decision:

- 1.1 That in accordance with the approved interim Waterside Transport Strategy, the Executive Member for Economy, Transport, and Environment confirms a policy of seeking multi-modal capacity improvement along the A326, to include significant improvements for non-motorised users in line with changing national guidance, and on this basis approves the submission of a Strategic Outline Business Case for the A326 highway improvement scheme to the Department for Transport as outlined in the supporting report.
- 1.2 That authority is delegated to the Director of Economy, Transport and Environment to continue to progress the design, development, and business case work for the A326 highway improvements, subject to the approval of the Strategic Outline Business Case submission to the DfT, to include the progression of all appropriate investigative, topographic and environmental survey works.
- 1.3 That the Executive Member for Economy, Transport and Environment notes the changing local population, economic and funding circumstances in the Waterside area, and therefore in accordance with the County Council's policy authorises further work to review and develop the business case for re-introducing passenger rail services on the Waterside Line.
- 1.4 That approval is given to submit a Strategic Outline Business Case to the Department for Transport for its further consideration as part of the 'Restoring your Railway' Ideas Fund subject to consideration of a number of potential risks that will need to be assessed and addressed, as outlined within the supporting report.
- 1.5 That approval is given to undertake a public consultation on the draft Waterside Transport Strategy, including details of all the different scheme

components, in order to help identify a preferred multi-modal package of improvements and update the Waterside Interim Policy position from 2017.

**2. Reasons for the decision:**

- 2.1. Ultimately the transport improvements in the Waterside area are required in order to ensure that this area is able to realise the strong and sustainable economic growth that is planned and outlined in the 'Waterside Vision' document. They are also required in order to ensure the continued efficient and safe operation of the transport network in the area, which in turn contributes to local people being able to live safe, healthy and independent lives.
- 2.2. In light of the government future funding opportunities and the changing local circumstances, including an increased local population, local employment and economic activity, conditions have now been met for the council to review and develop the business case for re-introducing passenger services on the Waterside Line.

**3. Other options considered and rejected:**

- 3.1. Not progressing the transport workstreams in the Waterside area would mean that the significant planned development and economic growth in the area would be less likely to be realised. Not progressing transport improvements in the area would also be likely to result in a deterioration of the operation of the local transport network. It is for these reasons that the option of not progressing the various workstreams was rejected.
- 3.2. Progressing just one or two of the workstreams rather than all was also rejected, as this would hinder the development of a fully integrated and multi-modal transport strategy for the area, which would be contrary to both local and national policy objectives.

**4. Conflicts of interest:**

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

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

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

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

**Approved by:**

**Date:**

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**19 November 2020**

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

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# Item 4

## HAMPSHIRE COUNTY COUNCIL

### Executive Decision Record

<b>Decision Maker:</b>	Executive Member for Economy, Transport and Environment
<b>Date:</b>	19 November 2020
<b>Title:</b>	ETE Capital Programme Quarter 2 2020/21
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Maria Golley

**Tel:** 0370 779 0492

**Email:** maria.golley@hants.gov.uk

#### 1. The decision:

- 1.1. That the Executive Member for Economy, Transport and Environment notes the significant work being undertaken to progress the capital programme in the current difficult conditions, as well as the considerable value of competitive funding that has been secured so far in 2020/21.
- 1.2. That the Executive Member for Economy, Transport and Environment notes that Hampshire County Council's role as Scheme Promoter in the M27 J10 scheme will be reviewed on completion of stage 3 of the Highways England approval process, as agreed by Cabinet on 29 September.

#### 2. Reasons for the decision:

- 2.1. Significant work is being undertaken within the department to press forward with the existing capital programme as well as to secure competitive funding both to support Hampshire in response to current adverse conditions and to build a robust programme for future years.
- 2.2. Progress has continued well with the business case for M27 Junction 10, with further funding now secured to ensure that progress continues to the point of completion of stage 3 of the Highways England Project Control Framework process for Junction 10 of M27.

#### 3. Other options considered and rejected:

- 3.1. To not note the significant work being undertaken, however this would not reflect the levels of work currently being undertaken.
- 3.2. To not enter into a funding agreement with Solent LEP to enable the continuation of the business case for Junction 10 of M27, however, there is agreement that continuation of the business case is required.

#### 4. Conflicts of interest:

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

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

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

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

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

**Approved by:**

**Date:**

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**19 November 2020**

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

# Item 5

## HAMPSHIRE COUNTY COUNCIL

### Executive Decision Record

<b>Decision Maker:</b>	Executive Member for Economy, Transport and Environment
<b>Date:</b>	19 November 2020
<b>Title:</b>	Hampshire Highway Permit Scheme
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Ian Ackerman

**Tel:** 01962 842233

**Email:** [ian.ackerman@hants.gov.uk](mailto:ian.ackerman@hants.gov.uk)

#### 1. The decision:

- 1.1. That the Executive Member for Economy, Transport and Environment approves the 2019/2020 annual report for the Hampshire County Permit Scheme (HCPS) and notes the success of the scheme and the need for a review of the scheme documents to take account of recent changes in legislation and technology.
- 1.2. That the Executive Member for Economy, Transport and Environment delegates authority to the Director of Economy, Transport and Environment to approve future reports of this kind.

#### 2. Reasons for the decision:

- 2.1. Legislation requires that reports proving that permit schemes are meeting their stated objectives are produced annually for the first three years of operation.
- 2.2. The annual report has been produced in the format recommended by the Highway Authority Utility Committee (HAUC) England in January 2016. The proposed HCPS report is attached to the supporting report as Appendix 1.
- 2.3. Technology and legislation have changed over 2020 including the introduction of a Country-wide IT system for permits. It is essential that the HCPS documentation is updated to take account of these changes.
- 2.4. The annual reports are primarily technical in nature and therefore future reports should be approved by the Director of the Economy, Transport and Environment Department.

#### 3. Other options considered and rejected:

- 3.1. Annual performance reports are a legal requirement for all permit schemes and therefore the County Council is obliged to produce such a report and distribute it to key stakeholders. Not doing so would put the County Council in breach of legislation.
- 3.2. Not updating the documents will create inconsistencies between current working practices and the processes described in the HCPS document.

**4. Conflicts of interest:**

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

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

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

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

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

**Approved by:**

**Date:**

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**19 November 2020**

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



# Item 6

## HAMPSHIRE COUNTY COUNCIL

### Executive Decision Record

<b>Decision Maker:</b>	Executive Member for Economy, Transport and Environment
<b>Date:</b>	19 November 2020
<b>Title:</b>	Project Appraisal: Rectory and Sycamore Roads Farnborough Flood Alleviation Scheme
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Gloria Kwaw

**Email:** gloria.kwaw@hants.gov.uk

#### 1. The decision:

- 1.1 That the Executive Member for Economy, Transport and Environment approves the Project Appraisal for Rectory and Sycamore Flood Alleviation Scheme, subject to securing external funding contributions, as outlined in the supporting report.
- 1.2 That the Executive Member for Economy, Transport and Environment gives approval to enter into a funding agreement with DEFRA for Flood Defence Grant in Aid funding and Thames Regional Flood and Coast Committee for Local Levy funding.
- 1.3 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 Rectory and Sycamore Flood Alleviation Scheme, as set out in the supporting report, at an estimated cost of £475,000 to be funded from Hampshire County Council's Flood Risk and Coastal Defence Programme, Department for Environment, Food and Rural Affairs (DEFRA) Flood Defence Grant in Aid funding (FDGiA) and Thames Regional Flood and Coastal Committee (RFCC) local levy.
- 1.4 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.

#### 2. Reason for the decision:

- 2.1 The scheme, when in place, will offer the residents and road users of Rectory Road and Sycamore Road more protection from flooding, improve access to amenities, and reduce the cost, distress and disruption associated with recovery from flooding. This is strongly aligned with the corporate

strategy's aims to help people in Hampshire live safe, healthy, and independent lives, and to allow people to enjoy the environment.

**3. Other options considered and rejected:**

- 3.1 A Do-Nothing option would mean no measures are put in place to reduce the risk of flooding and no further maintenance is undertaken. This will leave both Rectory Road and Sycamore Road at continued risk of surface water flooding to properties, roads, footpaths and amenities.
- 3.2 A Do-Minimum option consists of ongoing maintenance but with no flood alleviation measures to reduce the risk of flooding. This option offers no improvement on existing arrangements for the local community and would not align with the County Council's Strategic Plan (2017-2021) to work with communities to identify local solutions that work best.
- 3.3 Property level resistance and resilience will offer some level of protection to individual houses on Rectory Road, but this will not alter the vulnerability of the area to flooding. As flooding is due to surface water flooding, and there are no flood warnings in the area, permanent measures are preferred to temporary measures.
- 3.4 The preferred option will re-establish historic flow pathways to guide residual flooding away from properties and highways towards the River Blackwater. It comprises improvements to the existing drainage to reconnect the historic drainage system, reinstatement of an historic water course, use of minor bunding to re-establish historic flow pathways, and construction of new surface water drainage to improve connectivity.

**4. Conflicts of interest:**

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

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

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

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

**Approved by:**

**Date:**

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**19 November 2020**

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

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# Item 7

## HAMPSHIRE COUNTY COUNCIL

### Executive Decision Record

<b>Decision Maker:</b>	Executive Member for Economy, Transport and Environment
<b>Date:</b>	19 November 2020
<b>Title:</b>	Project Appraisal: Whitehill and Bordon – Woolmer Way (Tesco)/High Street Junction Improvement
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Allen Harris

**Tel:** 07834 123434

**Email:** Allen.harris2@hants.gov.uk

#### 1. The decision:

- 1.1 That the Executive Member for Economy, Transport and Environment approve the Project Appraisal for 'Whitehill and Bordon: Woolmer Way (Tesco) / High Street Junction Improvement' ("the Scheme"), as outlined in the supporting report.
- 1.2 That approval be given to procure, spend and enter into necessary contractual arrangements, in consultation with the Head of Legal Services, to implement the proposed improvements to Woolmer Way (Tesco) / High Street Junction Improvement, as set out in the supporting report, at an estimated cost of £495,000 to be funded from EM3 LEP and developer funding (Section 106).
- 1.3 That approval be given to enter into any necessary licences consents approvals and agreements with East Hampshire District Council, in consultation with the Head of Legal Services, prior to the start of works to enable implementation of the Scheme.
- 1.4 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.

#### 2. Reason for the decision:

- 2.1 Whitehill & Bordon is being transformed into a prosperous "green and healthy town" with a new town centre of 3,350 new homes and 5,500 new jobs. The present agreed Sustainable Transport Improvements Package proposes the following: -
  - a) to provide walking, cycling and urban realm improvements in Whitehill and Bordon;

- b) to remove barriers to movement in order to safeguard communities;
- c) to make the town more attractive and connect local communities.

The package proposed to deliver this is;-

1) Woolmer Way (Tesco) / C114 High Street Junction Improvement, a link of the Green Grid Green Loop.

**3. Other options considered and rejected:**

- 3.1 The junction improvements considered in this report allow connectivity of proposed cycle facilities for which the current layout is insufficient and fails to deliver the appropriate crossing facilities to encourage use by cyclists of the wider network. Therefore, the option of do nothing was rejected.
- 3.2 The option described in this document was considered to be the preferred scheme of four potential junction layouts assessed taking into account cost, non-motorised user accessibility, impact on traffic, and land acquisition.

**4. Conflicts of interest:**

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

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

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

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

<b>Approved by:</b>  -----  <b>Executive Member for Economy, Transport and Environment Councillor Rob Humby</b>	<b>Date:</b>  <b>19 November 2020</b>
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# Item 8

## HAMPSHIRE COUNTY COUNCIL

### Executive Decision Record

<b>Decision Maker:</b>	Executive Member for Economy, Transport and Environment
<b>Date:</b>	19 November 2020
<b>Title:</b>	Parish Lengthsman Update
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Mike Pillans

**Tel:** 07739 050533

**Email:** mike.pillans@hants.gov.uk

#### 1. The decision:

- 1.1. That the Executive Member for Economy Transport and Environment confirms the County Council's intention to continue to fund the Parish Lengthsman scheme at existing levels, for the year 2021/22.
- 1.2. That arrangements are made to enable Parish Lengthsmen to undertake works on the live carriageway from 1 April 2021, subject to the relevant individuals undertaking mandatory Traffic Management training, to be funded from the Hampshire Highways Service Contract (HHSC), in order to ensure they are able to work safely and with appropriate signage in place.
- 1.3. That the Executive Member for Economy, Transport and Environment agrees an updated process for securing returns from parishes, to ensure that the County Council's view of return on spend meets auditable standards.

#### 2. Reasons for the decision:

- 2.1. Both the County Council and parish councils greatly value the role of the Parish Lengthsman Scheme in undertaking permitted works in support of Hampshire's highway network.
- 2.2. The scheme enables responsiveness to issues and improvement of the environment on a local basis. The County Council wishes to ensure the continuation of the scheme and the important role that it plays, into next year.
- 2.3. The County Council also wishes to permit Lengthsmen to undertake permitted duties on the live carriageway where it is safe to do so. Mandatory Traffic Management training will enable Lengthsmen to work in a manner which is safe to both themselves and highway users, with the appropriate signage put in place.
- 2.4. There will be a commitment to fund and deliver this training via the HHSC, noting the added benefit it will bring in terms of local responsiveness. Therefore, the training will be at no cost to parish councils.

2.5. By improving the existing process for securing returns from parish councils, the County Council will ensure its view of return on spend meets auditable standards. It will also increase levels of accountability for parish councils, thereby ensuring that the scheme continues to deliver value to Hampshire and its residents, in return for the County Council's investment.

**3. Other options considered and rejected:**

3.1. The County Council could either reduce or withdraw funding for the Parish Lengthsman scheme. It is felt, however, that the benefits of the scheme on a local basis justify continuing to fund into next year.

3.2. The County Council could also choose not to increase the scope of the Lengthsman scheme, and not improve the process for securing returns. Without these changes, however, the authority would miss an opportunity to further enhance the value that the scheme can deliver.

**4. Conflicts of interest:**

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

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

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

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

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

**Approved by:**

**Date:**

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**19 November 2020**

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



# Item 9

## HAMPSHIRE COUNTY COUNCIL

### Executive Decision Record

<b>Decision Maker:</b>	Executive Member for Economy, Transport and Environment
<b>Date:</b>	19 November 2020
<b>Title:</b>	Passenger Transport Contracts and Concessionary Fares Payments
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Kevin Ings / Lisa Cook

**Tel:** 01962 846785  
07562 434680

**Email:** Kevin.ings@hants.gov.uk  
Lisa.cook@hants.gov.uk

#### 1. The decision:

- 1.1 That authority is given to extend the current policy of 100% contract and concessionary fares payments to local bus and community transport operators until 31 March 2021, and 80% contract and concessionary travel payments to Taxishare operators until 31 March 2021, as detailed in the supporting report, to be met from existing budgets and administered through normal procedures and delegated authority, to provide continuity for service users in Hampshire.

#### 2. Reasons for the decision:

- 2.1. The proposals to continue making ongoing payments to local bus, community transport and taxishare operators will enable the County Council to continue to provide key transport services to members of the public many of whom are older and disabled members of the community. As and when the need for social distancing eases, it is anticipated that demand will continue to grow and therefore these services will be paramount to Hampshire's recovery. This is particularly important in the case of the local bus services used by school and college students to access their place of education.
- 2.2. The decision will contribute to Hampshire's economic growth as recovery progresses, enabling passengers to access their place of employment in addition to health, retail, social, educational and leisure facilities.
- 2.3. The decision will contribute towards Hampshire's strategic aim of enabling its residents to live safe, healthy and independent lives

#### 3. Other options considered and rejected:

- 3.1. To offer reduced contract and Concessionary Travel scheme payments to operators based on their activity rather than at pre COVID-19 levels.

Depending on the area, this would undermine the local bus network and the operation of community transport and taxishare services. This would result in either no service or a reduced service being provided and would be harmful to the recovery of passenger transport services in Hampshire and the well-being of those people who rely on these services. This action would also be contrary to the advice of the Department for Transport (DfT) issued on 14 September 2020 which confirmed that the budget for the government support package for local bus operators, Covid-19 Bus Services Support Grant (CBSSG), has been calculated on the basis that contract and concessionary fares funding will continue at previous levels. A reduction in payment to local bus operators would undermine this vital support

3.2. To withdraw County Council support from local bus, community transport and taxishare services. This would have a negative impact on Hampshire's economic recovery leaving passengers across Hampshire unable to access employment, health, retail, social, educational and leisure facilities. This would also be in direct contradiction to the County Council's long-term decarbonisation objectives.

**4. Conflicts of interest:**

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

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

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

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

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

<b>Approved by:</b>  -----	<b>Date:</b>  <b>19 November 2020</b>
<b>Executive Member for Economy, Transport and Environment Councillor Rob Humby</b>	