

Public Document Pack



NOTICE OF MEETING

Meeting	Executive Member for Economy, Transport and Environment Decision Day
Date and Time	Thursday, 19th November, 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 is being held remotely and will be recorded and broadcast live via the County Council's website.

AGENDA

DEPUTATIONS

To receive any deputations notified under Standing Order 12.

KEY DECISIONS (NON-EXEMPT/NON-CONFIDENTIAL)

1. TRANSFORMING CITIES FUND – DFT ANNOUNCEMENT AND NEXT STEPS (Pages 5 - 12)

To consider a report of the Director of Economy, Transport and Environment updating the position following announcements on funding from the Department for Transport for Tranche 2, Transforming Cities Fund. Those candidate projects in receipt of funding from the Southampton bid are being recommended for entry into the County Council Capital Programme 2020/21 – 2022/23, and work will continue on the Portsmouth bid development.

2. HAMPSHIRE PROPERTY FLOOD RESILIENCE PROGRAMME
(Pages 13 - 24)

To consider a report of the Director of Economy, Transport and Environment regarding the main features of the Environment Agency's Property Flood Resilience (PFR) proposals, providing further details and recommending next steps, including authority to make a financial contribution to the programme.

3. WATERSIDE TRANSPORT UPDATE (Pages 25 - 42)

To consider a report of the Director of Economy, Transport and Environment regarding an update on key transport technical work and studies that are currently underway in the Waterside area. The work outlined will be drawn together by the Waterside Multi-modal strategy that is currently being developed and is due for publication next year. The report seeks approval to undertake a public consultation on the draft Waterside Strategy in Spring 2021.

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

4. ETE CAPITAL PROGRAMME QUARTER 2 2020/21 (Pages 43 - 52)

To consider a report of the Director of Economy, Transport and Environment regarding a high-level summary of progress and delivery at the end of quarter two in respect of the ETE capital programme for 2020/21.

5. HAMPSHIRE HIGHWAY PERMIT SCHEME (Pages 53 - 72)

To consider a report of the Director of Economy, Transport and Environment regarding the performance of the Hampshire County Permit Scheme (HCPS) in its first year of operation (April 2019 to March 2020).

6. PROJECT APPRAISAL: RECTORY AND SYCAMORE ROADS FARNBOROUGH FLOOD ALLEVIATION SCHEME (Pages 73 - 82)

To consider a report of the Director of Economy, Transport and Environment seeking approval for the development of the flood alleviation measures for Rectory Road and Sycamore Road in Knellwood, Farnborough.

7. PROJECT APPRAISAL: WHITEHILL BORDON STP - WOOLMER WAY (TESCO)/CAMP ROAD JUNCTION IMPROVEMENTS (Pages 83 - 96)

To consider a report of the Director of Economy, Transport and Environment regarding the scheme as part of the 'Whitehill and Bordon Sustainable Transport Improvements Package' to encourage walking and cycling.

8. PARISH LENGTHSMAN UPDATE (Pages 97 - 102)

To consider a report of the Director of Economy, Transport and Environment regarding proposals for the County Council to continue to fund the Parish Lengthsman scheme for 2021/22 while taking opportunities both to increase the scope of works that can be undertaken, and secure an enhanced view on return of spend as a result of funding the scheme.

9. PASSENGER TRANSPORT CONTRACTS AND CONCESSIONARY FARES PAYMENTS (Pages 103 - 112)

To consider a report of the Director of Economy, Transport and Environment seeking approval to maintain full contract and concessionary fares payments to local bus and community transport operators until 31 March 2021 to assist in the recovery of services in view of the impact of COVID-19. The report also seeks approval to continue with 80% contract and concessionary travel payments to taxishare operators until 31 March 2021 to assist the recovery of services in view of the impact of COVID-19.

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.

ABOUT THIS MEETING:

The press and public are welcome to observe the public sessions of the meeting via the webcast.

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HAMPSHIRE COUNTY COUNCIL

Decision Report

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

Contact name: Graham Wright

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Purpose of this Report

1. The report provides an update following the submission in November 2019 of Strategic Outline Business Cases for Tranche 2, Transforming Cities Fund for Portsmouth and Southampton areas, the subsequent submission of a refined bid in July 2020 for the Portsmouth area, and the DfT announcements regarding funding arrangements for each city area.
2. Now that the scale of the funding packages for the Southampton and Portsmouth areas are known, those candidate projects in receipt of funding are being recommended for entry into the County Council Capital Programme 2020/21 – 2022/23.

Recommendations

3. 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.
4. 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.
5. 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.
6. 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.

Executive Summary

7. This paper reports on the Tranche 2 Transforming Cities Fund (TCF) announcements by the Department for Transport in the letters dated 20 March

2020 to Southampton City Council and 28 September 2020 to Portsmouth City Council and the next steps by the County Council.

Transforming Cities Fund Progress Update

Funding Arrangements

8. Hampshire County Council has worked in partnership with the respective city councils (and Isle of Wight Council in respect of the Portsmouth area) to develop Strategic Outline Business Cases that were submitted to the Department of Transport (DfT) Tranche 2 Transforming Cities Fund in November 2019.. At the request of the DfT, the bids were for high, medium and low aspiration funding levels. The following are links to each of the bids and summaries:
 - [Portsmouth area bid](#)
 - [Southampton area bid](#)
9. As part of the March Budget announcement, the Government allocated £57million to the Southampton area, sufficient to deliver all elements of the low aspiration package of infrastructure measures to encourage and support modal shift. For the Portsmouth area, the DfT set aside £117million, to be shared with Norwich and Stoke-on-Trent, subject to business case approval.
10. Continuing the partnership working with Portsmouth and Isle of Wight councils, a refined business case for the Portsmouth area was prepared and submitted in July 2020 that, at the request of the DfT, also included high (£61million), core (£56million) and low (£51million) packages.
11. On 28 September 2020, the Government announced just under £56million had been allocated to the Portsmouth area, equating to the 'core' aspiration ask. It was also noted by the DfT that this allocation could potentially increase by £5million if Stoke-on-Trent only received a low package. The DfT would decide once Stoke-on-Trent's revised submission had been received and assessed later this year.

Tranche 1 progress update

12. In the meantime, work has progressed on the Tranche 1 TCF schemes; two of the three Tranche 1 Hampshire cycle schemes in the Southampton area have been completed, with the third in the detailed design stage. These cycle routes connect and enhance the cycle network to the west of the city linking to southern Test Valley, via Test Lane, Totton & Eling in the New Forest district and Chandlers Ford, within Eastleigh borough.
13. In the Portsmouth area, work has now commenced on the main contract for the Enhanced Eclipse Busway Extension to Rowner Road, the TCF contribution having been spent on the advanced works and revising and finalising the scheme design. Work has also continued with the installation of real-time information (RTI) for bus passengers at bus stops in Havant and Waterlooville, although this was delayed by the site requirements of social distancing. This means that the Tranche 1 monies have been spent, save for a retention of £8,789, as this is the installation charge for 17 RTI locations where the equipment has been received but they cannot be installed due to Covid-19 delays.

Tranche 2 - Southampton Area

14. The £57million award for the Southampton city region will go some way towards making it easier for people to leave their car behind for their daily commute. The investment will support plans to improve connectivity along three major travel corridors in and out of Southampton from the Waterside, Eastleigh, and Bursledon. The programme will seek to deliver 45 individual but complementary schemes along three geographically focused radial corridors terminating in Southampton City Centre and starting in surrounding Hampshire districts (New Forest and Eastleigh). They aim to dramatically transform and improve the quality and availability of transport connections by focusing on enhancing connectivity on these radial corridors, to improve people's journey times and reliability and reduce congestion.
15. The package of measures within Hampshire comprises of a total of 12 schemes, representing an investment of approximately £18 million. The schemes and the individual funding allocations are set out below.
16. Approval is sought for the Executive Member to add the schemes in Table 1a to the capital programme. For the schemes in Table 1b the Executive Member is asked to recommend addition to the capital programme of these schemes to Cabinet. For the schemes in Table 1c the Executive Member is asked to recommend addition to the capital programme of these schemes to Cabinet and the County Council.

Table 1 Southampton Area TCF Funded Schemes

a) Schemes <£500,000

Scheme name	Scheme value	Split of source of funding (incl. value)	Capital Programme year (21/22, 22/23 or 23/24)
Eastleigh Mobility Hub	£319,288	TCF £319,288	21/22
Airport Parkway Travel Hub	£447,001	TCF £447,001	22/23
Super stops/Enhanced stops	£485,064	TCF £485,064	22/23

b) Schemes £500,000 - £2,000,000

Scheme name	Scheme value	Split of source of funding (incl. value)	Capital Programme year (21/22, 22/23 or 23/24)
Eastleigh Town Centre cycle route	£578,330	TCF £448,542 DC £129,788	20/21
Bursledon Road cycle route	£645,524	TCF £545,524 DC £100,000	20/21
Totton Junction Road	£754,125	TCF £754,125	21/22
Redbridge Viaduct	£1,009,206	TCF £909,206 Local resources £100,000	21/22
Marchwood Bypass	£1,307,705	TCF £1,224,097	22/23

		Local resources	£83.608	
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c) Schemes £2,000,000+

Scheme name	Scheme value	Split of source of funding (incl. value)	Capital Programme year (21/22, 22/23 or 23/24)
Eling to Holbury cycle route	£3,441,195	TCF £3,417,887 Local resources £23,308	21/22
Rushington Roundabout	£2,443,139	TCF £2,443,139	21/22
Bishopstoke Road, Eastleigh	£4,149,190	TCF £3,349,190 Local Resources £800,000	22/23
Providence Hill cycle route	£2,287,855	TCF £1,818,414 Local resources £469,441	22/23

Tranche 2 - Portsmouth Area

17. The allocation of nearly £56million of Transforming Cities Funds for the Portsmouth area provides for £19.6 million investment in Hampshire, in the boroughs of Fareham, Gosport and Havant. The measures funded will provide new bus and taxi facilities at the Gosport Ferry Terminal, improve journey times for bus passengers and provide enhanced facilities for pedestrians and cyclists. These will focus on Local Access Zones, improving access to town centres from local communities, and multi-modal (bus and cycle) corridors linking the town centres to Portsmouth city centre.
18. The package of measures within Hampshire comprises a total of 10 schemes, representing an investment of approximately £14.4 million. The schemes and the funding allocation are set out below.
19. Approval is sought for the Executive Member to add the schemes in Table 2a to the capital programme. For the schemes in Table 2b the Executive Member is asked to recommend addition to the capital programme of these schemes to Cabinet. For the schemes in Table 2c the Executive Member is asked to recommend addition to the capital programme of these schemes to Cabinet and the County Council.

Table 2 Portsmouth Area TCF Funded Schemes.

a) Schemes <£500,000

Scheme name	Scheme value	Split of source of funding (incl. value)	Capital Programme year (21/22, 22/23 or 23/24)
Local Access Zone - Havant Selection (Primary)	£100,000	TCF - £100,000	20/21
Local Access Zone - Leigh Park	£100,000	TCF - £100,000	20/21
Enhanced MM Corridor - Ladybridge Northern Bus Gate	£40,000	TCF - £40,000	21/22

Local Access Zone - Havant Selection (Secondary)	£100,000	TCF - £100,000	21/22
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b) Schemes £500,000 - £2,000,000

Scheme name	Scheme value	Split of source of funding (incl. value)	Capital Programme year (21/22, 22/23 or 23/24)
Local Transport Hub - Havant Park Road South (SB)	£1,050,000	TCF - £1,050,000	21/22
Enhanced MM Corridor - Ladybridge R/A VE Bus Priority and Pedestrian/Cycling Enhancements	£1,172,000	TCF - £972,000 Local resources - £200,000	21/22
Local Transport Hub - A27 Enhanced Safety Scheme (Portchester)	£867,587	TCF - £267,587 Safer Roads Fund - £600,000	21/22

c) Schemes £2,000,000+

Scheme name	Scheme value	Split of source of funding (incl. value)	Capital Programme year (21/22, 22/23 or 23/24)
Gosport Bus Station, taxi rank and Cross street improvements	£5,900,000	TCF - £5,200,000 Local resources £700,000	21/22
Enhanced MM Corridor - Rusty Cutter Bedhampton R/A	£2,473,298	TCF - £2,473,298	21/22
Enhanced MM Corridor - Delme to Downend Bus and Cycle Scheme	£9,334,092	TCF - £9,334,092	22/23

Finance

20. The Executive Member decision on 4 June 2019 gave authority to the Director of Economy, Transport, and Environment to enter into the necessary legal agreements to secure for the Hampshire projects the TCF funding that will be passed by the DfT to the city councils as the accountable bodies for the respective areas.
21. Work to continue the development and the implementation of the Southampton and Portsmouth area projects in Hampshire will be funded from the TCF allocation and local match funding, and decisions to procure and spend for each project will be brought forward in the normal way.
22. Work to bring unfunded schemes to a state of readiness for future funding opportunities will be funded from existing revenue resources.

23. The Grant announcement by the Department for Transport for the Portsmouth area includes a requirement for cycling schemes to comply with the latest Government guidance for cycle provision, Local Transport Note (LTN 1/20), published after the resubmission on 3 July. The bidding authorities are currently investigating the cost and programme implications of these more onerous requirements and if significant will raise these with the Department for Transport. However, in the event that further DfT money isn't forthcoming, then alternative mitigation measures will be investigated, including value engineering cycling measures and ultimately, very much as a last resort, reviewing whether all the planned schemes can go ahead. If significant local mitigation measures are required, a further report will be brought to the Executive Member for Economy, Transport and Environment.

Consultation and Equalities

24. In support of the TCF business case submission, early public engagement was undertaken for both city areas. This was at broad programme level and did not include specific scheme detail, as at that time the funding position was unknown.
25. Now that the funding levels are known, it is possible to undertake more detailed engagement, and more detailed plans are being prepared to provide information on the funded projects. This will help in developing and finalising the design of each project, including confirmation of a preferred option for delivery.
26. The decision relates to entering candidate schemes that have received funding into the capital programme and therefore does not have an impact on residents at this stage, so is deemed to have a neutral impact on groups with protected characteristics. Equalities impact assessments for individual schemes will be carried out as they progress to development.

Conclusions

27. In combination, the bids for Transforming Cities Fund have yielded in excess of £35million on measures to support sustainable growth and travel in south Hampshire, and through partnership working have secured well in excess of £100million investment to the wider Solent area. In addition, the TCF workstream has seen the development of bus priority schemes and Local Walking and Cycling Infrastructure Plans (LCWIPs) for the boroughs of Eastleigh, Fareham, Gosport, Havant and parts of Test Valley and New Forest. Taken together, this has enabled the development of a portfolio of schemes targeted at promoting active travel and public transport and will enable the County Council to compete for funding opportunities to help deliver sustainable transport and jobs growth and address the need for carbon reduction and improved public health.

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 disproportionately low.

2. Equalities Impact Assessment:

The decision relates to entering candidate schemes that have received funding into the capital programme and therefore does not have an impact on residents at this stage, so is deemed to have a neutral impact on groups with protected characteristics. Equalities impact assessments for individual schemes will be carried out as they progress to development.

HAMPSHIRE COUNTY COUNCIL

Decision Report

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

Contact name: Vicki Westall

Tel: **Email:** Vicki.westall@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to set out the main features of the proposed 2-year Hampshire Property Flood Resilience (PFR) Pilot Programme, provide further details and recommend next steps.

Recommendations

2. 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.
3. 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.
4. 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.

Executive Summary

5. Hampshire has benefitted from a significant investment in Flood and Coastal Erosion Risk Management (FCERM) infrastructure during the previous 6-year capital programme. However, there remains a large number of vulnerable properties, spread across various catchments, and located in small clusters, for which it is unlikely that protection via a strategic capital scheme will ever be economically viable. In this instance, Property Flood Resilience (PFR) is seen as a viable, practical option for reducing the risk of flooding, and the hardship, distress and suffering this causes.
6. Following a small joint scheme that led to the successful implementation of PFR in Hedge End, it is proposed that the County Council and the Environment Agency (EA) work together to extend this way of working across Hampshire, and to deliver a 2 year PFR Pilot Programme in communities at risk from multiple sources of flooding. If the approach proves viable, it is hoped that a further PFR programme can be undertaken in the period 2023/24 – 2026/27, corresponding with the remaining period of the national FCERM capital programme, on a countywide basis with support from all three RFCCs, Southern, Thames and Wessex.
7. Currently, the Wessex Regional Flood and Coastal Committee (RFCC) has a PFR programme, and this covers the western edge of Hampshire. At this stage, the Southern RFCC and Thames RFCC do not have corresponding programmes although there is a strong commitment to develop a similar offer.
8. It is recommended that the County Council confirms a £105,000 annual contribution to the 2-year PFR Pilot Programme covering that part of the county within the Southern RFCC area.
9. This would represent a County Council contribution of £3,500 towards an approximate total cost of £13,000 to install PFR to each property identified as being at risk. This is based on an average cost of £9,500 per property with an allowance of 20% Optimism Bias and costs associated with management of the overall programme. In most cases, the County Council's contribution would assist in leveraging in national, regional and local funding, including from property owners and district councils, sufficient to cover the shortfall.
10. In early 2020, it was calculated by the Association of British Insurers that the average cost of damages to a three-bedroom home caused by internal flooding is £32,000. This does not account for the hidden costs associated with the hardship, mental distress and suffering caused by flooding, clean-up operations, emergency planning response and assisting residents in the recovery phase.

11. The County Council's Local Flood and Water Management Strategy and Climate Change strategy highlight the increased risk of danger to Hampshire residents from all sources of flooding and the need for increased resilience to future severe weather events. All new planning applications require a 40% uplift on calculated drainage capacity to compensate for expected increases in severe weather events and flooding. Existing properties do not have this additional capacity. This programme will provide additional resilience to a number of Hampshire residents who will not be protected by other flood alleviation schemes and demonstrate the County Council's continuing commitment to deliver climate change actions on the ground.

Contextual Information

12. 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. However, this has been a significant challenge with a national funding formula that has not seemed to adequately recognise the impact of groundwater flooding and which lacked flexibility, particularly where small numbers of properties and dispersed rural communities are affected. The process has often been quite complex and demanding in terms of the investment of time and resources required.
13. 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 it is unlikely that protection via a strategic capital scheme will ever be economically viable. In this instance, and as demonstrated by the Hedge End scheme, PFR is seen as a viable, practical option for reducing the risk of flooding, and the hardship, distress and suffering this causes.
14. The Hedge End PFR scheme was completed in March 2020. Managed directly by the EA, and jointly funded by FCERM Grant in Aid, Southern Regional Flood and Coastal Committee (SRFCC) Local Levy, Hampshire County Council and Eastleigh Borough Council, the scheme succeeded in providing benefits to an area where previous attempts to bring forward a larger strategic scheme had proved uneconomical.
15. A critical factor in the success of the scheme was that it was fully funded and not reliant on householders contributing financially. FCERM GiA is capped at 35% of the cost to design and install measures in a house and is only

available for those properties at very significant risk. SRFCC Local Levy support was therefore key in bridging the funding gap and encouraging contributions from Eastleigh Borough Council.

16. Following the implementation of the scheme at Hedge End, it was agreed that the Environment Agency and the County Council would investigate the possible application of this approach to other locations across Hampshire where securing capital Flood and Coastal Erosion Risk Management (FCERM) and Local Levy funding for other interventions remained challenging.
17. Currently, the Wessex Regional Flood and Coastal Committee (RFCC) has a PFR programme and this covers the western edge of Hampshire. At this stage, the Southern RFCC and Thames RFCC do not have corresponding programmes, although there is a strong commitment to develop a complementary offer. The areas covered by the three RFCCs is shown at Appendix 1.
18. An initial desk top study, based on the County Council's records of historical flooding, the Environment Agency's Flood zone mapping including Risk of Flooding from Surface Water maps (RoFSW), fluvial flood risk and groundwater flood risk maps, has currently identified 308 properties across 35 communities within that part of Hampshire covered by the Southern RFCC which are at risk of flooding from all sources – fluvial, tidal, coastal, surface water, and groundwater – and which could qualify for assistance.
19. Initial analysis has indicated that the delivery of large strategic flood alleviation schemes would be uneconomical and unrealistic at these locations, due in part to the multiple sources of flooding at some of these locations, but that interventions in the form of PFR schemes would be appropriate.
20. Whilst the County Council, as Lead Local Flood Authority for Hampshire, is responsible for the management of surface water and groundwater flooding in the county, the Environment Agency retains responsibility for the management of fluvial and coastal flooding. The Agency also has an overall co-ordination role for all sources of flood management.
21. The Environment Agency will, therefore, act as the lead partner for the proposed 2-year PFR Pilot Programme for the area of Hampshire covered by the Southern RFCC. The County Council will support the Agency in ensuring that there is a coordinated approach and equality of opportunity for homeowners at risk from different sources of flooding.
22. If the approach taken in the Pilot Programme proves viable, it is hoped that a further PFR programme can be undertaken in the period 2023/24 – 2026/27, corresponding with the remaining period of the national FCERM capital programme, on a countywide basis with support from all three RFCCs, Southern, Thames and Wessex.

23. In order to carry out the 2-year Pilot Programme, the Environment Agency will employ a Project Manager. Funded through FCERM GiA, they will:

- work with a PFR Project Board and partners to prioritise communities. The County Council will be a Board member;
- support the coordination of activities;
- confirm the candidate properties in the identified communities;
- engage with the community and partners;
- write the necessary business cases to enable/unlock funding;
- work with PFR Framework Suppliers to organise surveys and fit flood resilience measures; and
- be the single point of contact for local customers, to help ensure a high uptake rate.

24. It is estimated that on average 30 properties which meet the criteria of having been impacted by internal flooding or are otherwise identified as being at very significant risk of flooding, will be fitted with PFR each year. The minimum standard of protection provided by the PFR will be British Standard PAS 1188* (BSI 2009a and 2009b) which has been developed by the British Standards Institution (BSI) in association with the Environment Agency. The County Council's contribution will not normally be available for those properties affected by flooding from the following sources unless the flooding is from multiple sources including Groundwater and Surface Water:

- Coastal;
- Fluvial; and
- Tidal.

25. It is noted that FCERM Grant in Aid (GiA) will only be available for those properties at very significant risk. Given that the County Council's contribution to the PFR Pilot Programme will not normally be available for those properties affected by flooding from coastal, tidal and fluvial sources, unless part of a multiple source, it is proposed that in some areas the County Council extends the offer to properties at a lower level of risk in order to provide greater overall resilience for the community. This would be subject to any funding gap left by the withdrawal of FCERM GiA and Local Levy being filled by partnership contributions.

Finance

26. Based on the above, the following costs and contributions are proposed by the Environment Agency for the 2-year Pilot Programme operated only in the Southern RFCC area of Hampshire.

	Typical Year
Number of properties better protected	30
Costs	
Total cost (Based on average £9,500 per property ¹ + 20% Optimism Bias)	342,000
EA Project Management cost	50,000
TOTAL	392,000

Contributions	
FCERM GiA (Based on £3,500 per property ²)	105,000
Proposed maximum Local Levy contribution (£5,000 per property ³ or £150K per annum)	150,000
Proposed maximum Hampshire County Council Contribution (£3,500 per property or £105k per annum based on 30 properties protected each year)	105,000
Other partnership contribution to be identified	32,000
Total	392,000

1. Average cost of PFR from Hedge End trial scheme including fitting of flood doors (like for like) air bricks and sealing brick work. Cost includes survey, supply and installation.

2. FCERM GiA available for each property from Partnership Funding calculator.

3. Southern RFCC approved this amount per property for similar schemes i.e. Middle Medway PFR scheme.

27. It is recommended that the County Council confirm a £105,000 annual contribution to the 2-year pilot PFR programme covering that part of the county within the SRFCC area.
28. As part of the Pilot Programme, the County Council will explore potential alternative approaches to the delivery of comparable standards of protection for individual properties, including alternative financial models which could include potential contributions from property owners and insurers. The outcome of these investigations will then be reviewed alongside those of the Pilot Programme at the end of the 2 years so that the effectiveness, success in attracting partnership contributions, and value for money of both can be properly assessed. The review will be undertaken in collaboration with the EA and the Southern RFCC, and the results will be subject to a further report.

29. The availability of FCERM GiA and Southern RFCC Local Levy, and therefore the start of the Pilot Programme, is subject to the preparation and submission of a business case by the Environment Agency.

Benefits of Property Flood Resilience

30. In early 2020, it was calculated by the Association of British Insurers that the average cost of damages to a three-bedroom home caused by internal flooding is £32,000. This does not account for the hidden costs of hardship, distress and suffering caused by flooding.
31. Nationally, the average cost of providing a high level of flood resilience to a home has been placed by the *'Know Your Flood Risk'* campaign at between £10,000 and £15,000. This includes passive measures (requiring no human intervention) such as:
- fitting flood proof doors;
 - fitting self-closing air bricks; and
 - fitting one-way valves on toilets.
32. These measures, though more expensive than some other systems, ensure that vulnerable residents are not required to put bulky heavy flood boards into place. These measures also mean that defences will be in place constantly, so short warning timescales of 15-20 minutes for intense weather events will not hamper their effectiveness. For comparison, fluvial flood events can have up to 48-hour warning timescales.
33. The average cost per household of installing PFR under the proposed Pilot Programme outlined above is £9,500 but budgeted at £13,000 to allow for 20% Optimism Bias, the provision of dedicated support, and overall programme management. It is estimated that the investment will save almost £20,000 per property on the first flood event and continue to provide benefit with each recurrence. The PFR programme will also deliver significant savings in the form of reducing demand for clean-up operations, emergency planning response, and assisting residents in the recovery phase.
34. The County Council's maximum contribution of £3,500 per property will leverage in investment of approximately £9,500 from national and regional funding sources.
35. Based on current figures, the proposed 2-year PFR Pilot Programme will significantly improve the flood resilience of 60 Hampshire residents' homes, up to a minimum standard of protection of British standard PAS 1188 (BSI 2009a and 2009b), that would otherwise not qualify for assistance and therefore remain at risk of being unprotected.

Conclusions

36. The County Council's Local Flood and Water Management Strategy and Climate Change strategy highlight the increased risk of danger to Hampshire residents from all sources of flooding and the need for increased resilience

to future severe weather events. This PFR Pilot Programme, which will be reviewed periodically during its roll out to ensure efficacy, should provide that resilience to a significant number of Hampshire residents who will not be protected by other flood alleviation schemes and demonstrate the County Council's continuing commitment to deliver climate change actions on the ground.

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:	no
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.

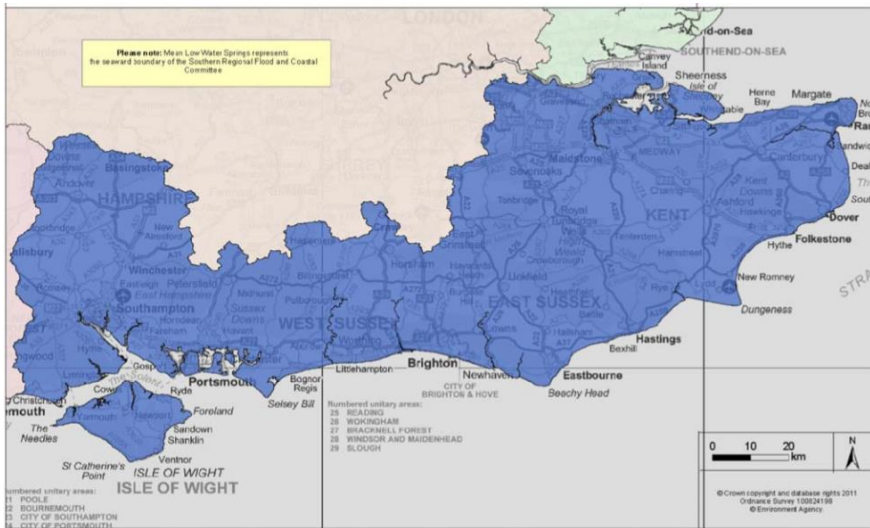
Due regard in this context involves having due regard in particular to:

- 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 disproportionately low.

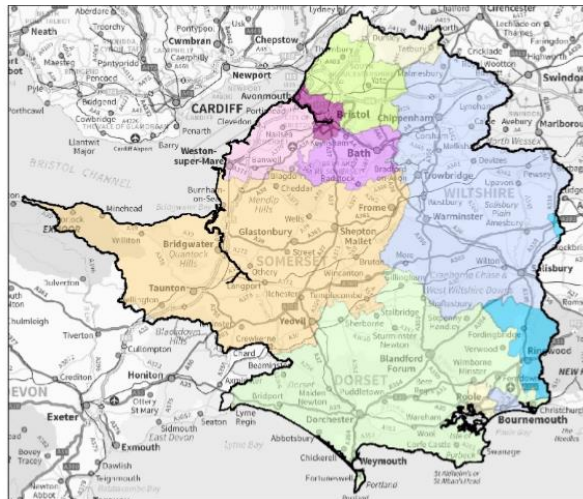
2. Equalities Impact Assessment:

This decision to approve the Hampshire Property Flood Resilience Pilot Programme aims to provide additional resilience to a number of Hampshire residents who would not be protected by other flood alleviation schemes, and is deemed to have a neutral impact on groups with protected characteristics.

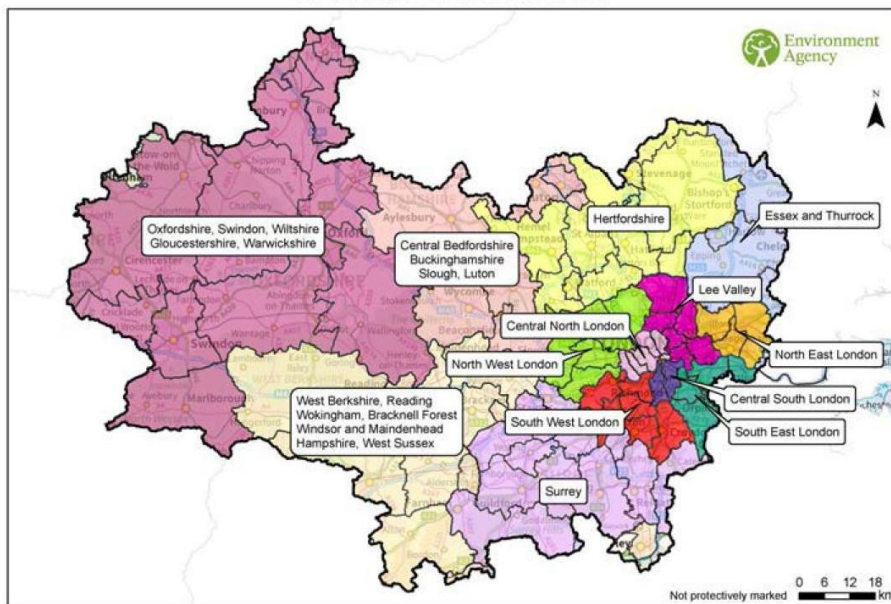
Appendix One – Map of RFCC areas



Southern



Wessex



Thames

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HAMPSHIRE COUNTY COUNCIL

Decision Report

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

Contact name: Jason Tipler

Tel: 0370 7795646

Email: Jason.tipler@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to provide an update on all the transport workstreams that are currently underway in the Waterside area of the New Forest, further to the Waterside Interim Transport Policy position from 2017. It provides detail on five separate workstreams and a draft Multi-Modal Waterside Transport Strategy that will ultimately tie all these together and update the Policy position from 2017. It also seeks approval to undertake a public consultation on the draft Strategy in spring 2021.

Recommendations

2. 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 report.
3. 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.
4. 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.
5. 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 report.

6. 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.

Executive Summary

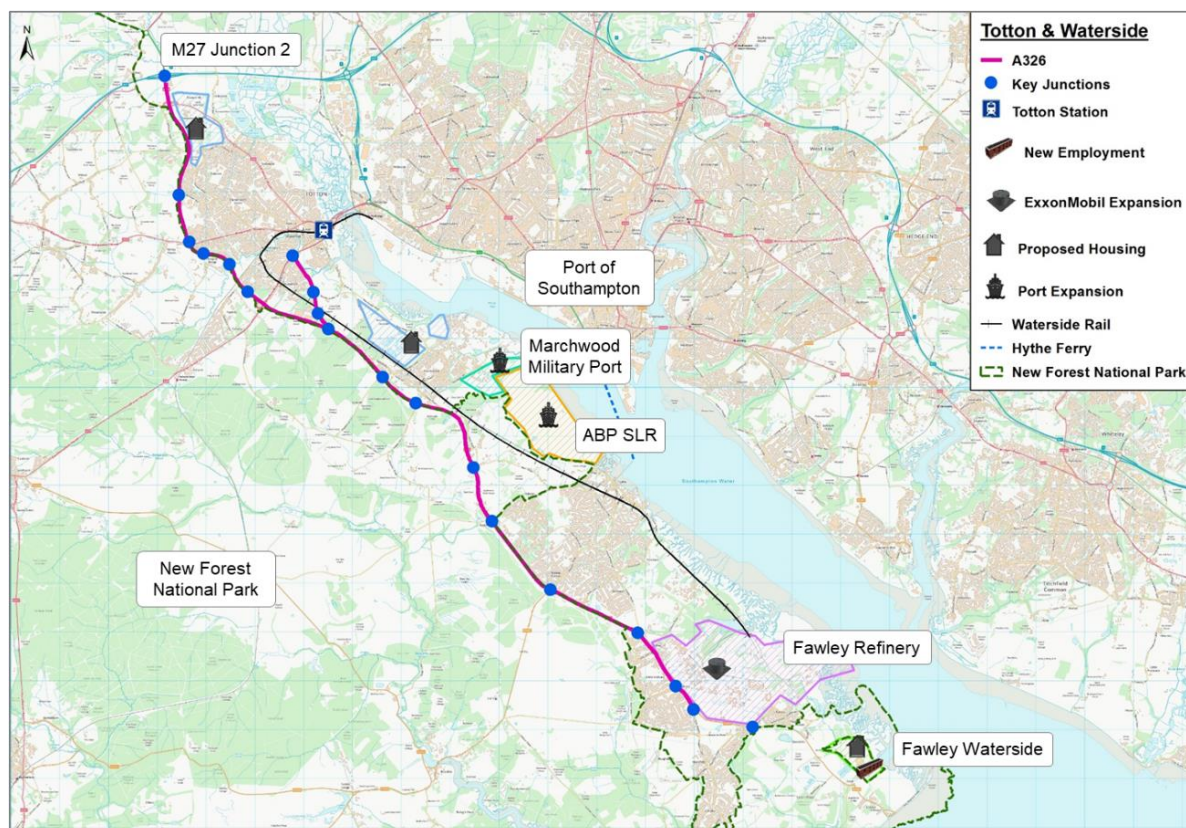
7. This paper seeks to:
 - provide background and information on the various transport workstreams underway in the Waterside area, including a draft Transport Strategy;
 - consider the key issues pertinent to this work;
 - consider the finance for the work; and
 - consider the next steps for the various workstreams.

Contextual information

8. In November 2017 a County Council Executive Member for Environment and Transport Decision Report presented an Interim Waterside Transport Policy Position, which set out the emerging view on transport infrastructure requirements for the Waterside area of the New Forest in light of potential future growth aspirations, and to support the Local Planning Authorities in the New Forest in developing their Local Plans. It followed the production of the Waterside Transport Study, which provided a comprehensive review of the existing and forecast future transport issues in the Waterside. Several key recommendations were made in the November report including that:
 - the A326 to M27 Junction 2 is the preferred route to the Strategic Road Network (SRN) from Waterside and will need to be improved to accommodate future growth;
 - port expansion at ABP's Strategic Land Reserve (SLR) should be accessed directly from A326, by the shortest, least impactful route;
 - in the short to medium term, bus, walking and cycling improvements will be developed focusing on:
 - making bus services quicker and more reliable;
 - connecting waterside settlements (and the National Park) by improving the quality of the pedestrian environment for day to day trips; and
 - a direct cycle corridor; and
 - until further evidence is forthcoming, the current County Council Position on re-opening passenger rail services on the Waterside remains unchanged.
9. The 2017 Interim Transport Policy on rail referenced work undertaken in 2013 for Hampshire County Council by Halcrow and a subsequent Waterside Rail

Decision Day report in November 2013. Halcrow undertook a detailed assessment of the case for passenger rail and concluded that although relatively modest capital investment was required to develop passenger rail services, at that time there was insufficient demand in the area to support the service, resulting in a relatively poor Benefit Cost Ratio. The recommendation was that further work should only be undertaken if there were significant changes in either future funding arrangements for rail projects or local circumstances. The changing circumstances and funding arrangements now justify further work and are set out later in the report.

10. Since November 2017 a number of workstreams have commenced or been progressed in line with the above recommendations and the purpose of this report is to provide an update on these workstreams, and seek approval to consult on a draft Multi-Modal Transport Strategy for the Waterside area in spring 2021.
11. The following sections provide an update on all of the key workstreams that are currently underway in the Waterside area. All the workstreams outlined below will be drawn together by the Waterside Multi-Modal strategy that is currently being developed and is due for publication next year, following a planned public consultation exercise in Spring 2021. This will update the Waterside Interim Transport Policy position set out in November 2017 and more details are provided further below. The plan below provides an overview of the study area.



Draft Waterside Transport Strategy

12. The Draft Waterside Transport Strategy will identify current and future transport demands and issues, define a set of objectives, and identify a raft of multi-modal transport schemes. The schemes are being developed in a series of independent but fully aligned workstreams, which are described more fully in the report below.
13. The Strategy sets out the wider context and need for improvement and seeks to address the current and future transport challenges facing the area. It will set out an agreed list of priorities and transport improvements and will cover high level plans, costs and how these priorities may be met.
14. The Strategy is currently being developed with input from key stakeholders. Public consultation will take place on the Draft Strategy in Spring 2021, following which modifications will be made, where appropriate, to reflect comments made by the public. The Final Strategy document will then be subject to ratification by the Executive Member for Economy, Transport, and Environment.
15. The Strategy provides the framework for more detailed work that will take place on specific projects over coming years and it is likely that it will sit alongside the emerging Hampshire Local Transport Plan 4 (LTP), as one of a series of subsidiary documents. The Policy status of the final Strategy is likely to be established through the LTP4 process and as such will be ratified by the Council in due course.
16. Having an approved Transport Strategy will enable the County Council to pro-actively plan ahead and will provide the ability to respond to development applications based upon a robust evidence base, helping to deliver policies and plans at a local level, as well as supporting the Local Planning Authorities (LPAs). It is expected that the LPAs would fully reflect the provisions of the Strategy within their planning responsibilities for the area.
17. Another key consideration that will be addressed by the Waterside Transport Strategy, is how the different types of transport interventions currently being developed would impact on each other and their associated business case. For example, the re-opening of the Waterside rail line to passenger services may influence the benefits of the A326 highway scheme, in terms of removing vehicles from the highway; and similarly, the Waterside Rail scheme may influence the patronage levels on local bus services. There is therefore a need to consider the impact of the different schemes in combination at the right time (i.e. once sufficiently developed), as well as in their own right as per current work being undertaken.
18. Ultimately the purpose of the multi-modal Transport Strategy is to determine the optimum mix of interventions that solve the transport issues faced in the Waterside, both currently and forecast in the future. This may not include all the measures currently being investigated and outlined in this report.

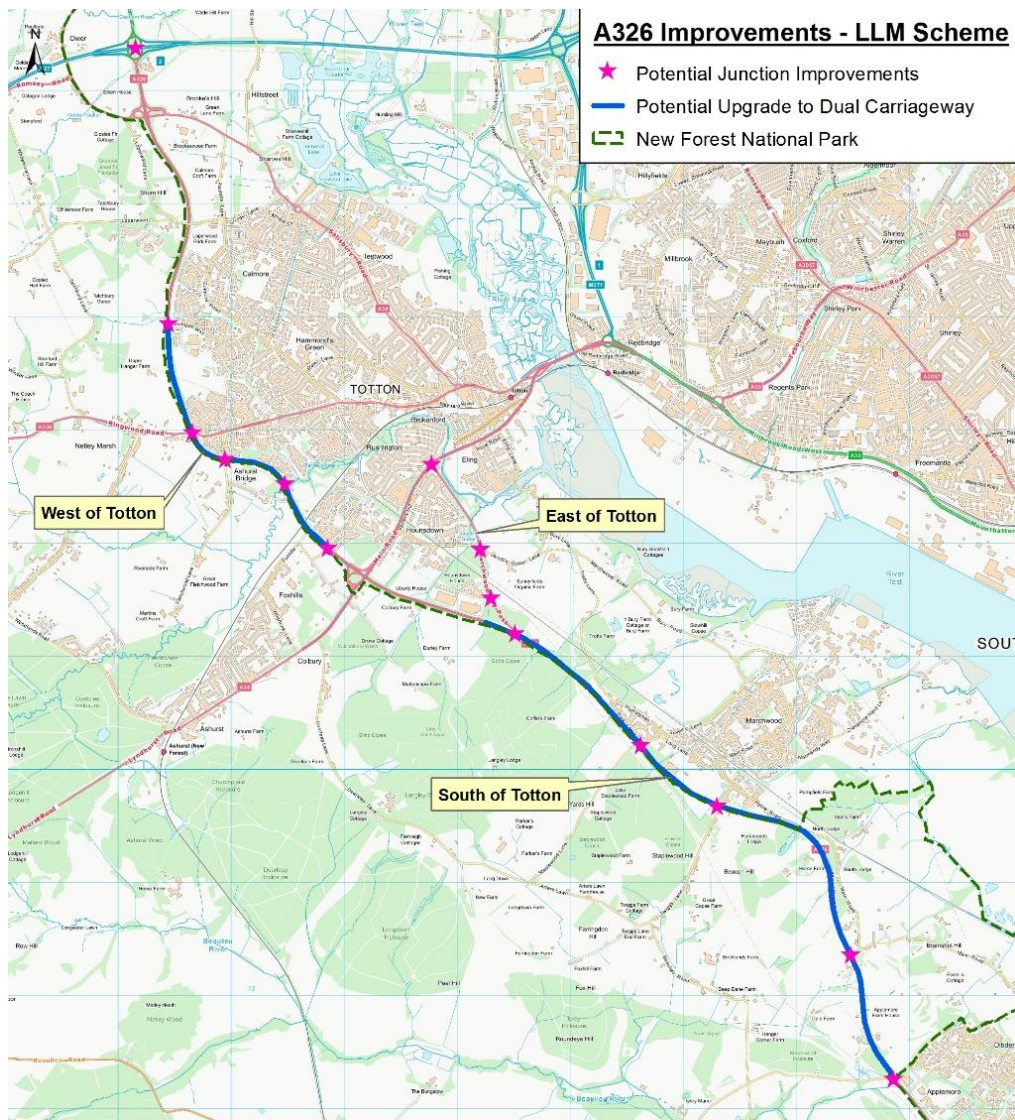
A326 Highway Improvements – Large Local Major Scheme

19. The A326 is a primary route of significant regional importance and provides a critical connection between the Strategic Road Network (SRN) at M27 Junction 2 to the north and the communities and businesses located in the Waterside

including Totton, Marchwood, Hythe, Dibden, Holbury and Fawley to the south. Currently, there are significant issues with congestion, and subsequent queuing and delays, and these are set to worsen over time.

20. There are a number of key employment and development sites along the A326 corridor which depend on the road for access, including the Fawley Refinery and Chemicals facility, and Marchwood Military Port. Further development is also planned in the area including the redevelopment of the former Fawley Power Station site into a mixed-use residential and employment area, housing developments in Totton and Marchwood, and the Solent Gateway development at the Military Port. The ABP Port of Southampton Strategic Land Reserve at Dibden Bay would also be directly reliant on the A326 for highway access.
21. Delays associated with existing travel demand will be compounded by delays associated with additional travel demand from planned new development and will create the need for additional road capacity along the A326 corridor, in order to facilitate and accommodate the growth. However, alongside the road capacity improvements significant enhancements are also needed for non-motorised users such as pedestrians and cyclists, both to help provide for more sustainable local journeys (in line with the latest Government Guidance) and to ensure that the A326 does not present a barrier to movement to and from the New Forest. In accordance with this, the A326 scheme objectives have been slightly adjusted since the submission of the SOBC to more closely reflect the updated guidance, as follows:
 - Objective 1: Enhance accessibility for all users of the transport network including non-motorised users;
 - Objective 2: Address congestion along the corridor;
 - Objective 3: Facilitate economic development along the corridor;
 - Objective 4: Minimise the impact on the New Forest; and
 - Objective 5: Complement other investment in the area to deliver wider benefits for local communities, businesses and visitors.
22. An initial pre-Strategic Outline Business Case (SOBC) was submitted to Transport for the South-East (TfSE) in August 2019 for between £115-140 million from the DfT Large Local Majors (LLM) fund, to improve the A326 corridor in the Waterside area. The bid was subsequently prioritised by TfSE and submitted to the DfT in September 2019. Notification was received in the March 2020 Government Budget announcement that the County Council was invited to proceed to submission of a full SOBC.
23. Work has now started on the SOBC and it will be informed by transport modelling, early feasibility design/constraints work, and environmental workstreams that are currently being undertaken. The primary aim of the SOBC is to outline the strategic case for the scheme; discuss all the options that have been considered; outline the methodology undertaken in order to arrive at a preferred set of scheme options; and to provide an early assessment of the economic case (costs and benefits) for the preferred scheme options.

24. The final preferred improvement scheme is yet to be decided (it will be informed by the SOBC process), but it is likely to involve a series of link and junction capacity improvements along the more northerly part of the A326, between the Strategic Road Network at M27 Junction 2 to the north and the junction with Sizer Way at Applemore (Dibden) to the south – a distance of over 12km. The introduction of dual carriageway is being considered on two main sections - to the West of Totton between Michigan Way and Cocklydown Lane; and to the south-east of Totton between Hounslow Business Park and Dibden
25. There will also be significant improvements for non-motorised users to encourage more sustainable local journeys, as well as improving connectivity across the A326 for journeys between the Waterside communities and the New Forest National Park (reducing the severance caused by the road).
26. Final submission of the SOBC to the DfT is currently programmed for early 2021, and the intention is then to work up initial feasibility designs for the preferred option package emerging from SOBC during winter 20/21. The scheme will then be consulted upon in the spring, as part of the planned consultation on the multi-modal transport strategy outlined below. Looking forward a Planning Application for the scheme is then planned for autumn 2021.
27. As part of the SOBC work the County Council is working with relevant stakeholders and developers in the area to ensure that trip generation estimates included in the transport modelling are robust and will continue to do so during the development of the SOBC.
28. The development of the SOBC is following DfT WebTAG guidance and involves the production of an Options Appraisal Report , which draws on a combination of transport modelling, design, environment, social and other criteria to inform the high-level options shortlisted. As well as highway link and junction improvements, the ability of other modes to address the scheme objectives and forecast issues is also being considered.
29. High-level highway design and constraints work has been completed for three sections of the A326 that form the main focus of the LLM scheme, as outlined below and shown on the plan overleaf:
 - West of Totton (between Michigan Way & Cocklydown Ln);
 - South of Totton (between Hounslow Business Park & Sizer Way); and
 - East of Totton (between A35 Rushington Roundabout & Hounslow Business Park).
30. Three different packages of highway measures will be subject to further detailed assessment in the SOBC, which comprises the option packages: Low/Medium/High (in terms of scope and cost). The Low package will include a series of Junction improvements only; while the High package will include junction improvements and full dualling of the sections west and south of Totton; and the Medium package lies somewhere between the two.
31. Survey work is currently underway or due to commence soon to inform the emerging designs; including ecology surveys for all protected species; topographical survey; and arboriculture survey.



A326 Highway Improvements – Fawley Waterside

32. The County Council is working with the developers of the Fawley Waterside (FW) site to design and deliver an £8.13million package of junction improvements on the more southerly part of the A326 between Main Road (north of Dibden) and the B3053 at Church Lane (Fawley), for which around £5.68million of Solent LEP funding has been secured. The scheme will be delivered by the County Council but funded entirely by third parties, as the remainder of the funding (£2.45million) will be provided by the Fawley Waterside developer. The improvements are required as mitigation for the Fawley Waterside site, as part of the recently approved planning application for the mixed-use housing and employment development. Delivery of the improvements is planned to commence towards the end of 2020 and continue to Autumn 2021.
33. This scheme has been the subject of a separate report to the Executive Member for Economy, Transport, and Environment dated 10 March 2020,

which provides full details of the scheme and the Project Appraisal prior to start of works.

Waterside Rail

34. Over the last ten years, a number of studies have examined the feasibility of re-introducing passenger services on the Waterside line. These studies concluded that there was a poor business case and that a scheme was not justified at that time. As a result, in 2013 the Executive Member for Economy, Transport and Environment recommended that “the County Council will not at the present time commit further funding or other resources to this project but will review this position if there are significant changes in either future funding arrangements for rail projects or other local circumstances...” The 2013 Decision Day report also concluded that the business case may improve as a result of an increase in local population or economic which may require the business case to be reassessed.
35. Since then a number of changes in local circumstances have happened including allocations in the new Forest District Local Plan for a number of new major development proposals. The District Council, in partnership with others, has developed a Waterside Vision document identifying significant employment growth potential. Taking these into account it was considered timely to reassess the business case.
36. In 2019 Hampshire County Council commissioned consultants to carry out a feasibility study that reviewed the evidence base for re-opening the railway line which would investigate if it was operationally feasible, and set out the costs and benefits to transport users of re-introducing passenger services on the Waterside line. This work is now largely complete and is showing an improved business case. It indicates that it would be operationally feasible (in rail terms) to re-introduce passenger services, and there is now a more robust economic and strategic case for further development of this scheme. The improved business case needs to be balanced against other local issues and concerns and further work will be needed going forward to consider the wider case.
37. Following the County Council’s successful bid for funding earlier this year from the DfT’s Restoring Your Railway Fund, work is currently underway with Network Rail and DfT to prepare a draft SOBC for submission in November this year. The DfT is providing a grant of £50,000 towards the cost of technical feasibility work that supports this business case. The government has pledged £500m to the Restoring Your Railway Fund.
38. 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. The purpose of this business case is to set out the updated capital and operational costs of re-opening alongside information about expected demand, based on forecast use by existing residents, and residents of planned development, and use this to assess whether or not the scheme represents value for money.
39. It should be noted that business cases move forward in a staged process and have to progress through gateways to move through the stages. The work

done to date suggests there is merit in progressing to the next stage. Greater detail and scope is required at the next stage, which will need to include consideration of the wider local issues not fully assessed in early stages including those listed below.

40. The proposal being assessed is the re-introduction of passenger rail services on the existing freight-only Fawley branch line. At present the line is used by a small number of freight services going to Marchwood Military Port on an ad-hoc basis. Commercial services to the refinery ceased in 2016. Passenger services on the line ceased in 1966.
41. The proposal assessed involves new stations at Hythe Town, and Hythe and Fawley Parkway, with the existing station at Marchwood upgraded, as shown on the plan below.



42. The feasibility study carried out comprised:
 - a review of previous studies and work looking at the feasibility and business case of rail services;
 - option development and shortlisting to identify potential new or extended services that could serve Waterside based on the 2019 Timetable (including a key stakeholder workshop);
 - a detailed operational assessment of shortlisted options, including timetable validation and identifying infrastructure requirements; and

- a value for money assessment based on modelling of the shortlisted options with our SRTM (Sub-regional transport model) and full costings on capital and operating costs.

43. The work identified a number of different options to either extend existing services that currently terminate at Southampton Central or introduce a new shuttle service between Southampton Central and Waterside. In all cases provision for existing and future freight services have been included. The table below summarises three shortlisted options which were developed to assess a range of services.

Option*¹	2036 Demand (Passengers / yr)	Capital Cost*²	Benefit / Cost Ratio (BCR)	BCR Range (sensitivities)
Low Cost Option: 1 train per hour (tph) Romsey via Eastleigh – Hythe & Fawley Parkway	541,000	£43m	0.8	0.5-0.8
High Connectivity Option: 1tph Romsey via Eastleigh – Hythe & Fawley Parkway + 1tph Victoria – Hythe & Fawley Parkway	820,000	£64m	1.3	0.8-1.5
High Frequency Option: 3tph Southampton – Hythe & Fawley Parkway shuttle	991,000	£50m	1.7	1.1-2.2

*1 tph = trains per hour

*2 Q2 20/21 prices, undiscounted, excluding Optimism Bias

44. The work to date has identified a number of potential risks which will need to be assessed and addressed if the DfT approves the scheme to progress to the next stage of development, this includes:

- the impact of passenger rail reintroduction on local bus and Hythe Ferry services: a large portion of the new rail demand is forecast to be abstracted from bus and ferry. This is likely to have an impact on the viability of running bus/ferry services at their present service frequency, including during evenings and weekends;
- the equalities impacts of people living in Waterside who use concessionary passes to undertake journeys by bus could see their travel opportunities reduced through knock on impacts on service levels or services being made more costly. This is because national rail does not accept concessionary pass users. It is also important to note that the majority of the journeys within the Waterside, particularly those undertaken by older members of the population are local to the Waterside. In general, these are short journeys with multiple origins and destination points;
- potential adverse impacts on journey times, congestion, air quality and community severance arising from increased downtime of level crossings,

including Junction Road in Totton and Marchwood, would need to be fully understood and mitigated;

- as a result of rail infrastructure having been mothballed for the last few years, there is a risk of increased construction costs which could result in delays to programme and budget exceedances;
- the impact of long-term changes in travel created by the current pandemic. Business case work to date has assumed pre-covid levels of public transport use although sensitivity tests have been undertaken with lower levels of rail demand. The future level of demand and use of public transport is currently very uncertain. New Government guidance on modelling, which is key to business case development, is expected in early 2021, which may advocate revised methodologies for testing the likely impact of the pandemic on longer-term travel demand. The biggest challenge to rail business cases in the future is likely to be the impact of reduced levels of rail commuting and greater homeworking should these behaviours stick; and
- the impact of rail infrastructure civil engineering work along the part of the route that passes through the New Forest National Park would need to be carefully managed.

45. Acceptance of the Strategic Outline Business Case by the DfT will allow Network Rail and DfT to prepare the Decision to Develop, to support the next stage of the Railway Network Enhancement Pipeline (RNEP) process, the preparation of the Outline Business Case. It is proposed that Network Rail will take the lead in preparation of an Outline Business Case as scheme promoter, with DfT as project client and Hampshire County Council represented on the Project Board. However, progressing the scheme further towards delivery would need Hampshire County Council political support for the scheme, which is dependent on identifying effective solutions and mitigation to the key risks noted above as the scheme is developed.

Southampton City Region Transforming Cities Fund (TCF)

46. The Southampton City Region TCF Programme is the subject of a separate Executive Member for Economy, Transport and Environment report to the 19 November 2020 Decision Day, but a summary will be provided in this report, in so far as it relates to the Waterside area.
47. The Southampton TCF Programme seeks to deliver 45 individual but complementary schemes along three geographically focused radial corridors terminating in Southampton City Centre and starting in surrounding Hampshire districts (New Forest and Eastleigh). They aim to dramatically transform and improve the quality and availability of transport connections by focusing on enhancing connectivity on these radial corridors, to improve people's journey times and reliability and reduce congestion. Corridor 1 extends from Southampton City Centre westwards to Totton and along the Waterside towards Fawley.
48. The Southampton City Region was awarded £57million by the DfT in March 2020 and approximately £9million of this funding will be spent on schemes in

the Waterside area, as outlined further below. The funding from the DfT to support the TCF programme must be spent by March 2023. This means a rapid and focussed programme of delivery by both Highway Authorities.

49. This infrastructure will do much to support and enhance development along the Waterside and underpin the outcomes of Hampshire's emerging multi modal transport strategy for the Waterside.
50. Detailed design work for the following TCF schemes on the Waterside is now progressing as follows:
 - bus improvements – Bus priority improvements at three key locations/junctions in the Waterside area – one in central Totton; one at the A326/A35 Rushington roundabout; and one at the A326 fork south-east of Hounslow Business Park. The work also involves the creation of three new 'Super-stops' which are bus stops with enhanced infrastructure and real-time information – one in south Totton; one in Applemore; and one in Hythe. There will also be improvements at numerous other bus stops across the Waterside; and
 - cycle/pedestrian improvements – The creation of a continuous cycle facility between Eling and Fawley, which involves the creation of several new sections of shared-use cycleway and connects fragmented existing sections. Some of this route runs alongside the A326 and some routes along adjacent roads and through residential areas.
51. Design, tender and procurement of the TCF schemes will take place from now until around February 2022, with delivery taking place between March 2022 and March 2023, in line with the spend deadline for TCF funds.

Walking and Cycling

52. Walking and cycling improvements are key components of both the A326 Large Local Majors workstream and the Southampton City Region Transforming Cities Fund workstream. Of note for the A326 improvements is the recent new guidance produced by the Government in the form of Local Transport Note 1/20, which means that all highway improvement schemes will need to include a significant element of improved provision for walking and cycling in order to receive DfT funding, something that will be addressed as the scheme progresses.
53. In addition, initial discussions are now taking place with ExxonMobil (Fawley Refinery owners) regarding the potential to provide a new walk/cycle route utilising Refinery land on the eastern side of the A326. It is anticipated that a feasibility study will commence later this year to assess whether the scheme is possible and will begin to investigate some of the land and legal issues that would need to be overcome.
54. Improvements for walking and cycling will be fully aligned to those identified in the emerging Waterside Local Cycling and Walking Infrastructure Plan (LCWIP) which sets a strategic basis for proposals including a prioritised programme of improvements for the next ten years.

Totton Level Crossing

55. Initial work is underway to review the impact that the Totton Level Crossing has on the local highway network, particularly in light of the potential increase in downtime for the level crossing associated with the reopening of the Waterside Line to passenger services. As Junction Road is the only road connection across the rail line within Totton itself, the level crossing results in significant queuing and delays in the centre of Totton, especially during the AM and PM peak hours, when the level crossing is down for longer and road traffic is higher. As well as being an existing constraint on the road network this also results in constraints to future increases in rail services given that this would result in a longer downtime for the level crossing and therefore have a greater impact on traffic.
56. As such, a feasibility study is being undertaken to review the impact that the level crossing has on Junction Road and the surrounding road network as well as on non-car modes (there is a footbridge adjacent to the level crossing but this is not suitable for cyclists or those with mobility issues). Whilst a separate element of work to the Waterside Rail SOBC, the two pieces of work will complement each other, with the level crossing study using future scenarios of level crossing use that are set out in the SOBC and will in turn inform future work on Waterside Rail.
57. The future scenarios from the Waterside Rail SOBC will therefore be used to assess the impact of retaining the level crossing on the local highway network should additional rail services be running. The study will then consider and assess a series of options for the closure of the level crossing, including (but not limited to) a new road bridge in the vicinity of the existing bridge, a road crossing at another location in Totton, or providing a connection for non-car modes only. The study will be completed early in 2021 and the results will form part of the Waterside consultation in Spring 2021.

Finance

58. Revenue funding to develop the A326 Large Local Majors scheme, Waterside Rail, Totton Level Crossing, and the Transport Strategy workstreams is currently being provided from existing resources.
59. Additional development funding (Revenue) for the Waterside rail SOBC work has been secured from the DfT, which will provide £50,000 from the Restoring Your Railway fund.
60. Capital funding for the schemes being developed as part of the Southampton Transforming Cities Fund is being provided by the DfT and is detailed in a separate report to the Executive Member for Economy, Transport, and Environment, as noted above. Capital funding to develop the Fawley Waterside junction improvement schemes is being provided by a combination of the Solent LEP and the Fawley Waterside developer, as also noted at paragraph 32 above.
61. Capital funding to deliver any of the other schemes outlined in this report will be dependent upon the success of subsequent business cases in securing funding.

Governance

62. A cross-authority officer working group has been set-up to ensure that all the Waterside Authorities (the County Council, New Forest District Council and New Forest National Park) are joined up and aware of the transport workstreams taking place and that the work is progressing mindful of the wider economic and sensitive environmental context. This is termed the 'Totton and Waterside Strategic Board' and also ensures that any issues related to land use planning or other issues can be brought to the County Council's attention.
63. The Strategic Board has recently been responsible for the production of the 'Waterside Vision' document, which sets out a joint Vision to guide development in the area, with particular regard to the Environment, the Economy and Transport. The Vision document has been presented to and approved by the County Council's Cabinet, at a meeting on 29 September 2020.
64. In addition to the above there is a Waterside Key Stakeholder group, which meets on a regular basis and as well as the three Local Authorities includes representatives from key stakeholders such as local landowners, businesses, developers, transport providers, and includes Associated British Ports and Solent Gateway. This is also a forum for information sharing and ensures that all key parties are aware of all the work going on in the Waterside area.

Other Key Issues

65. Issues associated with the Covid-19 pandemic have the potential to cause a significant impact on at least one of the Waterside workstreams, in terms of assessing a potential forecast transport and land use situation and also in terms of the overarching need for the schemes.
66. Some updated guidance around assessing the impact of Covid-19 is expected from the DfT in February 2021 and in the interim it has been agreed with the DfT that Covid-19 impact on the anticipated benefits for the A326 Large Local Majors scheme will be assessed by way of a sensitivity test, which will form part of the SOBC submission.
67. It is also worth noting that with Government budgets under significant pressure as a result of Covid-19, it is by no means certain that there will still be substantial funding available for large transport schemes in the short to medium term, such as the A326 Large Local Major scheme and Waterside Rail.

Consultation and Equalities

68. Public consultation on the Draft Waterside Transport Strategy and associated schemes is planned for Spring 2021. Consultation with key stakeholders has been taking place already, to keep them informed of the various workstreams as appropriate.
69. No equality impacts have been identified. A key focus of the various workstreams is to ensure that all user groups are catered for as part of the emerging transport proposals for the Waterside and that these are developed in a coherent manner that does not unduly prejudice one group over another.

Next Steps

70. A substantial amount of transport assessment work and feasibility design work is being progressed to inform the public consultation exercise and emerging Transport Strategy.
71. In order to meet specified funding bid deadlines associated with the A326 Large Local Majors bid and bid for funding for Waterside Rail, approval is sought to submit Strategic Outline Business Cases to the Department for Transport for both A326 highway improvements and the feasibility of re-opening the Waterside Rail line to passenger services in advance of the public consultation. This will still enable changes to be made following the public consultation, hence will not prejudice the engagement process.
72. The public consultation is planned for Spring 2021 and will present the draft Waterside Transport Strategy alongside the identified transport scheme proposals.
73. Following the public consultation, responses will be analysed and appropriate adjustments will be made to the strategy and schemes in order to identify the preferred way forward. A report will be drafted for the Executive Member for Economy, Transport, and Environment in order to seek approval for preferred schemes and also the final Strategy, which will ultimately update and supersede the Waterside Interim Transport Policy position set out in November 2017. It is anticipated that the Final Strategy document will be ratified through the LTP4 process and associated approvals.

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

Other Significant Links

Links to previous Member decisions:	
<u>Title</u> Waterside Interim Transport Policy Position	<u>Date</u> November 2017
Direct links to specific legislation or Government Directives	
<u>Title</u>	<u>Date</u>

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

EQUALITIES IMPACT ASSESSMENT:

1. Equality Duty

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

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

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

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

2. Equalities Impact Assessment:

No equality impacts have been identified and at this stage the impact on people with protected characteristics is assessed to be neutral for all groups. A key focus of the various workstreams is to ensure that all user groups are catered for as part of the emerging transport proposals for the Waterside and that these are developed in a coherent manner that does not unduly prejudice one group over another. When the public consultation exercise is undertaken every effort will be made to ensure that the consultation material is available to everyone, including those with protected characteristics.

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HAMPSHIRE COUNTY COUNCIL

Decision Report

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

Contact name: Maria Golley

Tel: 0370 779 0492

Email: maria.golley@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to provide a high-level summary of progress and delivery within the capital programme in 2020/21.

Recommendations

2. 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.
3. 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 2020.

Executive Summary

4. The Economy, Transport and Environment's (ETE) capital programme contains a range of projects, including but not limited to: highways maintenance, transport improvements, flood alleviation, waste management, bridge strengthening, economic development, town centre improvements and highways safety.
5. 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.
6. This paper provides a short narrative summary of progress and delivery within the capital programme. The additional appendix to this report provides more detailed information and is referenced where relevant.
7. This paper also contains recommendations for the consideration of the Executive Member for Economy, Transport and Environment.

Expenditure and Finance

8. This section provides an update on the capital programme expenditure and finance since the beginning of 2020/21.
9. Gross spend across the capital programme from 1 April to 30 September 2020 is £39.616million. Appendix 1 shows where expenditure is being made across ETE's programme. This is less than previously expected, in part due to Covid-19 related delays.
10. Planned expenditure for 2020/21 of £146.211 million was forecast in January 2020 (Appendix 2 of the report to Executive Member for Environment and Transport). A comprehensive review of planned expenditure will be undertaken through the autumn and reported in the next quarterly update. Although it is expected that spend will significantly increase in Q3 and Q4 2020/21, as more major schemes enter or continue to deliver on site, it is likely that the overall forecast will reduce from January 2020 forecast levels.
11. The Executive Member for Economy, Transport and Environment approved the following Project Appraisals since the ETE Capital Programme Quarter 1 2020/21 report:
 - Brighton Hill Improvement Scheme – Camrose Link Road and Advanced Enabling Works (£3.454 million);
 - Four Marks – A31/Lymington Bottom Junction Improvements (£0.398 million);
 - Bramley Lane/Sherfield Road Junction Bramley (£0.482 million);
 - A33/South Drive Junction Improvement Sherfield-on-Loddon (£0.397 million); and
 - Whitehill Bordon Relief Road Junction 2 to 3 Shared Use Footway/Cycleway (£0.696 million).
12. As detailed elsewhere on the Agenda, Hampshire County Council along with Portsmouth City Council and Isle of Wight Council were successful in securing just under £56million of funding provided by the Department for Transport (DfT), for the Hampshire County Council Transforming Cities Fund (TCF) Tranche 2 schemes. Hampshire County Council's share of this funding is just under £20million. This is in addition to the funding secured by Hampshire County Council for the Southampton City region schemes that had been reported earlier this year.
13. Since the last update, Hampshire County Council has received confirmation that it has been successful in securing £0.863million of DfT Tranche 1 Emergency Active Travel Fund. At the time of writing, ETE is waiting to hear the outcome of a bid for a further £3.460million from the DfT's Tranche 2 Emergency Active Travel Fund.
14. Further funding success has been achieved through the signing of a £5.6 million funding agreement with Solent LEP for the A326 Fawley Waterside capital scheme.

Delivery and Programme Changes

15. This section details significant points concerning the delivery of the elements within each Economy, Transport and Environment sub-programme since the last report and recommends amendments and additions to the capital programme for approval.
16. At the time of writing, there is considerable uncertainty over the impact of Covid-19 on the remainder of the 2020/21 capital programme delivery. In addition to increased costs and disruption due to social distancing, there could be further costs and delays, caused for example, from potential further restrictions being imposed or through supply chain shortages. An update on this position is expected to be available in January 2021 but is dependent on Covid-19 uncertainties over the next few months.

Structural Maintenance Programme

17. The Hampshire Highways Service Contract (HHSC) has risen to the challenge of delivering services through the Covid-19 pandemic. Over 86% of schemes are now ordered and over half of the planned maintenance programme has been delivered with the surface dressing programme being completed on time despite a late start and the pressures of social distancing.
18. Turning to the Structures sub-programme, principal inspections of bridges utilising hoists, divers and accessing Network Rail land took place over the summer as planned with precautions in place for social distancing due to Covid-19. Work continued on Redbridge Viaduct Work Package 2 repairs with HHSC contractor Skanska working under the Viaduct off pontoons and scaffolding. Additional welfare facilities were provided and one-way routes implemented around the site due to Covid-19. Design work continued on Redbridge Work Package 3 (Eastbound carriageway), Botley structures, Langstone bridge and a number of smaller bridge replacement schemes. The Major Road Network (MRN) fund bid for Redbridge Work Package 3, endorsed by Transport for South East (TfSE) in July 2019, remains under discussion with the DfT. Additional traffic modelling information was requested and was submitted in September with an updated Outline Business Case report.
19. In other parts of the county, at Holmsley bridge, legal work continued in relation to the transfer of land between Hampshire County Council and Forestry England. At the same time, contract documents were prepared and audited. Negotiations took place with Network Rail to ensure that during its upgrade of Millway bridge in Andover, the bridge was brought up to 40t capacity, negating any need for restrictions on the highway over the bridge. Network Rail is only legally bound to strengthen to 24t with Local Authorities contributing funds if they wish to have 40t capacity. Hampshire County Council's contribution was agreed at 14% of the £2.96million refurbishment costs at the Executive Member for Economy, Transport and Environment Decision Day on 8 October 2020.

Integrated Transport Programme

20. The Major Schemes programme is progressing well with significant on the ground delivery expected in 2020/21. Looking to the forward programme, since the last update, a £5.6million funding agreement with Solent LEP has been secured for A326 Fawley Waterside, with a further £2.4million expected to be secured with the developer in due course.

21. In addition to funding secured from Solent LEP for A326 Fawley Waterside, Hampshire County Council has also successfully negotiated £0.9million for completion of stage 3 of Highways England Project Control Framework Process for of M27 Junction 10 by the end of March 2021.
22. It is therefore recommended 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 2020.
23. As detailed elsewhere in this report, almost £20million has been secured from DfT for Transforming Cities Fund (TCF) Tranche 2 schemes in the south east of the county. These additional 9 schemes will be added to the capital programme in due course and will be delivered in addition to the current major scheme programme.
24. The Named Schemes (<£2million) transport improvement programme is currently very active, with 40 schemes in progress, totalling a value of nearly £25million. In addition, 7 schemes have already been completed this year and 30 minor schemes (< £0.07million) are also in progress across the county. Of note, the Whitehill Bordon sub-programme has two schemes on site and a further four schemes due to commence construction soon. These figures exclude work that the teams are undertaking for the Emergency Active Travel Funded schemes and the TCF tranche 2 schemes.
25. Since the last update, Hampshire County Council has received confirmation that it has been successful in securing £0.863million of DfT Tranche 1 Emergency Active Travel Fund. This funding has been used to support around 60 schemes to implement pop-up and temporary interventions to create an environment that is safe for both walking and cycling. Further to this initial successful bid, as detailed above, work has been undertaken to prepare schemes for a larger Tranche 2 bid which will significantly add to the Named scheme programme if successful.
26. The Named scheme programme will also soon see the addition of 13 schemes that are being developed from the DfT TCF tranche 2 funding received for work in the Southampton City region earlier this year.
27. Covid-19 continues to impact the Integrated Transport Programme. Although all schemes that were previously suspended have now been remobilised, there may continue to be ongoing increased costs and delays due to current social distancing restrictions as well as potential further restrictions being imposed prior to scheme completion. These costs are being monitored to ascertain whether they can be covered within the current funding profiles.
28. A revised Project Appraisal was agreed at Executive Member for Economy, Transport and Environment Decision Day on 8 October 2020 regarding Town Mills in Andover which made reference to additional costs due to Covid-19 disruption which partly attributed to the increased value of the scheme from £1.3million to £1.6million.
29. There have been seven amendments made to the capital programme under delegated authority since the last Executive Member report. It is expected that further changes, including a number of deferrals, in part due to Covid-19 delays,

for schemes programmed to be delivered in 2020/21 to 2021/22, will be made in the second half of this financial year. It is also anticipated that some schemes, initially expected to be completed in 2020/21, will now span into 2021/22.

30. The Casualty Reduction (previously Safety Engineering) works sub-programme consists of a range of safety improvement schemes due to be implemented across the County. Approximately 130 schemes are included this year but given the reactive nature of much of this work this is likely to fluctuate. £1.0million has been allocated for the delivery of these safety engineering schemes, along with £1.185million carried forward from previous years and £0.5million allocated to safety measures in the Structural Maintenance programme. A further £0.45million 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. Approximately £0.50million has already been spent with 20 schemes completed.
31. Safety improvement measures have been 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 cyclists. The scheme was recently approved at the Executive Member for Economy, Transport and Environment's October decision day. Consultation and design is ongoing with a possible works start of January 2021. It is expected that the finalised scheme will cost in the region of £0.50million and will be funded through the annual Casualty Reduction Programme budget.

Waste Programme

32. Work has progressed on preferred collections and processing of recyclables with Veolia progressing with the commission into the twin stream and kerbside sort options with the work set to be completed very early in quarter three. The work assesses the capability of the existing waste transfer and disposal infrastructure to accommodate both above options as well as to make provision for the ability to manage separate food waste. Due to the impact on resources of the Covid-19 pandemic the work to consider the impact of the above options on collections services has been delayed. It is now set to be completed early in quarter four 2020/21.
33. Following the delays resulting from the impact on resources of Covid-19, feasibility work into the potential relocation of the Hartley Wintney Household Waste Recycling Centre is progressing along with studies into a potential site to serve residents in north west Hampshire due to be completed by early quarter four 2020/21. 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

34. Flood alleviation schemes on site have been progressing well, however uncertainties around Covid-19 restrictions remain a risk to the cost and timescales of all the schemes. Work on Phase 2 of the Buckskin Flood Alleviation scheme has progressed significantly over the summer however technical challenges around utilities relocation and design levels are causing some delays. The scheme is now likely to be completed by December 2020.

35. The £0.437million funding from the Environment Agency to support the delivery of the Farringdon Flood Alleviation Scheme will allow the Phase 2 detailed design to begin. An additional funding claim for £0.22million was submitted in July 2020 which will support CCTV investigations due from October.
36. The Mainstone element of the Romsey Flood Alleviation scheme has now been completed and the Middlebridge Street contract was awarded to Mildren Ltd in Summer 2020.
37. Phase 1 of Webb's Corner in Eversley which began in 2019 was completed in June 2020 and CCTV investigation was completed for The Street. This has established that further options need to be developed for Webb's Corner.
38. Since the last update, funding of £0.245million from the Flood Risk and Coastal Design programme fund was approved for Outer Winchester and work has now begun on Phase 1. Further detail on the scheme for Rectory Road and Sycamore Road is included in its project appraisal, reported elsewhere on this agenda. Flood mitigation for these roads is now likely to start in Spring 2021 subject to funding approval.

Economic Development Programme

39. At the time of writing, Hampshire County Council is in the process of repaying the Solent LEP the outstanding balance of the Growing Places Fund loan. This is just over £3.5million and includes the £3.2million owed by Fareham Borough Council, £0.2million admin fee plus interest accrued. The Fareham Borough Council repayment of £3.2million is required by the end of this financial year.

Consultation and Equalities

40. This is a financial report amending or proposing budgets for programmes and individual schemes, and therefore does not require a consultation.
41. 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

Other Significant Links

Links to previous Member decisions:	
<u>ETE Proposed Capital Programme 2020/21,2021/22 and 2022,23</u>	<u>Date</u> 14/01/2020

Section 100 D - Local Government Act 1972 - background documents

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

<u>Document</u>	<u>Location</u>
None	

EQUALITIES IMPACT ASSESSMENT:

1. Equality Duty

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

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

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

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

2. Equalities Impact Assessment:

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

Additional Appendix 1: Table of expenditure across ETE capital programme in 2020/21

Gross Expenditure	To 30 September 2020 Periods 1-6 £
Structural Maintenance	19,229,132
Integrated Transport Programme	18,723,811
Flood & Coastal Defence Management	1,639,924
Solent Enterprise Zone	3,220
Community Transport	19,800
Waste	0
PRIP (residual)	0
TOTAL	39,615,887

Additional Appendix 2:

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

- **BDBC: Abbey Road/Shakespeare Road Pedestrian and Cycle Improvements Phase 2** - new addition to 2020/21 capital programme
£195,000
- **EHDC: Whitehill Bordon: Outstanding 114 Crossings** – increase in value to £495,000 and name change to Whitehill Bordon – Tesco Junction cycle improvements
- **EHDC: Whitehill Bordon GGGL Station Road Crossroads** – deferral of scheme to 2021/22 capital programme
- **HBC: Scratchface Lane (West), Pedestrian and Cycle Improvements, Bedhampton** - increase in value to £249,000
- **WCC: Access Improvements to Kings School Winchester** – increase in value to £440,000 and change of funding source
- **NFDC: Long Lane Footway, Marchwood, Phase 2** – increase in value to £115,000
- **BDBC: East Woodhay Transport and Accessibility Measures** – deferral of scheme to 2021/22 capital programme

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	19 November 2020
Title:	Hampshire Highways Permit Scheme
Report From:	Director of Economy, Transport and Environment

Contact name: Ian Ackerman

Tel: 01962 832233

Email: ian.ackerman@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to provide the Executive Member with a copy of the statutory annual report of the Hampshire County Permit Scheme (HCPS). Legislation requires all Highway Authorities operating permit schemes to produce an annual report showing the schemes performance and describing its effectiveness in achieving the scheme's objectives. The proposed HCPS report for the 2019/2020 year is attached as Appendix 1. This report concludes that
 - the scheme is achieving its objectives;
 - the scheme is assisting the County Council in executing its Networks Management Duty as specified in the Traffic Management Act 2004 (TMA);
 - there is parity between County Council works and utility works;
 - the scheme made a small loss in the first year, but financial adjustments to the permit charges are not recommended at this time; and
 - that the scheme document needs minor changes to bring it in line with current legislation and technology.

Recommendations

2. 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.
3. 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.

Executive Summary

4. On 1 April 2019 the HCPS commenced. The scheme had been developed over the preceding 18 months using National guidance, legislation and taking good practice from other existing permit schemes in the region. Authority to

commence the HCPS was given at the Executive Member for Environment and Transport Decision Day on 29 September 2018 and the legal order to commence the scheme was enacted on 31 January 2019.

5. After the first year of operation, data analysis confirms that the HCPS has been successful in meeting its objectives and has had improved the management of all works and has reduced the impact of works on the flow of traffic around Hampshire.
6. Assessment of the financial aspects of the scheme confirms that the actual income for the 2019 to 2020 year is slightly lower than the cost. However, changes in the scheme charges are not proposed at this time. This situation will be revisited following a further year of operation.
7. In the first year of operation legislation and best practice for permit schemes have changed, and in addition a new National IT system has been implemented. This has revealed a need to review the HCPS scheme documents and processes to ensure the continued use of good practice and correct minor mistakes

Contextual information

8. The Traffic Management Act 2004 (TMA) gives local Traffic Authorities the power to develop and run a permit scheme for works on the highway. Such a scheme must apply to utility company works and Highway Authority works.
9. In July 2018, the Secretary of State for Transport wrote to all Traffic Authorities asking that they consider introducing a permit scheme by 31 March 2019, stating that the Government believes that operating a street works permit scheme is a far more effective way of proactively managing street and road works on the local road networks than operating under the older, more passive street works noticing system.
10. Permit schemes require anyone proposing to undertake works to first obtain a permit from the County Council. The County Council must not unduly refuse a permit, but it can set reasonable conditions to minimise traffic disruption.
11. Permit schemes must have stated objectives that revolve around the Traffic Authority's legal duty to facilitate the free flow of traffic on their network and the networks of neighbouring Authorities. The specific Objectives from the scheme document are as follows:
 - to proactively manage the local highway network;
 - to maximise the efficient use of road space;
 - to minimise traffic disruption arising from activities on key routes;
 - to minimise disruption to residents arising from significant schemes in residential areas;
 - to improve the compliance with relevant specifications and Codes of Practice;
 - to improve the quality, reliability, and accuracy of works information to the public;
 - to improve stakeholder engagement for significant works schemes; and
 - to ensure parity of treatment for all promoters (this is a requirement of all permit schemes).

12. Legislation allows Authorities to charge for works permits. The charges can only cover the costs of additional resources needed to review the permits and cannot recover costs for additional inspections or for activities not directly related to administering the scheme. Costs for operating the HCPS for County Council works cannot be included in the charges for utility company works. Any additional funds recovered must be returned to the utility companies in following years via reduced permit charges. If a scheme fails to cover its costs, then permit fees may be increased up to the maximum levels set by legislation.
13. Permit schemes have to offer discounted permits where works are carried out in such a manner as to minimise traffic disruption or where the scheme is of strategic importance. In the HCPS a 30% discount is offered where works are timed to avoid peak times or for schemes of National importance and a 50% reduction is offered where works promoters share workspace. The HCPS also does not charge for minor or immediate works on non-traffic sensitive category 3 and 4 roads, i.e. works that are anticipated to have minimal impact on low traffic roads.

Finance

14. During scheme development studies were undertaken to model the costs of the scheme which would drive the cost of the permits. The costs for running the scheme for utility works has been determined to be approximately £990,000 per year. This cost was generated from the additional resources, IT systems, management costs and all associated overheads, including the need to employ additional staff to manage the utility company permits.
15. In the first year of operating (April 2019 to the end of March 2020) the HCPS recovered £910,000 from utility companies. (In line with National guidance, no charges were made for permits in April to allow all works promoters to become accustomed to the scheme). The income from the first year suggests that the County Council has suffered a loss of approximately £80,000. However, no changes to scheme permit charges are currently proposed. Charge rates will be reviewed following a further full year of operation.

Performance

16. The 2019/2020 annual HCPS report (See Appendix 1) provides data and analysis that confirms that the scheme has met its objectives, is working effectively, and is demonstrating parity between County Council works and utility works.

Consultation and Equalities

17. Consultation with statutory consultees (e.g. utility companies) is a requirement for the development of all permit schemes. Authority to consult on the HCPS was given at the Executive Member for Environment and Transport Decision Day on 5 June 2018. The consultation was successfully concluded in September 2018 and concerns/issues raised were addressed.

18. This decision relates to the administration of the HCPS, and has no direct impact on residents, so it is deemed to have a neutral impact on groups with protected characteristics.

Other Key Issues

19. In July 2020, an internal audit was undertaken on the HCPS to assess the effectiveness of the management and processes related to the scheme. The audit found that the HCPS had a sound framework of internal control with opportunities to improve controls and/or compliance with the control framework. No significant risks to the achievement of system objectives were identified in the audit.
20. Obtaining performance data from the original IT system used to manage the HCPS has proved to be challenging. Lockdown and the global impact of the Covid-19 pandemic has also created delays in obtaining data. However, these have now largely been overcome, which has enabled the 2019/2020 annual HCPS report to be completed.

Conclusions

21. The 2019/2020 annual HCPS report proves that the scheme is effective and demonstrates that the HCPS has met all its objectives and can demonstrate parity.
22. In the first year of operation a slight financial loss has been incurred, however, a full year of normal operation is required before any decisions can be made as to whether the permit charges need amending.
23. The documentation for the scheme needs to be amended to correct minor errors and incorporate changes resulting from new legislation and technology.

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:	
<u>Title</u> Highways Permit Scheme: Executive Member for Environment and Transport Decision Day	<u>Date</u> 29 Sept 2018
Direct links to specific legislation or Government Directives	
<u>Title</u> Traffic Management Act Traffic Management Permit Scheme (England) Regulations. Deregulation Act.	<u>Date</u> 2004 2007 2015

Section 100 D - Local Government Act 1972 - background documents	
<p>The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)</p>	
<u>Document</u>	<u>Location</u>
None Statutory Guidance for Highway Authority Permit Schemes (October 2015)	Department for Transport Publication
DfT Advice Note "For local authorities developing new or varying existing permit schemes" (June 2016)	Department for Transport Publication

EQUALITIES IMPACT ASSESSMENT:

1. Equality Duty

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

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

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

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

2. Equalities Impact Assessment:

This decision relates to the administration of the Hampshire County Permit Scheme, and has no direct impact on residents, so it is deemed to have a neutral impact on groups with protected characteristics.

HAMPSHIRE COUNTY COUNCIL

HAMPSHIRE COUNTY PERMIT SCHEME 2019 / 2020. YEAR 1 REPORT

Version:	V1
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Contents

1	Executive Summary	3
2	Introduction	3
3	Objectives of the Hampshire County Permit Scheme	3
4	Fee structure	4
5	Costs and Benefits	5
6	Performance Indicators	5
7	TPI measures	8
8	Authority Measures	9
9	Discussion and Conclusion	12

1 Executive Summary

On 1 April 2019 the HCPS commenced. The scheme had been developed over the preceding 18 months using National guidance, legislation and taking good practice from other existing permit schemes in the region, notably the Kent and West Sussex Schemes. Authority to commence the HCPS was given at the Executive Member for Environment and Transport Decision Day on 29 September 2018, and the legal order to commence the scheme was enacted on 31 January 2019.

After the first year of operation, data analysis shows that the HCPS has been successful in meeting its objectives and has improved the management of all works and has reduced the impact of works on the flow of traffic around Hampshire.

Assessment of the financial aspects of the scheme confirms that the actual income for the 2019 to 2020 year is slightly under the costs of actually running the scheme. However, there are no plans to increase permit charges at the current time.

In the first year of operation, National processes and guidance regarding permit schemes has changed and in addition a new National IT system has been implemented. This has revealed a need to review the HCPS documents and processes to ensure the continued use of good practice and to correct minor mistakes.

2 Introduction

The Traffic Management Act 2004 (TMA), Part 3 Sections 32 to 39, and the Traffic Management Permit Scheme (England) Regulations 2007 make provision for Permit Schemes to be introduced in England. The legal Order for the Hampshire County Permit Scheme (HCPS) came into force on the 31st January 2019. The scheme commenced on the 1st April 2019.

This report sets out an overview of the HCPS operational performance in its 1st year. The report provides detailed scrutiny of the available data in relation to street works and highway works in Hampshire.

3 Objectives of the Hampshire County Permit Scheme

Permit schemes must have stated objectives that revolve around the Traffic Authority's legal duty to facilitate the free flow of traffic on their network and the networks of neighbouring Authorities. The specific Objectives for the HCPS are as follows;

- to proactively manage the local highway network;
- to maximise the efficient use of road space;

- to minimise traffic disruption arising from activities on key routes;
- to minimise disruption to residents arising from significant schemes in residential areas;
- to improve the compliance with relevant specifications and Codes of Practice;
- to improve the quality, reliability and accuracy of works information to the public;
- to improve stakeholder engagement for significant works schemes; and
- to ensure parity of treatment for all promoters. (This is a requirement of all permit schemes)

4 Finance

Legislation allows Authorities to charge for works permits. The charges can only cover the costs of additional resources needed to review the permits and cannot recover costs for additional inspections or for activities not directly related to administering the scheme. Costs for operating the HCPS for County Council works cannot be included in the charges for utility company works. Any additional funds recovered must be returned to the utility companies in following years via reduced permit charges. If a scheme fails to cover its costs, then permit fees may be increased up to the maximum levels set by legislation.

Permit schemes have to offer discounted permits where works are carried out in such a manner as to minimise traffic disruption or where the scheme is of strategic importance. In the HCPS a 30% discount is offered where works are timed to avoid peak times or for schemes of National importance, and a 50% reduction is offered where works promoters share workspace. The HCPS also does not charge for minor or immediate works on non-traffic sensitive category 3 and 4 roads. i.e., works that are anticipated to have minimal impact on low traffic roads.

During scheme development, studies were undertaken to model the costs of the scheme which would drive the cost of the permits. The anticipated costs for running the scheme for utility works were determined to be approximately £990,000 per annum generated by utility permits. This cost was generated from the additional resources, IT systems, management costs and all associated overheads, including the need to employ four more staff to manage the utility company permits.

In the first year of operating (April 2019 to the end of March 2020) the HCPS recovered approximately £910,000 from utility company permits. This indicates that the HCPS has made a slight loss in the first year of operation.

5 Costs and Benefits

The Traffic Management Permit Scheme (England) (Amendment) Regulations 2015 require that the permit authority shall give consideration to whether the permit scheme is meeting key performance indicators where these are set out in the Guidance. These performance indicators and measures are described below.

6 Performance Indicators

6.1 PI1 The number of permit and permit variation applications

The data presented below shows a breakdown of permit applications received, granted and refused for the first year of operation in Hampshire as determined by running reports in the County Councils permitting software

Table 1 Permits

	Permit Numbers				Total Permit Applications
	Granted	Refused	Deemed	Unknown	
Internal	30635	5161	4	10895	46695
Utility	61648	10306	18	21474	93446
	Permit Percentages				
	Granted	Refused	Deemed	Unknown	
Internal	66%	11%	0.01%	23%	
Utility	66%	11%	0.02%	23%	

Table 2 Variations

	Variation Numbers				Total Variation Applications
	Granted	Refused	Deemed	Unknown	
Internal	25225	2254	3	1062	28544
Utility	14940	2192	13	750	17895
	Permit Percentages				
	Granted	Refused	Deemed	Unknown	
Internal	88%	8%	0.01%	4%	
Utility	84%	12%	0.07%	4%	

The following considerations must be noted in relation to this data

1. Each application has an appropriate response period which means that the number of applications received in any one period does not correspond to the permits granted and refused within that same period. In other words, a permit application received in one period may be responded to within the next period.
2. The 'unknown' status of permits and variations relates to situations where permits are updated before the County Council could respond to the initial application. Such instances occur where immediate works are started and completed in short timescales or over the weekend. Or where an initial application is submitted then updated very shortly after being sent.

Analysis of Permits Granted and Refused

From the data it can be determined that the County Council treats utility and internal applications in the same manner (similar grant and refusal percentages), thereby demonstrating parity.

6.2 PI2 The number of conditions applied by condition type.

The data below describes the numbers of conditions applied to permits, broken down into conditions type and as a percentage of total permits granted for both internal works promoters and utility companies. This data was derived by running reports within the County Councils permitting software.

Table 3 Condition Application

National Condition Text (NCT) Category	Internal		Utility	
	No.	%age	No.	%age
NCT01 Date Constraints	1182	2%	3338	4%
NCT02 Time Constraints	30468	55%	8313	11%
NCT03 Not Applicable	704	1%	1247	2%
NCT04 Material Storage	199	0.4%	801	1%
NCT05 Road Occupation Dimensions	384	0.7%	3809	5%
NCT06 Traffic Space Dimensions	1858	3%	7498	10%
NCT07 Road Closures	5457	10%	1559	2%
NCT08 Light Signals and Shuttle Working	4280	8%	5285	7%
NCT09 Traffic Management Changes	987	2%	3506	6%
NCT10 Work Methodology	212	0.4%	3105	4%
NCT11 Consultation and Publicity	10832	19%	8442	11%
NCT12 Environmental	97	0.2%	104	0.1%
NCT13 Exceptional Circumstances	28	0.1%	1094	1%

The following considerations must be noted in relation to this data

1. Conditions can be applied to a permit or variation by both the works promoter and the permitting / coordination officer.
2. The percentages have been based on a comparison with the number of permits and variations that have been granted. (Internal = 55860, Utility = 76558)

Analysis of the application of conditions

Application of NCT's is sometimes different between internal works and utility works (for example, 55% of internal works had NCT02 applied to them compared to 11% of utility works). This is likely to be a result of internal works promoters applying the NCT to their own permit as a result of contractual drivers. Similar reasons will apply to other differences on other NCT's.

The NCT's applied most often to both internal and utility works relate to time constraints, traffic lights and consultation. This shows that regulation of works aligns with the scheme objections, particularly as regards works publicity which is the focus of a specific Authority Measure described in Section 8 below.

NCT03 should not be used at all, however, some promoters and permit officers / coordinators are still applying them to permits. This suggests that further training / awareness is needed to minimize the use of this NCT. Similarly NCT13 should only be used in exceptional circumstances. It is believed that the use of NCT13 in the 2019/2020 year was likely owing to special measures put in place to manage traffic problems as a result of Brexit.

6.3 The number of approved revised durations

Also known as "duration extensions". This data has been derived from the County Councils permit management system. The table below shows the number of revised durations requested and approved for both internal and utility works promoters.

Table 4 Extension Requests

	Requested	Granted	%age Granted
Utility	2221	2083	94%
Internal	1479	1370	93%

Analysis of the duration extensions

A high number of extension requests are granted and there is parity between granting of internal and utility duration extension requests.

6.4 The number of occurrences of reducing the application period

Also known as “early starts”. This data has been derived from the County Councils permit management system. The table below shows the number of early starts requested and approved for both internal and utility works.

Table 5 Early Start Requests

	Requested	Granted	%age Granted
Utility	4672	2103	45%
Internal	37447	16983	45%

Analysis of the early start requests

Less than half the early starts could be accommodated. Comparing the percentages granted between internal and utility promoters indicates that all works promoters are treated equally. It should also be noted that internal works promoters submit a high volume of early start requests when compared to utility promoters.

7 TPI measures

This section outlines the Permit Indicators (TPI) contained as Annex A within the Statutory Guidance for Highway Authority Permit Schemes .

These indicators for permit schemes are additional to the general TMA Performance Indicators (TPIs), which are already being produced.

7.1 TPI1 Works Phases Started

Utility	Highway
30214	27370

7.2 TPI2 Works Phases Completed

Utility	Highway
30375	26938

7.3 TPI3 Days of Occupancy Phases Completed

Utility	Highway
193147	237961

7.4 TPI4 Average Duration of Works (Working Days)

Utility	Highway
6.8	5.3

7.5 TPI5 Phases Completed on time

Utility	Highway
99.6%	99.3%

7.6 TPI6 Number of deemed permit applications

Utility	Highway
31	7

7.7 TPI7 Number of Phase One Permanent Registrations

Utility	Highway
21671	N/A

8 Authority Measures

To assist in determining the effectiveness of achieving the objectives of the HCPS an number of scheme specific measures have been adopted as follows;

KPI 1 Number of activities completed in one phase. Some works promoters utilise a temporary reinstatement, then return later to replace it with a permanent reinstatement. Sometimes this is out of necessity, to quickly reopen a road, or to source specialist materials. Other times is it because of the works processes or contractor's choice. Undertaking the works in one phase reduces the disruption.

The data for this KPI comes from National scorecard results. It is not possible to accurately measure the similar data for County Council works because of the differing nature of the works and the process being used to register County Council works and the fact that County Council works rarely make use of a temporary reinstatement. Therefore, this data only applies to utility works.

- In 2018/2019 83% of utility works were fully registered after phase one.
- In 2019/2020 92% of utility works were fully registered after phase one.

The number of single-phase reinstatements has increased by 12% under the permit scheme. This reveals that the permit scheme has had a positive effect on reducing disruption.

KPI 2 Number of activities with collaborative working. Planning works to share road space reduces the number of times a road is closed or subjected to additional works thereby reducing traffic disruption.

Measurement of collaborative works prior to the HCPS was a manual process. Under the HCPS it is an automated process. The data is reliant on works promoters confirming that they worked collaboratively.

- In 2018/2019 there were 142 cases of collaborative working.
- In 2019/2020 there were 228 cases of collaborative working.

The number of instances of collaborative working has increased by 60%. This confirms that the HCPS has had a positive effect on reducing disruption, increased proactive planning and an effective use of road space.

KPI 3 Number of activities where conditions relating to advance publicity were applied by either the works promoter or the County Council. One of the conditions that can be applied to a permit is the requirement for advanced publicity of the works to alert motorists and residents to upcoming works (NCT11b). This gives the public time to plan journeys and minimise disruption to day to day activities. Such conditions are generally only effective on highly disruptive works or works in a residential area.

This data has been derived from manually collating data of all NCT11 results taken from the County Councils permit management system. It should be noted that the figures will be an underestimate of the amount of advanced publicity being recorded as a result of the method of collating the data. Use of this condition is generally only effective on major works (works that will last a long time or that will require a road closure) i.e., the most disruptive kind of works. Prior to the HCPS there was no method of recording or measuring the amount of publicity for works so the data only covers works since the start of the HCPS.

- In the first year of the HCPS 61% of all Major County Council works and 66% of all major utility works implemented additional publicity measures.

This volume of publicity conditions suggests a high level of additional engagement and information is being made available to the public and stakeholders. It also indicates a high level of planning and management of the more highly disruptive schemes.

KPI 4 Number of Fixed Penalty Notices (FPN's) served. When a works promoter fails to submit permits on time, fails to comply with permit conditions or works without a permit it reduces the chance for the County Council to coordinate effectively and could result in unplanned disruption. The County Council can serve a 'Fixed Penalty Notice' for each offence. Each FPN results in a charge of between £80-£120 to the works promoter. Charge levels are set by legislation.

The data is taken from management reports found within the County Councils permit management system. This software does not include a facility to accurately measure the FPNs that would apply to County Council works. Accordingly, the data relates only to utility works. It is hoped that the new National IT system recently implemented will provide the ability to measure FPNs for County Council Works for future reports.

FPNs come in two forms; ones that measure permit accuracy and ones that measure failing to comply with permit conditions or working without a permit. Prior to the HCPS coming into force notice accuracy could be measured, but there were no conditions to fail to comply with. So, under the HCPS there are additional ways for a works promoter to fall foul of an FPN.

- In 2018/2019 there were 408 FPN's served on utility companies (out of a total of 34658 works) for late or inaccurate noticing. This means a utility notice accuracy rate of 98.8%
- In 2019/2020 there were 322 FPN's served on utility companies (out of a total of 30375 works) for late or inaccurate permits. This means a utility permit accuracy of 98.9%
- In 2019/2020 there were 143 FPN's served on utility companies (out of a total of 30375 works) for failing to comply with permit conditions or working without a permit. This means that 99.5% of utility works were compliant with permit conditions.

The levels of notice/permit accuracy suggest that accuracy of information sent to the County Council by utility companies has increased under the HCPS and the overall accuracy and compliance with conditions and permitting rules is extremely high.

Other Data Measured – Number of Works. Data for both utility works and County Council works has been analysed. The initial Cost Benefit Analysis (CBA) for the HCPS suggested that the number of works may drop as a result of better planning, and more single-phase works.

- In 2018/2019 34,658 Utility works were undertaken on the County Councils network
- In 2019/2020 30,375 Utility works were undertaken on the County Councils network

This data reveals a 12% drop in the number of utility works under the HCPS. A 'health-warning' is attached to this analysis as the drop in works could be as a result of economic factors. However, even taking this into account it suggests that the HCPS has improved works planning, proactive management of the network and a reduction in disruption across the network as a result of less works.

- In 2018/2019 15,484 County Council works were undertaken on the County Council's network.
- In 2019/2020 26,938 County Council works were undertaken on the County Council's network.

The data for County Councils work does not reflect an increase in works, rather it reveals that the HCPS has significantly improved the amount of County Council works that are being permitted. This demonstrates parity in the way that County Council works, and utility works are managed in the HCPS.

9 Discussion and Conclusions

Discussion

In July 2020 an internal audit was undertaken on the HCPS to assess the effectiveness of the management and processes related to the scheme. The audit found that the HCPS had a sound framework of internal control with opportunities to improve controls and/or compliance with the control framework. No significant risks to the achievement of system objectives were identified in the audit. The report also concluded that permit conditions were being applied equally to County Council schemes and utility schemes.

Analysis of the 2019 National Highways and Transport (NHT) survey data reveals levels of satisfaction with Authority services relating to works coordination that are higher than the National average. It is too early to determine whether the HCPS has had an impact on the 2019 but future reports will consider the results of NHT surveys.

Obtaining performance data from the original IT system used to manage the HCPS has proved to be challenging. Lockdown and the global impact of the Covid-19 pandemic has also created delays in obtaining data.

In July 2020 a new IT system was implemented. The Department for Transport's 'Street Manager' IT product has been rolled out across the Country in order to manage permits and notices in a unified manner. This IT system is still 'bedding in' and there are some issues to iron out, but ultimately it should improve the quality of permit data and make it more accessible for future reports.

During the first year of operating the HCPS several typographical errors in the scheme document have been discovered. In addition, good practice and IT systems

have changed. Accordingly, the scheme documentation needs to be amended to correct the errors and update it to be in line with the latest practice. These are minor changes and will not materially affect the way that the scheme operates.

Conclusions

From the discussions and data analysis the following conclusions can be drawn;

- The HCPS has met all of its objectives in effectively managing the network, minimising traffic disruption and enhancing information to the public
- Parity between coordinating County Council and utility works can be demonstrated.
- The HCPS is being effective in helping the County Council executing its Network Management Duty.
- There is a small cost to the County Council in operating the HCPS however, no amendments to the scheme charges are proposed at the moment.
- The documentation for the scheme needs to be amended to correct minor errors and incorporate the latest guidance.

10 Glossary

- HCPS – Hampshire County Permit Scheme
- TMA – Traffic Management Act 2004
- NCT – National Condition Text

HAMPSHIRE COUNTY COUNCIL

Decision Report

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

Contact name: Gloria Kwaw

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

Purpose of this Report

1. The purpose of this report is to provide an overview of the development of the flood alleviation measures for Rectory Road and Sycamore Road in Knellwood, Farnborough, to set out the proposed procurement and delivery of the scheme, to identify the funding arrangements, and to seek an approval in principle for contribution by the County Council.

Recommendations

2. 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 this report.
3. 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.
4. 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 this 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.
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.

Contextual Information

6. Both Rectory Road and Sycamore Road have a record of vulnerability to surface water and groundwater flooding following persistent rainfall events. Existing records of flooding in Rectory Road from the Environment Agency date from 1960, 1990 and 2000.
7. Hampshire Highways records from 2006 show both Rectory Road and Sycamore Road flooding following persistent rainfall. This caused internal flooding of 11 properties along Rectory Road with a further 6 properties flooding externally. It also resulted in flooding of both the roads and pavements impeding access along the main route for pedestrians and safe passage of vehicles to Farnborough station and the north of Farnborough from Rectory Road and along Sycamore Road.
8. In May 2009, flooding occurred on Sycamore Road as a result of heavy rainfall which caused the public sewers to surcharge and resulted in surface water and foul flooding in residents' gardens. In 2015/16, Thames Water installed large offline storage in Sycamore Road to protect properties from hydraulic foul sewer flooding. It has, however, been confirmed that the foul and surface water systems within Sycamore Road are completely independent of each other and that there is a residual risk of flooding from surface water. A review of flood risk and mitigation options undertaken in 2017 indicated that surcharging of the drainage system in Sycamore Road was a less significant source of flood risk than surface water runoff from King Georges Field.
9. A detailed study of the flood risk in the Rectory Road area was undertaken in 2016. The study established that the cause of flooding was related to the magnitude of the rainfall event. Flooding on the road and the front of properties caused by insufficient drainage capacity occurred during less significant rainfall events, whereas less frequent but more significant rainfall events caused flooding of properties backing onto the recreation ground. The most significant flood events occurred when surface water flowed in-between the houses and combined with the flooding of the highway at the front of the properties on Rectory Road.
10. A suite of measures to reduce the risk of flooding on both Rectory Road and Sycamore Road has now been developed in liaison with Rushmoor Borough Council, which owns and manages the adjacent open spaces, King Georges Field and Rectory Road Recreation Ground. The proposals seek to re-establish historic flow pathways to guide floodwater away from properties and the highway towards the River Blackwater.

The package of measures comprises:

- improvements to the existing drainage system to reconnect the historic drainage system;
- reinstatement of the historic water course;
- use of minor bunding to re-establish historic flow pathways;
- reducing the bund at the west boundary of the A331 to enable desired flow path;
- implementation of an overflow pipe under the A331; and

- construction of new surface water drainage to improve connectivity.
11. This report seeks to gain Executive Member approval to procure, spend and enter into the necessary contractual agreements to implement the proposed flood alleviation measures in Rectory Road and Sycamore Road, Knellwood, Farnborough, at an estimated cost of £475,000.
 12. The scheme is to be funded from contributions 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 (TRFCC) local levy. The availability of funding from FDGiA and local levy are both subject to agreement of an Outline Business Case.
 13. The flood alleviation measures for both locations are to be procured as one scheme, which will be phased in its delivery. Works will start on Rectory Road and proceed with a second phase at Sycamore Road to allow excess excavated material from Rectory Road to be re-used at Sycamore Road for bunding.

Finance

14.	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	109.3	23	FDGiA	85
	Client Fee	14.2	3	Local Levy	65
	Supervision	33.2	7	HCC	325
	Construction	318.3	67		
	Land	0			
	Total	<u>475.0</u>	<u>100</u>	Total	<u>475</u>

The current cost estimate includes 15% optimism bias.

15.	<u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in current expenditure	0.5	0.000%
	Capital Charge	46.0	0.029%

16. Revenue and maintenance implications of the scheme are costed to be less than £500 per year. Net increase in current expenditure is 0%, and capital charge is less than 0.01% variation to Committee Budget. Most of the new infrastructure is to be maintained by Rushmoor Borough Council on a ten-yearly cycle.

Programme

17. Indicative programme for the Rectory and Sycamore Scheme:

Task Name	Start	Finish
Detailed design	12/19	09/20
Project Appraisal -	10/20	10/20
Tender and Contract Award	10/20	12/20
Mobilisation	01/21	01/21
Construction	02/21	05/21

Scheme Details

18. At Rectory Road (Appendix 1:1), new bunds, and an improved network of gullies and pipes will be implemented to help redirect flows along historic flow paths determined by the topography of the land. A new surface water drainage system to the north of Rectory Road and reinstatement of a historic ditch will improve connectivity between the existing Rectory Road drainage system and highways land where water can be stored prior to being directed via an existing filter drain towards a highway pumping station, which pumps floodwater into the River Blackwater. An overflow pipe may be installed transversely under the A331, south of the east west railway line, with associated works in the northbound verge of the onslip.
19. At Sycamore Road (Appendix 1:2), new bunds and reinstatement of existing bunds along the boundary of the car park will help re-direct flows towards new and existing gullies with improved connectivity. These are to be connected with the existing surface water drainage system.

Departures from Standards

20. None.

Consultation and Equalities

21. Hampshire County Council has been working closely with the Environment Agency, Rushmoor Borough Council and Thames Water to find appropriate measures to reduce the risk of flooding on Rectory Road and Sycamore Road.
22. In 2015, the Council sent a questionnaire to 59 residents on Rectory Road to ask for first-hand information about the flooding incidents in the area. 29 residents responded and provided useful information about flooding in the area and how it affected the properties and roads. This informed the scope of the flood scheme and implications for properties on Rectory Road, the recreation ground, the highway and railway bridge, the SSE sub-station, and Thames Water and Network Rail assets.
23. Following the completion of the feasibility stages, Thames Water, Network Rail, the Environment Agency, and Rushmoor Borough Council were

consulted regarding the options to be taken forward in Rectory Road. Their input informed the scope of additional work to explore further property level resilience and bunding to attenuate and manage surface water flows.

24. Hampshire County Council members, Rushmoor Borough Council ward councillors, King Georges Playing Field Trust, and Network Rail have been consulted and are supportive of the proposals for Rectory Road and Sycamore Road.
25. Over 200 residents from Rectory and Sycamore Road were invited to an online public information event in October 2020. The event, which was attended by residents and four councillors, was positively received. The presentation has been shared via a webpage.
26. The occupiers and owners of properties who are directly impacted by the scheme have also been informed of the works. The residents assisted with access to the historic ditch to undertake an ecological assessment.

Statutory Procedures

27. Reinstatement of the historic connection into the existing Network Rail ditch to the east of Rectory Road shall be delivered via a Section 100 (1)(c) notice under the Highways Act 1980 served on Network Rail.
28. A temporary traffic regulation order to close Rectory Road will be required to install a pipe/channel across the road to connect the pipe on the western side of Rectory Road to the historic connection above. An ordinary water course consent will not be required.
29. Permits to work will be required in accordance with Hampshire County Council's Streetworks procedures.

Land Requirements

30. On Rectory Road most of the proposed works will be undertaken on Rushmoor Borough Council land, on existing highway, or on County Council owned land. There is agreement with Rushmoor Borough Council to undertake works on Rushmoor Borough Council land and this will be consolidated into a formal agreement prior to the works commencing.
31. The land required for the reinstatement of the historic ditch is unregistered. No owner has yet been identified and discussions are ongoing with a local resident. However, as it is classified as land adjoining or lying near to the highway the land can be utilised under Section 100 (1)(c) ¹of the Highways

¹ S.100(1)HA 1980 – the highway authority for a highway may, for the purpose of draining it or otherwise preventing surface water from flowing on to it, do all or any of the following (a) construct or lay, in the highway or in land adjoining or lying near to the highway, such drains as they consider necessary; (b) erect barriers in the highway or in such land as aforesaid to divert surface water into or through any existing drain; (c) scour, cleanse and keep open all drains situated in the highway or aforesaid

Act 1980 for the purpose of draining the highway or preventing surface water from flowing on to it.

32. On Sycamore Road, King Georges Playing Fields Trust which owns the King Georges Playing Field has confirmed that it will enter into a formal agreement with the County Council to allow the works to be undertaken on the playing fields prior to commencement of the works. The fields are managed by Rushmoor Borough Council. An Easement will be secured prior to the work commencing for construction and maintenance of new gullies in the field that will be connected to the Highways drainage system.

Maintenance Implications

33. The existing highways drainage is maintained by Hampshire County Council as the Highway Authority. It has been agreed that on completion, new assets located in the highway and on County Council land as a result of the scheme, and a reinstated historic ditch to convey highway water to Hampshire County Council land, will be designated as County Council assets and maintained accordingly on both sites.
34. On Rectory Road, the existing Thames surface water drainage system will continue to be maintained by Thames Water. The maintenance of proposed bunds, gullies, and surface water drainage on Rushmoor Borough Council land will be the responsibility of Rushmoor Borough Council.
35. On Sycamore Road, new drainage assets i.e. proposed bunds located in King Georges Playing Fields will be maintained by Rushmoor Borough Council.

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

Other Significant Links

Links to previous Member decisions:	
<u>Title</u> Flood Risk and Coastal Defence Programme - Priorities	<u>Date</u> September 2016
Direct links to specific legislation or Government Directives	
<u>Title</u> Flood and Water Management Act 2010	<u>Date</u> 2010

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

EQUALITIES IMPACT ASSESSMENT:

1. Equality Duty

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

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

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

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

2. Equalities Impact Assessment:

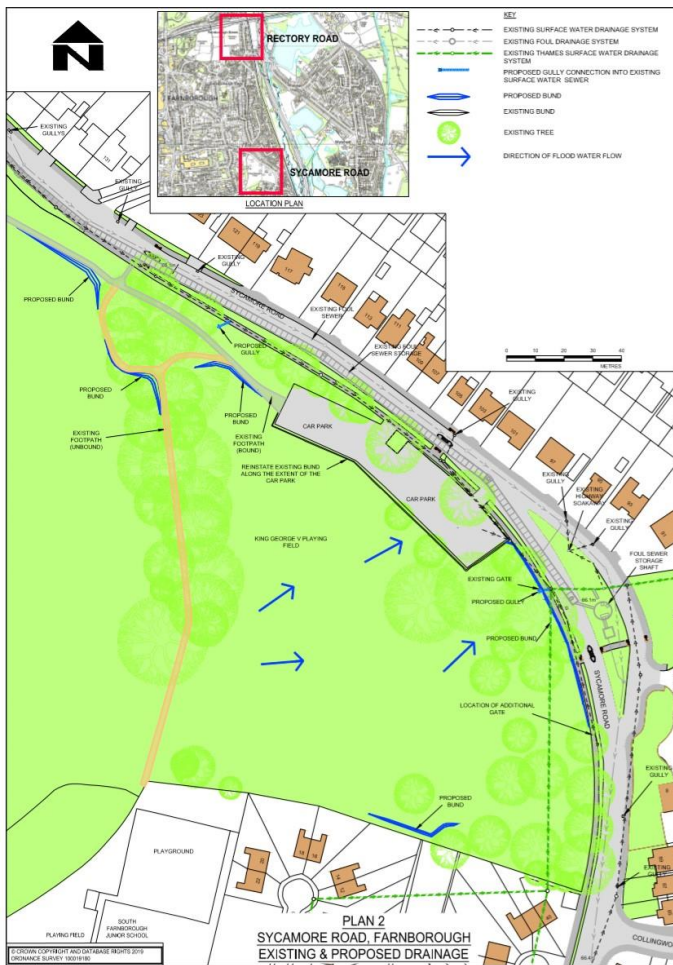
The impact of the scheme is considered to be neutral for groups with protected characteristics.

During construction it is anticipated that the scheme may cause disruption to residents, pedestrians, and road users as access to playing fields, pavement and roads may be restricted. However, works will be planned carefully to minimise any disruption caused.

Appendix 1



1: Rectory Road existing and proposed surface drainage



2: Sycamore Road existing and proposed drainage

HAMPSHIRE COUNTY COUNCIL

Decision Report

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

Contact name: Allen Harris

Tel: 07834 123434

Email: Allen.harris2@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to obtain permission from the Executive Member for Economy, Transport and Environment to deliver the scheme as part of the 'Whitehill and Bordon Sustainable Transport Improvements Package' to support the sustainable economic growth potential in Whitehill and Bordon, and to encourage walking and cycling.

Recommendations

2. 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 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 Woolmer Way (Tesco) / High Street Junction Improvement, as set out in this report, at an estimated cost of £495,000 to be funded from EM3 LEP and developer funding (Section 106).
4. 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.
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. This report seeks to deliver a section of the Green Grid Green Loop (GGGL), a network of cycle facilities that links the whole of Whitehill and Bordon (See Appendix) contributing to the overall delivery of the Whitehill and Bordon Sustainable Transport Improvements Package.
7. The Whitehill and Bordon GGGL project seeks to deliver a package of walking and cycling transport improvements in Bordon, both on and off-road facilities. The GGGL will be delivered in part by a partnership between Hampshire County Council and East Hampshire District Council, with the remainder being delivered by developers.
8. The aims of the GGGL are to:
 - link together the existing and new areas of town;
 - reduce motor-traffic dominance in the town and thereby free up capacity to support growth in housing and jobs;
 - make the town an attractive place to relocate to;
 - support better health by enabling active travel; and
 - enable sustainable growth by promoting sustainable travel.
9. This particular junction improvement aims to provide appropriate cycle and pedestrian crossing facilities for users of the existing shared use cycle routes in C114 High Street and Woolmer Road to meet the objectives of the Walking and Cycling Strategy, and is to be fully designed and implemented by Hampshire County Council.
10. Improvements to this junction will support the County Council's cycling and walking strategies, to promote walking and cycling and provide a healthy alternative to the car for short local journeys to work, local services, or school.

Contextual Information

11. This Scheme is part of a successful bid for £3.14million to the EM3 LEP in July 2018 titled, 'Whitehill and Bordon Sustainable Transport Improvements Package'. This package was prepared as a response to the sustainable economic growth potential in Whitehill and Bordon, to encourage walking and cycling.
12. East Hampshire District Council led the bid in partnership with Hampshire County Council, which will deliver the schemes identified.

Finance

13.

<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
Design Fee	48	10	EM3 LEP	160
Client Fee	16	3	Development Control (Section 106)	335

Supervision	54	10		
Construction	327	66		
Land	1	1		
Contingency	49	10		
Total	<u>495</u>	<u>100</u>	Total	<u>495</u>

14. Maintenance Implications £'000 % Variation to Committee's budget

Net increase in maintenance expenditure 1 0.0001

Capital Charges 48 0.03

15. The construction and fee estimate of £495,000 has been allocated to this scheme, as is now reflected in the Capital Programme.

Programme

16.

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (30/20)	November 2020	March 2021	May 2021	May 2022

Scheme Details

17. The scheme consists of the Improvements to the existing C114 High Street/Woolmer Way traffic signal junction, including upgrading of existing pedestrian crossings to toucan crossings, a new additional crossing to the northern arm of the signalised junction, increased splitter islands to allow for cyclists, dropped crossing upgrades, and drainage to suit in accordance with the General Arrangement in the appendix below.

18. Four options were developed incorporating a range of staggered and direct crossing islands, varied shared use path widths, and facilities for pedestrians or pedestrians and cyclists. The options incorporated either two lanes on the southbound approach to the junction as existing or a single southbound approach to the junction to enable widening of the eastern footway to become a shared use path. This allows for southbound on road cyclists to join the off-road cycle facilities. The options incorporate shared use paths to the northern side of Woolmer Way west, ahead of the junction, to allow cyclists to join the off-road facilities, and to the northern side east, to link the junction and Lynton Road.

19. This option was chosen as it performed highest overall in the following;

- cost – falls within the available budget for this junction;
 - non-motorised user accessibility – provides full manoeuvrability of the junction for pedestrians and cyclists. The scheme presented in this report is a part of a wider cycle network where consistency of cycle routes measures has been prioritised. New design guidance for cycle routes has been recently released since the scheme was first designed and has been seamlessly integrated into the preliminary design where practical to do so;
 - traffic performance and waiting time – meets junction capacity requirements whilst allowing pedestrian/cyclist waiting times that will not discourage use at the junction; and
 - land acquisition – avoids future liabilities associated with land acquisition, legal agreement, and statutory diversions.
20. Widening the footpaths in the vicinity of the junction to a minimum of 3 metres will facilitate full movement for cyclists around the junction. Facilities will also connect the cycle link from Devon Road to the signal junction.
 21. The left-turn filter lane on the southbound approach to the junction is to be removed to create a shared use cycle facility to enable cyclists from Chalet Hill direction to exit the carriageway and to create an adequate width of shared use path for cyclists crossing the junction.
 22. In addition, the crossing island in Woolmer Way, eastbound approach, is to be removed due to the narrowing of the junction to cater for the widened cycle facility. Pedestrians and cyclists will still be able to cross within the signal junction phasing.
 23. The analysis and modelling of this layout by the County Council ITS Team demonstrated acceptable pedestrian/cyclist waiting times and increases in traffic queuing on the C114 within the signal cycle time. Although this option has a lower reserve signal capacity than other potential junction layouts, this was not considered to impact on adjacent junctions and will potentially discourage vehicle movements through the town centre in favour of the A325 Relief Road.
 24. Street lighting is to be replaced and upgraded with an overall reduction in the number of lighting columns and lanterns.
 25. Existing drainage issues will be rectified to cater for the altered junction arrangement.
 26. No trees are to be removed as part of these works.

Departures from Standards

27. Local Transport Note (LTN) 1/20: Cycling Infrastructure Design, published Summer 2020, provides guidance to local authorities on delivering high quality, cycle infrastructure and replaces previous guidance. Although the

scheme does not segregate cyclists from pedestrians (which would require significant land acquisition and is not feasible at this location) the design falls within the guidance and is consistent with the local network.

28. North of this junction, the C114 shared use path is segregated with a white line over a length 70 metres. This is no longer a recommended design in accordance with LTN 1/20 and is to be converted to a shared use path to satisfy the guidance.

Consultation and Equalities

29. East Hampshire District Council commissioned the original bid development and is in full support of the scheme.
30. The local member, Councillor Carew, supports the scheme. Cllr Carew has, however, expressed some reservations regarding the removal of the left-turn filter lane into Tesco which he considers will lead to the queue extending back onto the Chalet Hill junction. Technical work indicates this is unlikely to be the case even in the worst case scenario. Cllr Carew has been made aware of these findings.
31. Whitehill Town Council has been informed of the scheme and supports the initiative to improve sustainable transport measures in the town. Further communications will be made with the council to address any queries and ensure that it is fully informed on the delivery of the scheme.
32. During initial development of the scheme it was proposed to obtain land owned by Tesco to widen existing footways. This is no longer the case, but Tesco is aware of the proposals and Hampshire County Council will continue dialogue with store representatives, keeping them informed on the delivery of the scheme.
33. The Whitehill Bordon Transportation website will be updated and local residents/businesses will be informed of the works prior to commencement.
34. This scheme has no detrimental impact on equalities or diversity and has the potential to improve modes of travel for physically and socially disadvantaged groups. The design is in accordance with best practice in meeting mobility requirements.

Statutory Procedures

35. Rights to convert existing lengths of footway to new shared use sections will be given under sections 65 and 66 of the Highways Act 1980.
36. There are no alterations to existing Traffic Regulation Orders proposed.
37. There is no requirement for open watercourse consent to the revised drainage.

38. A Stage 3 Road Safety Audit will be carried out on completion of the scheme with any recommendations considered and implemented where applicable.

Land Requirements

39. A small area of East Hampshire District Council land, less than two square metres, on the southwest corner of the junction is required in order for the existing footway to be widened to 3 metres. It has been agreed with East Hampshire District Council that the increased footway area will be maintained by Hampshire County Council.
40. East Hampshire District Council has confirmed that it is prepared to give Hampshire County Council the necessary highway rights dedication and rights to access the land to complete the works, and that it is willing to enter into agreements in this respect. The necessary arrangements are to be progressed by Hampshire County Council Legal Services and will be in place prior to commencement of construction.

Maintenance Implications

41. Hampshire County Council Highways Asset Management has been consulted regarding the proposed works. There are minor asset management implications impacting future maintenance.
42. The existing traffic signal infrastructure is in need of an upgrade. This is to be renewed as part of this scheme, thus reducing planned maintenance costs in the short to medium terms. Future maintenance will be undertaken by Hampshire County Council ITS Team.
43. The replacement street lighting will reduce planned maintenance costs in the short to medium terms whilst also reducing energy costs. New and revised street lighting will be accrued for maintenance under the Hampshire Street Lighting PFI.
44. All construction defects shall be undertaken by the main works contractor during the 52 weeks defect period.

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:	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

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- Foster good relations between persons who share a relevant protected characteristic within section 149(7) of the Act (see above) and persons who do not share it.

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

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

2. Equalities Impact Assessment:

This scheme has no detrimental impact on equalities or diversity and has the potential to improve modes of travel for physically and socially disadvantaged groups. The design is in accordance with best practice in meeting mobility requirements.

APPENDIX – LOCATION PLAN

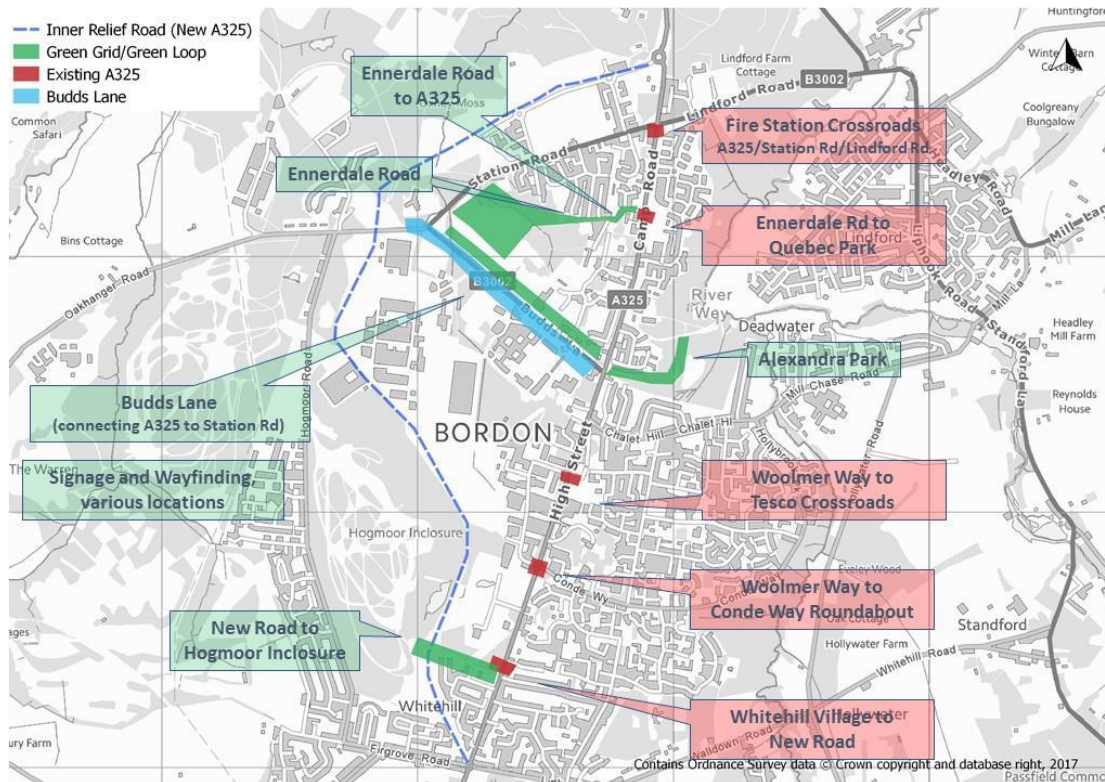
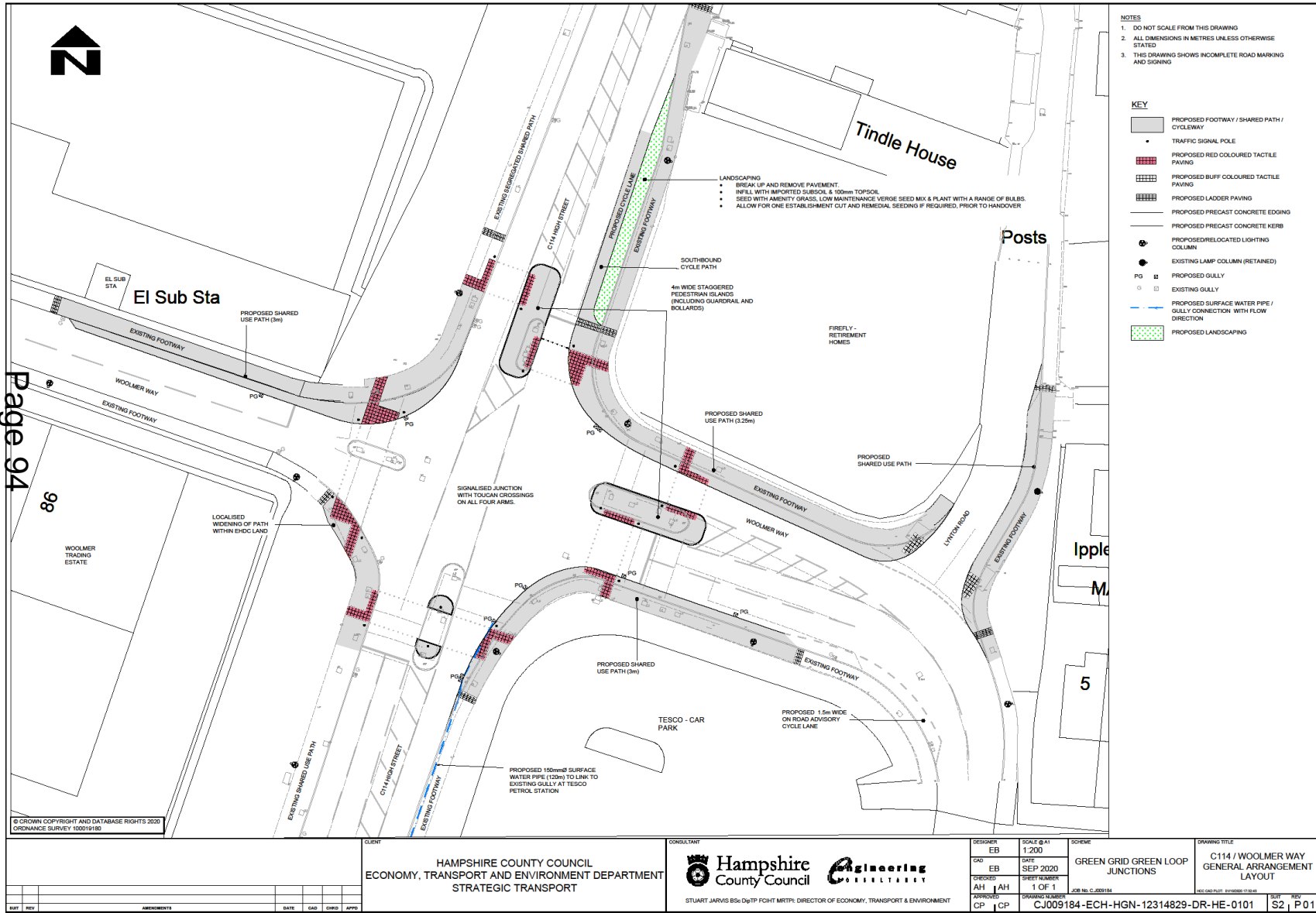


Figure 1 - Map showing the Whitehill and Bordon Sustainable Transport Improvements Package areas, including the Green Grid/Green Loop and Ennerdale Road

APPENDIX – GENERAL ARRANGEMENT



Page 94

Figure 2: C114 High Street / Woolmer Way (Tesco) Junction Improvements – General Arrangement

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HAMPSHIRE COUNTY COUNCIL

Decision Report

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

Contact name: Mike Pillans

Tel: 07739 050533

Email: mike.pillans@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to set out proposals for the County Council to continue to fund the Parish Lengthsman scheme which has been in place since 2010, while taking opportunities both to increase the scope of works that can be undertaken, and secure an enhanced view on return of spend as a result of funding the scheme.

Recommendations

2. 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.
3. 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.
4. That the Executive Member agrees an updated process for securing returns from parishes, to ensure that the County Council's view of return on spend meets auditable standards.

Executive Summary

5. The current Parish Lengthsman scheme in Hampshire has been in place since 2010. It enables Parish Councils to undertake a range of permitted duties in support of local responsiveness, and the improvement of the environment on a local basis. The scheme adds value to the wider Highways Maintenance activities undertaken by the County Council on a countywide basis.
6. Lengthsmen are empowered to resolve issues which may be seen as relatively low priority in the context of the wider Highways Maintenance programme, but which improve the environment and conditions on a local basis.

7. Currently, 185 parishes across Hampshire take advantage of the scheme, normally receiving £1,000 per annum funding from the County Council to finance works undertaken (with some historical exceptions, on a case-by-case basis). The total current cost of the service is £203,000 per year.
8. For the reasons given above, the Parish Lengthsman scheme is valued by Parish Councils and the County Council alike. It is therefore important to the County Council to continue to fund the scheme for a further year and ensure the continuation of the value that it brings.
9. The County Council has an ongoing commitment to ensuring that lengthsman are able to undertake works in a way that ensures that the wider scheme is best fit for purpose. As a result, it seeks to permit an increased scope of works from 1 April 2021 by enabling existing permitted duties to be undertaken on the live carriageway, subject to the completion of relevant Traffic Management training, which will be provided at no cost to Parish Councils, via the Hampshire Highways Service Contract (HHSC).
10. The County Council also seeks to secure an enhanced view of return on spend resulting from its ongoing funding of the Lengthsman Scheme. As such, it will introduce a new process for Parish Councils to follow from 1 April 2021. Parish Councils will continue to be expected to submit returns on a quarterly basis and will be introduced to the new process alongside best practice examples for how to complete returns. The County Council considers it important to have returns of an auditable quality and to ensure that it is getting value from its ongoing financial contribution to the scheme.

Contextual information – Increased Scope and Associated Training

11. Since the inception of the current Parish Lengthsman scheme in 2010, the County Council has permitted a number of duties to be undertaken by Lengthsman, under the broad headings of 'Minor Works', 'Drainage' and 'Signage'. At the same time, the County Council has made it clear which types of duty are not permitted to be undertaken by a Parish Lengthsman.
12. At this point in time, it is not proposed to increase the duties that Lengthsman are permitted to undertake. However, this report does recommend widening the scope of the Scheme by enabling these permitted duties to be undertaken on the live carriageway, which has not previously been allowable.
13. The County Council can only permit duties to be undertaken on the live carriageway where this is done in a manner which is safe for both the Lengthsman undertaking the duties and road users alike, which will involve correct use and placement of signage. It is crucial therefore, that the correct training is undertaken by Lengthsman working on the highway.
14. Currently, Lengthsman are expected to undertake Health & Safety training prior to undertaking their roles. Prior to widening the scope of the scheme as outlined above, the County Council would like all Lengthsman and Parish Clerks to undertake Traffic Management Training, to ensure that duties can be carried out safely, and with the appropriate signage in place.
15. Lengthsman will be expected to undertake a full 1.5-day Traffic Management course, and Parish Clerks will be expected to undertake an introductory 0.5 day Traffic Management course. This training can be made available shortly after a

decision is taken, with a view to all relevant individuals having undertaken training by 1 April 2021. Lengthsmen will not be permitted to work on the live carriageway until this training has been undertaken.

16. The training provided to Parish Clerks will allow further understanding of the types of works that Lengthsmen can be commissioned to undertake.
17. The training will be provided to Lengthsmen and Parish Clerks at no cost. The training will be provided via the HHSC.
18. It is intended that all parties will benefit from this additional scope and associated training, as both the County Council and parish councils will benefit from the increased ability of Lengthsmen to resolve issues on a local level.
19. A full list of currently permitted tasks is included at Appendix A. It is felt in particular that the tasks of clearing drainage pipes and gullies, cutting back vegetations and grass-strimming, and sign cleaning will be enhanced by permitting works to be undertaken on the live carriageway. This is as these tasks will often be undertaken on rural lanes without footways or wide verges, where lengthsmen can otherwise work.
20. In reference to works undertaken, the annual contracts between Hampshire County Council and participants ensure that the Parish Councils and the Parish Lengthsmen take out and maintain Public Liability insurance, which shall, for any one occurrence or series of occurrences arising out of one event, be not less than £10,000,000.
21. Additionally, the contracts restrict the list of activities that can be carried out and locations where the Lengthsman can operate. The proposed additional Traffic Management training will reinforce these requirements.
22. The County Council does not rule out increasing the scope of duties that can be undertaken in future, and as a result may pilot new duties on a local level in 2021/22. This could potentially be associated additional training requirements.
23. However, the County Council will continue to be clear in communications with Parish Lengthsmen and Parish Clerks, around which tasks are permitted and which are not. The above training will support this approach.

Contextual Information – Improved Process for Parish Council Returns.

24. Parish Councils are expected to submit returns to the County Council on a quarterly basis. Both the quality of the returns from parishes, and the regularity at which they are received, are inconsistent currently. Only around 50% of Parish Councils provided the expected return at the end of Quarter 1 2019/20.
25. While the County Council does not dispute the local value that is generated by the duties that Lengthsmen are undertaking, it will still be prudent to improve the frequency and quality of returns. This will ensure the County Council has an auditable view of return on spend and that value is derived from the County Council's ongoing financial support for the scheme.
26. As a result, the County Council plans to write to all Parish Councils that are part of the scheme prior to 1 April 2021, to set out an improved process for returns for 2021/22.

27. The County Council will address quality of returns through supplying best practice examples of how these should be completed in future.
28. The County Council will continue to monitor returns throughout 2021/22 and will contact parishes where the frequency or quality of returns does not meet requirements, to reiterate the importance of receiving these.

Finance

29. Engaging with parish councils, Hampshire County Council will continue to investigate alternative ways of funding the Parish Lengthsman scheme in future, recognising that the current funding model is no longer sustainable given the financial pressures on the County Council. This review of the funding model already forms part of the ongoing Transformation savings programme. Discussions with Parish Councils have not yet identified a clear way forward, and these discussions have also been somewhat disrupted during the Covid pandemic. For this reason it is proposed that the County Council will continue to contribute to the Parish Lengthsman Scheme on the current formula over the next financial year (2021/22) to allow time for the review of alternative funding approaches, including more detailed discussions with Parish Councils, to be completed. The cash flow impact of deferring the proposed budget saving will be met from one off savings arising from contractual efficiencies and savings in the Highway Budget in 2020/21.

Performance

30. By increasing the scope of permitted works, the County Council seeks to further increase the performance of the Parish Lengthsman scheme, by enabling Lengthsmen to deliver greater value on a local basis.
31. By securing an enhanced view of return on spend, the County Council seeks to further understand the performance of the scheme by ensuring clear visibility of value for money in return for its financing of the scheme.

Conclusions

32. It is intended that the scheme will continue to add value to the wider Highways Maintenance activities undertaken by the County Council on a countywide basis, and it is recommended that the scheme is revised as outlined in this report to aid continuous improvement.

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

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Document

Location

None

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

2. Equalities Impact Assessment:

This proposal to continue providing funding for the Parish Lengthsman Scheme for 2021/22 is not intended to result in any change to service provision, so is deemed to have a neutral impact on groups with protected characteristics.

HAMPSHIRE COUNTY COUNCIL

Decision Report

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

Contact name: Kevin Ings / Lisa Cook

Tel:
Email: Kevin.ings@hants.gov.uk
lisa.cook@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to seek agreement to extend the current policy of 100% contract and concessionary fares payments to local bus and community transport operators until 31 March 2021 in order to assist with the recovery and operation of these services in view of the impact of COVID-19.
2. This report also seeks agreement to extend the policy of 80% contract and concessionary travel payments to taxishare operators until 31 March 2021 to assist in the recovery and operation of these services in view of the impact of COVID-19
3. The report outlines additional financial support to assist community transport operators in the recovery and operation of their services for the remainder of this financial year in view of the loss of user income which they are experiencing as a result of COVID-19.

Recommendation

4. 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.

Executive Summary

5. This report proposes that the County Council extends the current policy of paying community transport operators for tendered services and concessionary fares at the funding levels provided before any downturn in

service provision or patronage until 31 March 2021, in accordance with government guidance at the start of the Covid-19 pandemic and ongoing messaging from the Department for Transport.

6. This report also proposes extending the current policy of paying Taxishare operators (contract and concessionary travel payments) at 80% of the funding levels provided before any downturn in service provision or patronage until 31 March 2021 to provide continuity for the users of these services, in accordance with government guidance at the start of the Covid-19 pandemic and ongoing messaging from the Department for Transport.
7. The proposed funding extensions will be in addition to Exceptional Cost Payments to Community Transport Operators, available through application with supporting evidence, and authorised over the summer within existing budget provision, to assist with any service adjustments needed in recovering a service and any lost user income.
8. These proposals 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.
9. These proposals contribute towards Hampshire's strategic aim of enabling its residents to live safe, healthy and independent lives.

Contextual Information

10. In line with government guidance, Procurement Policy Note (PPN) 02/20, the County Council and its funding partners (e.g. a number of district councils) maintained full contract and concessionary travel payments (based on an average payment for 2019/20) to operators of local bus and community transport services and 80% payments to taxishare operators for the three months up to 30 June 2020.
11. The most recent government guidance (Procurement Policy Note 04-20) allowed councils to continue with payments to operators until 31 October 2020 whilst emphasising the need for transition onto new operating models where this may be required.
12. The Department for Transport's (DfT) most recent letter, dated 14 September 2020, confirmed that the budget for their financial support package (COVID-19 Bus Service Support Grant or CBSSG) for bus operators is based upon local authorities maintaining concessionary travel reimbursement and tendered service contract payments at pre-COVID-19 levels.
13. In the absence of any further guidance from government, the County Council needs to determine its approach in terms of funding supported passenger transport services for the remainder of the financial year given the ongoing effects of COVID-19 on these services.
14. Each of the current supported service areas is now considered in turn where further information on current operations is provided.

Local Bus

15. Usage of local bus services is estimated to be down by approximately 50-65% due to the Government's advice over the lockdown period for the public to avoid any non-essential travel and the continued advice to work from home where possible.
16. Local bus services supported by the Council are now in most cases operating at a frequency of between 80-100% of pre-COVID levels. Therefore, the support offered by the County Council is between 20% and 0% depending on the contract.
17. Students returning to school and college and the reduction of capacity within the local bus networks due to social distancing requirements presented a significant challenge to the local bus network in some parts of Hampshire.
18. Where services are not operating at 100% of their pre-COVID levels due to a downturn in passenger numbers, local bus operators were able to utilise the resulting spare resource to add capacity in their networks to meet the demand of school and college students.
19. The maintenance of 100% contract and concessionary travel reimbursement payments supports the sector to enable operators to continue with this approach and provide the capacity required to meet demand.

Taxishare Services

20. As the first lockdown eased, the Taxishare services have seen a steady growth in their utilisation. Average usage has grown from just 13% of pre-COVID levels in April to 34% in August.
21. Recovery is slower on these services in comparison to local bus for a number of reasons. Firstly, following guidance from Public Health, capacity is limited to one person per journey. Secondly, generally these services are used by passengers to access retail, not employment. Thirdly, these services are predominately used by concessionary pass holders, many of whom may fall into the vulnerable category and therefore may still be reluctant to use public transport.
22. The maintenance of 80% contract and concessionary travel reimbursement payments supports the taxishare operators to continue providing services to meet the increasing demand.

Community Transport Services

23. In view of COVID-19, a decision was taken in March 2020 to suspend the operation of community transport contracts and continue with full payments to operators who were asked to refocus services and resources to support service users in other ways e.g. taking essential services like shopping and prescriptions to them.
24. Since the beginning of July, the recovery of these services has been underway. All of the supported Dial-a-Ride, Call and Go and Shopper

services have now been recovered across Hampshire. Ridership across Hampshire on these services is currently 34% of the journeys undertaken for the same period in 2019 with operators reporting a slowly increasing return to services as confidence amongst the user base grows.

25. The recovery of the Minibus Group Hire Schemes is proving to be more challenging due to the current social distancing guidelines and the numbers of passengers normally involved and the types of voluntary organisations that might normally use these services. The County Council is currently working with operators in recovering these services. This includes looking at what role these schemes, using their larger vehicles, could play in the delivery of some Taxishare services where there are capacity issues due to current social distancing guidelines.
26. The Wheels to Work Moped Loan Scheme for young people was not suspended and has continued to be available throughout. Following an approach from the scheme a decision was taken to suspend the weekly payments to hirers for a period of three months. This has supported young people through Covid-19 who were either furloughed or placed on reduced hours given that many hirers work in the hospitality industry.
27. Many of these services are jointly financed with other funding partners, mainly district councils and maintaining these payments throughout the period and until the 31 March 2021 will allow work to continue on recovering these services and ensure the sustainability of operators to continue operating these services longer term.
28. Even though the Council and its funding partners are maintaining these payments, operators are still not able to cover the overall cost of operating their services due to a loss in user income. Whilst this loss will decrease as services resume, it is unlikely that it will be removed entirely whilst social distancing guidelines remain.
29. Given the above, it was agreed that additional financial support be provided to community transport operators through the Exceptional Cost Payment process under the terms of the current contract provision. This allows operators to receive additional payments to cover any additional expenditure or reduced income due to factors outside of their control in relation to the operation of a contract.
30. Community transport operators are currently able to apply for an Exceptional Cost Payment to assist with any service adjustments needed in recovering a service and any lost user income. Claims are supported by detailed income and expenditure information and payments are made in consultation with other funders as required by the contract terms and conditions.
31. A sum of £100,000 has already been agreed to cover the cost of these Exceptional Cost Payments to operators, and this is being met from existing budget provision. Claims for the first period (April to June 2020) are valued at £25,119. Maintaining the ability of community transport operators to continue to apply for Exceptional Cost Payments for the remainder of the financial year will ensure the longer term sustainability of the sector and of these services.

Concessionary Travel

32. As part of its response to Covid-19, the County Council temporarily extended the hours of operation of the Hampshire English National Concessionary Travel Scheme from its current 09:30 to 23:00 on weekdays, and at all times at weekends and on public holidays, to all days and all times for all eligible services. This change, which was introduced on 20 March 2020, enabled those people with an older person's bus pass to access special 'older peoples' early opening hours both to reduce social contact and obtain high demand products. The temporary extension was removed on 15 June 2020 to help commercial operators manage the increased patronage resulting from the easing of the lockdown restrictions. This helped key workers who were returning to work make their journeys more easily given the social distancing requirements which services were operating to. The arrangement remained in place for eligible contracted community transport services until 31 October to support the restart of these services.
33. In line with the passenger usage on most eligible services, journeys made by concessionary pass holders on these services were at approximately 13% of the 2019/20 level for the first quarter of this financial year. The figures for the period show a gradual increase in the journeys made by concessionary pass holders as the quarter progressed.
34. Local bus, community transport and taxishare services all benefit to varying levels from Concessionary Fares Payments and for many operators these payments prove to be an important source of their income. In line with government guidelines the County Council has continued to make full Concessionary Fares payments to Local Bus and Community Transport operators based on the average payments which operators received for 2019/20. Payments to operators of taxishares have been made at 80% of the payment levels which they received for 2019/20
35. The maintenance of concessionary travel reimbursement payments, based on an average payment for 2019/20, will continue to support operators in the recovery and operation of their services and provide the capacity required to meet demand. It will also support the recovery of the wider passenger transport network in Hampshire.

Finance

36. The proposals in this report have no budgetary impact on the existing budgets for passenger transport services. Payments will continue to be made at pre-approved levels and funded through the Local Bus, Community Transport and Concessionary Fares budgets. The Exceptional Cost Payments to Community Transport operators can also be paid from these budgets for the remainder of the financial year.

Procurement

37. A variation has been made to the local bus, community transport and taxishare contracts to enable the Council to give relief to the operator on the basis that the operators have experienced Covid-19 related hardship.
38. It is proposed that these variations are extended in order to enable the County Council to continue with the financial support outlined in this report.

Due Diligence for Ongoing Payments to Passenger Transport Operators

39. The government advice within the PPNs sets out the principle that when suppliers accept financial support from a local authority they are agreeing to operate on an “open book basis” and therefore will provide evidence that a profit is not being generated as a result of this financial support.
40. The variation mentioned above sets out this principle within the contracts held by operators of local bus, community transport and taxishare services.

Future Arrangements

41. The PPN 04-20 advises that local authorities should “work in partnership with their suppliers and develop transition plans to exit from any relief as soon as reasonably possible. This should include agreeing contract variations if operational requirements have changed significantly”.
42. The guidance also stresses the need for this transitional process to “ensure contracts are still relevant and sustainable and deliver value for money over the medium to long term”.
43. Usage of local bus services is gradually increasing as government restrictions on using public transport ease. Contracted services are now either operating at 100% of their pre-COVID levels, or, through agreement with the County Council, capacity has been released through operating less well used routes at a reduced frequency to enable operators to flex their resource to services where demand from students exceeds the capacity available.
44. The County Council has established the Local Resilience Forum Public Transport Sub-Group. This group sees representatives from bus, rail and (in-land) ferry operators meet with County Council officers responsible for public and community transport to work on short, medium and long-term action plans to aid Hampshire’s passenger transport recovery. The County Council will work with this forum to develop a plan to reduce the reliance of the sector on ongoing public support. This is a large area of work with significant implications. The recommendations in this report will allow time to develop the plan.
45. In the absence of additional Government support for this sector over the medium to long term, the plan will probably need to work within the constraints of existing funding levels continuing or potentially being decreased. In light of lower levels of patronage caused by the impact of the

pandemic it is likely that operators' income streams will be reduced for some time to come and that as a result there will inevitably be a need to change the levels of service currently operated and also how services are delivered. Even if, or when a vaccine is developed, it will still take time for customer confidence in using public and community transport services to return to pre Covid-19 levels.

46. The plan will consider how to manage this impact in rural, suburban and urban areas. It is worth noting that the change in public transport commercials is potentially so significant that it may trigger a need for a national review of the concessionary travel scheme. Maintaining the national scheme in its current non-contributory form may result in a reduction in service levels in marginal areas i.e. rural and possibly some suburban routes. The County Council's position on the scheme has for some time been that it should be a contributory scheme and that this may be the only way to safeguard essential services, particularly in rural areas where the greatest levels of public subsidy have historically been applied.
47. In the longer term, the County Council is exploring a new operating model for passenger transport services in Hampshire. The focus of this model will be understanding the needs of the customer in the post COVID-19 world and delivering services in an increasingly challenging financial environment. It is proposed that the operating model should explore:
 - the social, economic, commercial and environmental drivers behind service provision; and
 - how to better utilise technology to meet the needs of the customer - the first step towards a Mobility and a Service (MaaS) style approach.
48. The Passenger Transport strategies to be developed as part of the 4th Local Transport Plan will provide a further opportunity to explore the issues and options surrounding future mobility.
49. Current social distancing requirements have resulted in a significant reduction in the capacity of Taxishares and therefore availability of these services. The County Council has met with several providers to explore innovative technological solutions that have the potential to improve the efficiency of these services resulting in an increase in the number of passengers these services would be available to.
50. As mentioned above, the County Council is also exploring the possibility of utilising community transport resourced to provide taxishares using their larger vehicles.

Equalities Impact Assessment

51. The proposals in this report have been developed with due regard to the requirements of the Equality Act 2010, including the Public Sector Equality Duty and the County Council's equality objectives. Under the proposals in this report, contract and concessionary fares payments to operators remain unchanged for the remainder of this financial year and therefore there will be no further impact upon those groups with protected characteristics.

Conclusions

52. The proposals set out in this report support the bus industry in Hampshire and will help ensure the longer-term sustainability of the community transport sector. They also enable the County Council to assist the economic recovery from the COVID-19 pandemic in Hampshire.
53. By continuing to provide vital support to the bus industry and community transport sector at this time, the County Council is maintaining positive and productive partnership working between transport operators and Hampshire County Council.

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

2. Equalities Impact Assessment:

The proposals in this report have been developed with due regard to the requirements of the Equality Act 2010, including the Public Sector Equality Duty and the County Council's equality objectives. Under the proposals in this report, contract and concessionary fares payments to operators remain unchanged for the remainder of this financial year and therefore there will be no further impact upon those groups with protected characteristics.