

Public Document Pack

Executive Decision Records

Please find set out below a number of Executive Decisions taken at the HAMPSHIRE COUNTY COUNCIL Executive Lead Member for Economy, Transport and Environment Decision Day, Executive Member for Highways Operations Decision Day and Executive Member for Climate Change and Sustainability Decision Day held at the Castle, Winchester on Thursday, 10th March, 2022

1. **HAMPSHIRE HIGHWAYS - HIGHWAY NETWORK RECOVERY STRATEGY**
2. **LOCAL TRANSPORT PLAN 4**
3. **HAMPSHIRE'S BUS ENHANCED PARTNERSHIP PLAN & SCHEME**
4. **PROJECT APPRAISAL: PORTSMOUTH AND SOUTH-EAST HAMPSHIRE - TRANSFORMING CITIES FUND SCHEMES**
5. **BIKEABILITY CYCLE TRAINING**
6. **T21 STREET LIGHTING PROJECT**
7. **HOUSEHOLD WASTE RECYCLING CENTRES - PEDESTRIAN ACCESS TRIAL EVALUATION**
8. **APPOINTMENTS TO OUTSIDE BODIES, STATUTORY JOINT COMMITTEES, PANELS AND PARTNERSHIP BOARDS**
9. **PARKING - SERVICE CONSOLIDATION EFFICIENCIES**
10. **PROJECT APPRAISAL: STUBBINGTON VILLAGE ROUNDABOUTS IMPROVEMENT SCHEME**
11. **PROJECT APPRAISAL: ARRIVAL SQUARE WHITEHILL & BORDON**
12. **PROHIBITION OF DRIVING TRAFFIC ORDER BROOKERS LANE GOSPORT**
13. **LYMINGTON PAY AND DISPLAY PARKING TRAFFIC ORDER**
14. **THE WALLOPS TRAFFIC MANAGEMENT**
15. **NATURAL ENVIRONMENT - REVIEW AND WAY FORWARD**

HAMPSHIRE COUNTY COUNCIL

Executive Decision Record

Decision Maker:	Executive Lead Member for Economy, Transport and Environment
Date:	10 March 2022
Title:	Hampshire Highways – Highway Network Recovery Strategy
Report From:	Director of Economy, Transport and Environment

Contact name: Peter Rooney

Tel: 0370 779 4628

Email: peter.rooney@hants.gov.uk

1. The decision:

- 1.1. That the Executive Lead Member for Economy, Transport and Environment approves the proposed Highway Network Recovery Strategy, included as Appendix A, which sets out how the delivery of the highways service can be sustained, and improved over the longer term, taking into account the recurring additional £7million funding agreed by the County Council on 4 November 2021.

2. Reasons for the decision:

- 2.1. To highlight to the Executive Lead Member for Economy, Transport and Environment the ongoing challenges being experienced in the delivery of the County Council's highway services and the need for a new long term strategic approach to managing Hampshire's highway assets.

3. Other options considered and rejected:

- 3.1. Not to develop the proposed strategy and to continue to deliver key elements of the service in a largely reactive way. However, this option has been rejected as it would mean failing to respond adequately to the current network pressures and it would also lead to using the increased funding in a sub-optimal way. Also, the condition of the highway network would continue to decline over time.

4. Conflicts of interest:

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

5. **Dispensation granted by the Conduct Advisory Panel: none.**
6. **Reason(s) for the matter being dealt with if urgent: not applicable.**
7. **Statement from the Decision Maker:**

I thank the Select Committee for pre-scrutinising this item and supporting the report and recommendations.

Approved by:

Date:

10 March 2022

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

HAMPSHIRE COUNTY COUNCIL

Executive Decision Record

Decision Maker:	Executive Lead Member for Economy, Transport and Environment
Date:	10 March 2022
Title:	Local Transport Plan 4
Report From:	Director of Economy, Transport and Environment

Contact name: Frank Baxter

Tel: **Email:** frank.baxter2@hants.gov.uk

1. The decision:

- 1.1. That the Executive Lead Member for Economy, Transport and Environment notes the update on the Local Transport Plan 4 and approves the draft document at Appendix 1 for consultation.
- 1.2. That authority is delegated to the Director of Economy, Transport, and Environment to make arrangements to undertake the consultation.

2. Reasons for the decision:

- 2.1. It is a statutory responsibility of the County Council that it has a Local Transport Plan and that it keeps it updated as it sees fit. It is also a requirement that it is consulted on with certain statutory consultees and more widely.
- 2.2. The need to review the current Local Transport Plan 3 was the subject of a previous decision report on 10 March 2020 when it was agreed to revise and update the Local Transport Plan.

3. Other options considered and rejected:

- 3.1. Not developing and consulting on a new Local Transport Plan has been considered but doing so would mean our existing local Transport Plan will become increasingly out of date. The policy and funding environment have changed significantly since the last Local Transport Plan 3 was agreed almost a decade ago.

4. Conflicts of interest:

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

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

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

7. Statement from the Decision Maker:

Approved by:

Date:

10 March 2022

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

HAMPSHIRE COUNTY COUNCIL

Executive Decision Record

Decision Maker:	Executive Lead Member for Economy, Transport and Environment
Date:	10 March 2022
Title:	Hampshire's Bus Enhanced Partnership Plan & Scheme
Report From:	Director of Economy, Transport and Environment

Contact name: Andrew Wilson/ Lisa Cook

Tel: 07718 146174

Email: Andrew.wilson@hants.gov.uk
lisa.cook@hants.gov.uk

1. The decision:

- 1.1 That the Executive Lead Member for Economy, Transport and Environment approves the Hampshire Enhanced Partnership Plan (EP Plan) and Hampshire Enhanced Partnership Scheme (EP Scheme), as detailed within, and appended to the supporting report, as the local response to "Bus Back Better", the National Bus Strategy, building on the Hampshire Bus Service Improvement Plan (BSIP) that was approved in October 2021.
- 1.2 That authority is delegated to the Director of Economy, Transport and Environment to make the necessary arrangements to formally 'make' the EP Plan and EP Scheme in line with Government guidance, to include establishing the governance structure for the Enhanced Partnership.

2. Reasons for the decision:

- 2.1. The National Bus Strategy 'Bus Back Better' was published in March 2021. The strategy aims to increase the number of people using buses through a range of improvements to bus infrastructure and services. In order to be eligible for government funding streams related to buses, Local Transport Authorities must adopt either Enhanced Partnerships with operators or introduce bus franchising.
- 2.2. The level of ambition set out in Hampshire's Bus Service Improvement Plan will place the County Council in a strong position to access a share of government funding for maintaining and improving bus services.

3. Other options considered and rejected:

- 3.1. Not to enter into an EP Plan and Scheme. This was rejected because Local Transport Authorities and operators who do not enter into these schemes would not be eligible for a number of funding streams, which would have a detrimental impact on Hampshire's Local Bus network.

3.2. Franchising arrangements were not pursued due to the existing strong partnership arrangements in place in Hampshire between bus operators and the County Council, which have delivered significant investment in the network and passenger growth over the last ten years, bucking the national trend. Franchising, which involves lengthy and expensive processes, would be seen as a last resort if the formal Enhanced Partnership arrangements cannot deliver the ambition set out in the Bus Service Improvement Plan.

4. Conflicts of interest:

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

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

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

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

7. Statement from the Decision Maker:

Approved by:

Date:

10 March 2022

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

HAMPSHIRE COUNTY COUNCIL

Executive Decision Record

Decision Maker:	Executive Lead Member for Economy, Transport and Environment
Date:	10 March 2022
Title:	Project Appraisal: Portsmouth and South-East Hampshire - Transforming Cities Fund Schemes
Report From:	Director of Economy, Transport and Environment

Contact name: Gemma Cook

Tel: 03707 793452

Email: gemma.cook@hants.gov.uk

1. The decision:

- 1.1 That the Executive Lead Member for Economy, Transport and Environment approves the Project Appraisal for Portsmouth Transforming Cities Fund (TCF) schemes – A27 Delme Roundabout to Downend Road Junction and Havant Park Road South, as outlined in the supporting report.
- 1.2 That approval is given to increase the capital programme value of Havant, Park Road South scheme, from £1.6 million to £1.728 million, with the increase to be funded from within the TCF programme.
- 1.3 That approval be given to procure, spend and enter into necessary contractual arrangements, in consultation with the Head of Legal Services, to implement the proposed improvements to the schemes outlined individually below, at a total cost of £11.66million:
 - a) A27 Delme Roundabout to Downend Rd Junction Improvements Fareham at a cost of £9,932,000 funded from the TCF and Department for Transport Safer Roads funding; and
 - b) Park Road South Havant at a cost of £1,728,000 to be funded from the TCF.
- 1.4 That authority to make the arrangements to implement the scheme, including minor variations to the design or contract, be delegated to the Director of Economy, Transport and Environment.
- 1.5 That the Executive Lead Member for Economy Transport and Environment delegates authority to the Director of Economy, Transport and Environment, in consultation with the Head of Legal Services, to progress any orders, notices or statutory procedures and secure any consents, licences, permissions, rights or easements necessary to enable implementation of the Portsmouth and South-East Hampshire TCF Programme.

2. **Reasons for the decision:**

- 2.1 The decision will allow the spend of a proportion of the £57million secured from the Department for Transport's (DfT) TCF for the Portsmouth area. The bid provides for £19.6million investment in Hampshire, in the Boroughs of Fareham, Gosport and Havant. The funding will deliver a range of schemes aimed at improving journey times for bus passengers and providing enhanced facilities for pedestrians and cyclists. Within the TCF objectives there is also a focus on Local Access Zones (LAZ), which aim at improving access to town centres from local communities by enhancing public transport and cycling options.
- 2.2 The South-East Hampshire Rapid Transit (SEHRT) aims to transform the way people travel between Portsmouth and surrounding towns. By enhancing existing public transport services through new and improved bus priority routes, South-East Hampshire Rapid Transit will make travelling by bus a more attractive option. Utilising the 'Tranche 2' funding and match funding provided by each of the bidding authorities and their partners First Bus, Stagecoach, and the borough councils. It aims to develop a network of rapid transit routes to help get people to where they want to be by reliable and regular bus journeys which will connect with rail and ferry services – creating an integrated transport system. The funding supports 23 schemes across the city region which include improvements for walking and cycling and is an important next step for the three authorities towards developing a rapid transit network for the area. These proposals also support Hampshire County Council's draft Local Cycling and Walking Infrastructure Plan (LCWIP).
- 2.3 The Portsmouth and South-East Hampshire TCF Programme consists of the following schemes split between "major" (over £2million) and "named" (under £2million):
- Major
 - Gosport Interchange Improvements.
 - A27 Delme Roundabout to Downend Rd Junction Improvements, Fareham; and
 - Elmleigh Road Improvements, Havant.
 - Named
 - Park Road South, Havant.
 - Bedhampton Road, Bedhampton.
 - A27 Bus Enhancements, Portchester.
 - Leigh Park Bus Stop Improvements, Havant
 - Havant Walking & Cycling Improvements.
 - Ladybridge Bus improvements
- 2.4 The A27 Delme to Downend Road schemes aim to improve walking and cycling infrastructure along the A27 and both Delme and Park Road South schemes aim to advance sustainable travel in line with climate initiatives and local clean air zones in Fareham and Portsmouth. Additionally, improvements for both schemes aim to improve bus connectivity and journey

times by introducing a designated bus lane and bus priority onto the Delme roundabout and capacity enhancement from the bus layby at Havant Park Road South.

3. Other options considered and rejected:

3.1 The original TCF bid outlined 'Low, Medium and High' funding scenarios with scheme options based on the level of funding available. Funding was secured to deliver schemes which contained elements from the 'low' & 'medium' funding scenarios. Therefore, this report focuses on those schemes with other options discounted until further funding is available.

3.2. Within the Local Assurance Framework for the TCF, a strategic outline business case was provided, outlining all low, medium, and high priority schemes. A full business case for the schemes over £5million will be provided to the SERHT TCF steering group to outline the sifting process that secured the objectives and outline the current design elements being progressed against the original plans.

4. Conflicts of interest:

4.1 Conflicts of interest declared by the decision-maker:

4.2 Conflicts of interest declared by other Executive Members consulted:

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

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

7. Statement from the Decision Maker:

I thank County Councillor Roger Price for attending and speaking at my Decision Day today.

Approved by:

Date:

10 March 2022

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

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HAMPSHIRE COUNTY COUNCIL

Executive Decision Record

Decision Maker:	Executive Lead Member for Economy, Transport and Environment
Date:	10 March 2022
Title:	Bikeability Cycle Training
Report From:	Director of Economy, Transport and Environment

Contact name: Lyndsay Ellarby

Tel: **Email:** lyndsay.ellarby@hants.gov.uk

1. The decision:

- 1.1. That the Executive Lead Member for Economy, Transport and Environment approves the delivery of Bikeability cycle training by the County Council's Children's Services Hampshire Outdoors service from 1 August 2022 at the end of the contract with the current provider, Mountbatten School Services.
- 1.2. That authority is delegated to the Director of Economy, Transport and Environment to make the necessary operational arrangements, including entering into a memorandum of understanding with Children's Services, to deliver Bikeability cycle training on behalf of Hampshire County Council.

2. Reason for the decision:

- 2.1. The Road Safety Team receives Bikeability grant funding for up to 7,000 cycle training places. A contract in place with Mountbatten School Services to deliver the training comes to an end on 31 July 2022 and a decision is sought on whether to extend the contract, re-tender or deliver this training in-house. A decision is needed now to enable a change of providers at the earliest opportunity, which is from 1 August 2022 and to allow for a smooth transition for the start of the new academic year in September to minimise disruption to schools.

3. Other options considered and rejected:

- 3.1. To extend the current contract with Mountbatten School Services for a further two years from 1 August 2022 to a maximum of four years. This option is rejected as Children Services Hampshire Outdoors service will enhance training to support younger pupils develop cycle skills ready for level 2 and 3 cycle training, and build on established relationships with schools, including training teachers and embedding training into schools' everyday life.
- 3.2. To re-tender delivery of Bikeability cycle training. This option is rejected as Children Services Hampshire Outdoors service is considered to offer the best option to support children's cycle training.

4. Conflicts of interest:

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

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

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

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

7. Statement from the Decision Maker:

I thank Darren Fells from Pedal Power for attending and speaking at my Decision Day today, along with County Councillors Bill Withers and Jackie Porter.

I also thank Blair Byfield from Mountbatten School Services for his written representation.

Approved by:

Date:

10 March 2022

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

HAMPSHIRE COUNTY COUNCIL

Executive Decision Record

Decision Maker:	Executive Lead Member for Economy, Transport and Environment
Date:	10 March 2022
Title:	T21 Street Lighting Project
Report From:	Director of Economy, Transport and Environment

Contact name: Adrian Gray

Tel: 0300 555 1388

Email: adrian.gray@hants.gov.uk

1. The decision:

- 1.1. That the Executive Lead Member for Economy, Transport and Environment approves increasing the dimming on residential and principal roads, as set out in the supporting report, to achieve the remaining Transformation to 2021 (T21) saving from April 2022, with the previously approved savings identified from replacing high-power lamps with more energy efficient LEDs progressed subject to reaching an acceptable agreement with the Private Finance Initiative (PFI) Service Provider.
- 1.2. That the Executive Lead Member for Economy, Transport and Environment delegates authority to implement the proposals, including making minor variations, to the Director of Economy, Transport and Environment.
- 1.3. That the Executive Lead Member for Economy, Transport and Environment delegates authority to the Director of Economy, Transport and Environment, in consultation with the Executive Lead Member for Economy, Transport and Environment, to vary the dimming on all roads in Hampshire where specific circumstances arise requiring increased lighting levels.
- 1.4. That the Executive Lead Member for Economy, Transport and Environment delegates authority to the Director of Economy, Transport and Environment, in consultation with the Executive Lead Member for Economy, Transport and Environment, to terminate negotiations to vary the street lighting PFI Project Agreement in the event that it is not possible to reach an acceptable agreement in a timely way.

2. Reasons for the decision:

- 2.1. In March 2020, the Executive Member for Economy, Transport and Environment approved a proposal to vary the street lighting Private Finance Initiative (PFI) to enable approximately 12,000 high-power lamps to be replaced with more energy efficient LEDs, subject to the technical agreement

of the variation to the Street Lighting PFI, at a cost of £3.2million to be funded from the departmental Cost of Change reserve.

- 2.2. Since this time, negotiations have progressed in accordance with the High Value Change protocol within the Project Agreement, but it has not yet been possible to reach an acceptable agreement with the Service Provider. The delay in reaching agreement means that it is increasingly unlikely that the original savings plan can be realised in a timely way and revised proposals to deliver the Transformation to 2021 savings are now required to minimise the need for further financial support to cashflow the savings.
- 2.3. A decision will be needed to reject the proposal if an acceptable agreement cannot be reached in a timely way. Delegating decision making to the Director of Economy, Transport and Environment in consultation with the Executive Lead Member for Economy, Transport and Environment, will facilitate the necessary agile negotiations to conclude this process.
- 2.4. The delay in progressing the necessary changes to the PFI Project Agreement means that this savings proposal needs now to be considered in the context of the emerging Savings Programme 2023 (SP23) programme.

3. Other options considered and rejected:

- 3.1. It would be possible to continue negotiations without putting in place alternative savings proposals. This option is rejected as it is not certain agreement can be reached or how long achieving agreement could take, meaning the full financial implications cannot be accurately assessed. Putting in place alternative saving proposals from April 2022 will prevent extended negotiations drawing funding away from other activities.
- 3.2. It would be possible to terminate the High Value change process. This option is rejected at this time as there may be scope to reach agreement that would enable the LED proposal to be implemented, albeit delayed. Terminating the High Value Change process may be the recommended outcome if the negotiations cannot be concluded in a timely way.
- 3.3. It would be possible to scale back the authority's ambition for investing in low energy LEDs to reduce energy and carbon emissions. This option is rejected as it may be possible to reach a satisfactory agreement in due course that would enable LEDs to be installed at scale in the future.

4. Conflicts of interest:

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

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

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

7. Statement from the Decision Maker:

Approved by:

Date:

10 March 2022

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

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HAMPSHIRE COUNTY COUNCIL

Executive Decision Record

Decision Maker:	Executive Lead Member for Economy, Transport and Environment
Date:	10 March 2022
Title:	Household Waste Recycling Centres – Pedestrian access trial evaluation
Report From:	Director of Economy, Transport and Environment

Contact name: Paul Laughlin

Tel: 07899 060248

Email: paul.laughlin@hants.gov.uk

1. The decision:

- 1.1. That the Executive Lead Member for Economy, Transport and Environment notes the evaluation of the pedestrian access trial at three Household Waste Recycling Centres (HWRCs), namely Hedge End, New Alresford and Waterlooville, and approves the retention of the terms of the scheme at specified times at New Alresford and Hedge End HWRCs only.
- 1.2. That the Executive Lead Member for Economy, Transport and Environment delegates authority to the Director of Economy, Transport and Environment in consultation with the Executive Lead Member for Economy, Transport and Environment to approve the introduction of pedestrian access schemes at further HWRCs in Hampshire where demand exists and appropriate measures can be taken, to make amendments to the access times, and to cease a scheme at any point where customer or staff safety is at risk or reduced demand makes it no longer viable.

2. Reasons for the decision:

- 2.1. Hampshire County Council has a statutory duty through the Environmental Protection Act (1990) to provide points where the public may deliver bulky household and garden waste. In Hampshire, this is delivered through a network of 24 HWRCs which, prior to the pandemic, received over four million visits per annum.
- 2.2. Data and feedback have indicated that the controlled pedestrian period should be retained on a limited basis at two of the three trial sites, however the County Council retains the right to continue to monitor this and make necessary changes to expand or limit the service in the event of health and safety concerns emerging.

3. Other options considered and rejected:

3.1. Opening up unrestricted pedestrian access at all HWRCs is not feasible for either safety or demand reasons. A small number of sites are located on narrow rural lanes which do not have pavements.

3.2. Re-engineering sites except on a major project basis (e.g. relocation or redevelopment) is not possible due to space restrictions onsite.

4. Conflicts of interest:

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

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

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

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

7. Statement from the Decision Maker:

I thank County Councillor Jackie Porter for attending and speaking at my Decision Day today.

Approved by:

Date:

10 March 2022

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

HAMPSHIRE COUNTY COUNCIL

Executive Decision Record

Decision Maker:	Executive Lead Member for Economy, Transport and Environment
Date of Decision:	10 March 2022
Decision Title:	Appointments to Outside Bodies, Statutory Joint Committees, Panels and Partnership Boards
Report From:	Chief Executive

Contact name: Katy Sherwood

Tel: 0370 779 5538

Email: katy.sherwood@hants.gov.uk

1. The Decision:

a) That the Executive Lead Member for Economy, Transport and Environment be requested to make an appointment to a vacancy that has arisen on an Outside Body as detailed below. The term of office to expire in May 2025 unless otherwise stated:

<u>Name of Body</u>	<u>Description</u>	<u>Previous</u>	<u>Nominations</u>	<u>Appointment(s) until May 2025</u>
Solent Forum (2)	The Solent Forum is an independent coastal partnership, established in 1992 to develop a greater understanding among the many local and harbour authorities, user groups, marine businesses and agencies involved in planning and management of the Solent. It assists and advises them in carrying out their functions	Cllr Prad Bains (vacancy) Cllr Ann Briggs (appointed July 2021)		

2. Reason for the decision:

2.1. To maintain County Council representation on bodies within the community. In regard to 1a) above, when appointing to Outside Bodies nominations are sought from the Political Group Leaders.

2.2 A report on Regeneration and Development partnerships and Initiatives is due to be considered by the County Council Cabinet in March, and this will address the

issue of County Council representation on such bodies in future. In the meantime, the Andover MasterPlan Partnership Board is due to start meeting shortly and therefore appointments are being recommended to this body now to ensure that the County Council can play its full role in the Partnership.

3. Other options considered and rejected:

3.1. Not to make appointments, which would cease County Council representation.

4. Conflicts of interest:

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

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

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

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

7. Statement from the Decision Maker:

<p>Approved by:</p> <p>-----</p> <p>Executive Lead Member for Economy, Transport and Environment</p>	<p>Date: 10 March 2022</p>
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HAMPSHIRE COUNTY COUNCIL

Executive Decision Record

Decision Maker:	Executive Member for Highways Operations
Date:	10 March 2022
Title:	Parking - Service Consolidation Efficiencies
Report From:	Director of Economy, Transport and Environment

Contact name: Adrian Gray

Tel: 0300 555 1388

Email: adrian.gray@hants.gov.uk

1. The decision:

- 1.1. That the Executive Member for Highways Operations approves the termination of current district/borough council agency arrangements for Traffic Management and for Civil Parking Enforcement, with alternative arrangements for a traffic management and civil parking enforcement service put in place to provide a consistent countywide service in accordance with County Council policy objectives.
- 1.2. That the Executive Member for Highways Operations delegates authority to the Director of Economy, Transport and Environment, in consultation with the Head of Legal Services, to make any necessary arrangements to terminate the agency agreements for Civil Parking Enforcement and Traffic Management.

2. Reasons for the decision:

- 2.1. A fundamental requirement for the parking service is to ensure that it operates on a full cost recovery basis, with all associated expenditure covered by income from Penalty Charge Notices, residential parking permit income and from revenue from on-street chargeable parking. The County Council developed a directly managed, modernised on-street parking service as part of the Transformation to 2019 savings proposals, delivering the on-street parking service across Fareham, Gosport, New Forest and Test Valley. The remaining district/borough councils (Winchester, Havant, East Hampshire, Rushmoor, Hart, Basingstoke and Deane and Eastleigh) operate an on-street parking service on the County Council's behalf under revised agency agreements. The new directly managed parking service is shown to be more efficient than the district delivery model and it is now appropriate to end the agency arrangements for Traffic Management and for Civil Parking Enforcement to secure the most cost-effective service for the longer term and avoid drawing funding away from essential highways activity to meet the shortfall.
- 2.2. Ending the current agency arrangements and creating a single countywide service for Traffic Management and for Civil Parking Enforcement will enable the County Council to integrate these functions within the wider highways service and deliver a consistent countywide service in accordance with County

Council policy objectives. It will also enable the County Council to prepare for anticipated new moving traffic enforcement powers due to be granted under Part 6 of the Traffic Management Act 2004.

- 2.3. Bringing together a full directly managed on-street parking service across Hampshire will enable the County Council to create a centre of excellence for enforcement, providing a resilient, cost-effective, and highly efficient service, with anticipated new enforcement powers for moving traffic offences.

3. Other options considered and rejected:

- 3.1. It would be possible to continue with the agency agreements for Traffic Management and for Civil Parking Enforcement. This option is rejected as the directly managed parking service is more efficient than the district delivery model and will also enable the County Council to prepare for anticipated new moving traffic enforcement powers. A directly managed traffic management and enforcement service will enable the County Council to deliver a consistent countywide service in accordance with County Council policy objectives.
- 3.2. It would be possible to continue with the agency agreements for Traffic Management and only terminate the agency agreements for Civil Parking Enforcement. This option is rejected due to the link between the two activities of implementing new parking controls and their enforcement. Further, ending the current agency arrangements and creating a single countywide service for traffic management and for civil parking enforcement will enable the County Council to integrate these functions within the wider highways service and deliver a consistent countywide service to a high standard in accordance with County Council policy objectives.
- 3.3. It would be possible to continue with a smaller number of agency agreements or to phase the ending of the agency agreements. This option is rejected as the current district delivery model is considered not to be viable in terms of recovering the County Council's costs and action is required now to avoid drawing funding away from essential highways activity to meet the shortfall.
- 3.4. It would be possible with the agreement of participating district and borough councils to revise the agency agreements to include a contribution to the County Council's costs. This option is rejected as, while districts may be able make such a contribution by increasing parking charges, this could cover where savings and efficiencies are achievable with a single countywide service, potentially losing the opportunity for the most cost-effective service.

4. Conflicts of interest:

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

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

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

7. Statement from the Decision Maker:

I thank County Councillors Lulu Bowerman and Jackie Porter for attending and speaking at my Decision Day today. I also thank the Select Committee for pre-scrutinising the proposals and note their concerns and reasons for not supporting the recommendations, which have been considered in making the decision today.

Approved by:

Date:

10 March 2022

**Executive Member for Highways Operations
Cllr Russell Oppenheimer**

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HAMPSHIRE COUNTY COUNCIL

Executive Decision Record

Decision Maker:	Executive Member for Highways Operations
Date:	10 March 2022
Title:	Project Appraisal: Stubbington Village Roundabouts Improvement Scheme
Report From:	Director of Economy, Transport and Environment

Contact name: Jonathan Ryder

Tel: **Email:** Jonathan.ryder@hants.gov.uk

1. The decision:

- 1.1 That the Executive Member for Highways Operations approves the Project Appraisal for the Roundabouts Improvement Scheme in Stubbington, as outlined in the supporting report.
- 1.2 That approval be given to procure, spend and enter into necessary contractual arrangements, in consultation with the Head of Legal Services, to implement the proposed Roundabout Improvement Scheme, as set out in the supporting report, at an estimated cost of £775,000 to be funded from a combination of resources including Local Growth Deal, Active Travel Fund and local developer contributions.
- 1.3 That authority to make the arrangements to implement the scheme, including minor variations to the design or contract, be delegated to the Director of Economy, Transport and Environment.

2. Reasons for the decision:

- 2.1 The decision will enable the delivery of the proposed scheme in Stubbington village that will encourage through traffic away from the existing B3334 route corridor in the wider context of the strategy to improve access to Fareham and Gosport.
- 2.2 The decision will help to ensure the environmental benefits of the new bypass are realised in the village environment with improved accessibility for local people that will support wellbeing by enhancing the quality of place.

3. Other options considered and rejected:

- 3.1 Early-stage options considered replacing the two roundabouts with traffic signal-controlled junctions however this was rejected based on their urbanising effect, the impact on the nearby signal-controlled pedestrian crossings and high cost.
- 3.2 Active travel options including footway widening, parking controls and a revised bus turning facility in Stubbington Green were considered but rejected due to a lack of support and high costs.
- 3.3 In response to the public engagement in Autumn 2021 the scheme features were reviewed and refined to ensure local traffic access to the village centre is maintained whilst encouraging commuters away from the village centre and improving local accessibility for pedestrians and cyclists.

4. Conflicts of interest:

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

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

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

7. Statement from the Decision Maker:

I thank County Councillor Pal Hayre for attending and speaking at my Decision Day today.

Approved by: -----	Date: 10 March 2022
Executive Member for Highways Operations Councillor Russell Oppenheimer	

HAMPSHIRE COUNTY COUNCIL

Executive Decision Record

Decision Maker:	Executive Member for Highways Operations
Date:	10 March 2022
Title:	Project Appraisal: Arrival Square, Whitehill and Bordon
Report From:	Director of Economy, Transport and Environment

Contact name: Allen Harris

Tel: 07834 123434

Email: allen.harris@hants.gov.uk

1. The decision:

- 1.1 That the Executive Member for Highways Operations approves the Project Appraisal for 'Whitehill Bordon: Arrival Square – Public Realm New Town Centre Access' ("the Scheme"), as outlined in the supporting report.
- 1.2 That approval be given to procure, spend and enter into necessary contractual arrangements, in consultation with the Head of Legal Services, to implement the scheme, as set out in the supporting report, at an estimated cost of £1,680,000, to be funded from Defence Infrastructure Organisation and Section 106 Developer Contributions.
- 1.3 That approval be given to enter into any necessary licences, consents, approvals and agreements in consultation with the Head of Legal Services, to secure all dedications and rights prior to the start of works to enable implementation of the Scheme.
- 1.4 That authority to make the arrangements to implement the scheme, including minor variations to the design or contract, be delegated to the Director of Economy, Transport and Environment.

2. Reasons for the decision:

- 2.1 Whitehill and Bordon is being transformed into a prosperous "green and healthy town" with a new town centre of 3,350 new homes and 5,500 new jobs. The present agreed Sustainable Transport Improvements Package proposes the following: -
 - a) to provide walking, cycling and urban realm improvements in Whitehill and Bordon;
 - b) to remove barriers to movement in order to safeguard communities; and
 - c) to make the town more attractive and connect local communities.

2.2 The package proposed to deliver this is Arrival Square, a revised road layout to manage traffic flows, encourage bus patronage and link of the Green Grid construction by Hampshire County Council and the main public access to the new town centre area for non-motorised users from the Eastern side of Whitehill and Bordon.

3. Other options considered and rejected:

3.1 Other measures considered include a segregated cycle infrastructure along the western verge of the High Street. However, this was discounted due to the negative effects that it would have on access into Arrival Square for local pedestrians and users of public transport.

3.2 The option of do nothing was rejected on the grounds it would fail to deliver the objectives of the Sustainable Transport Improvements package and lose an opportunity to improve outcomes for residents and the travelling public.

4. Conflicts of interest:

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

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

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

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

7. Statement from the Decision Maker:

Approved by: -----	Date: 10 March 2022
Executive Member for Highways Operations Councillor Russell Oppenheimer	

HAMPSHIRE COUNTY COUNCIL

Executive Decision Record

Decision Maker:	Executive Member for Highways Operations
Date:	10 March 2022
Title:	Prohibition of Driving Traffic Order, Brookers Lane, Gosport
Report From:	Director of Economy, Transport and Environment

Contact name: Jenny Wallace

Tel: 07928 128619

Email: jenny.wallace@hants.gov.uk

1. The decision:

- 1.1. That the Executive Member for Highways Operations approves a Traffic Order to be made under the Road Traffic Regulation Act 1984 (RTRA), the effect of which will be to remove the small section of Prohibition of Driving from the green hatched area shown on plan TM/JR/01 (Appendix A), Brookers Lane, Gosport.

2. Reasons for the decision:

- 2.1. The decision is required to allow a new permanent access to the approved Bargate Homes development of affordable properties from Brookers Lane.
- 2.2. The development was granted planning permission at appeal in July 2021 and requires a small area of the current shared use cycleway and footway to provide the access to the site. The majority of the existing shared use facility will remain.
- 2.3. Due consideration has been given to RTRA section 122(1) and 122(2) and any other relevant legislation. In this case the Decision Maker acting on behalf of the Local Authority considers this Traffic Order expeditious, for the convenient and safe movement of vehicular and other traffic (including pedestrians and cyclists) to the Bargate Homes development.
- 2.4. The decision outlined in paragraph 1.1 (above) to exercise the functions of the Local Authority under RTRA section 122(1) and 122(2) has been reached on the basis of what is reasonably practicable after due regard has been given to:
 - the desirability of securing and maintaining safe and reasonable access to premises which will form the Bargate Homes development.

3. Other options considered and rejected:

- 3.1. To do nothing would mean the development would not be able to proceed, as these were the access arrangements for the site considered and approved by the Planning Inspector. The failure by the Highway Authority to use the

required secondary legislation to enable development approved by the Planning Inspectors decision would be likely to leave the County Council open to legal challenge.

3.2. To amend the requested space required to ensure no effect on the existing shared used cycle facility for the access to the development would not be possible due to land constraints. The design approved as part of the Planning Process, including the pinch point into Brookers Lane, has a very minor impact on the existing shared use facility. This option would not solve the concerns of many of the objectors with regards the use of Brookers Lane and the Drive to access the new development.

4. Conflicts of interest:

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

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

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

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

7. Statement from the Decision Maker:

I thank local County Councillors Pal Hayre and Stephen Philpott for speaking at my Decision Day today on this item.

I also thank the local residents for their written representation sent to me.

Approved by:

Date:

10 March 2022

**Executive Member for Highways Operations
Councillor Russell Oppenheimer**

HAMPSHIRE COUNTY COUNCIL

Executive Decision Record

Decision Maker:	Executive Member for Highways Operations
Date:	10 March 2022
Title:	On-Street Chargeable Parking – High Street, Lymington
Report From:	Director of Economy, Transport and Environment

Contact name: Marc Samways

Tel: 07590 774429

Email: marc.samways@hants.gov.uk

1. The decision:

- 1.1. That the Executive Member for Highways Operations approves a Traffic Order to be made under the Road Traffic Regulation Act 1984 (RTRA), the effect of which will be to introduce on-street chargeable parking in the High Street, Lymington as shown on plan TM/LYM/01 in Appendix B of the supporting report.

2. Reasons for the decision:

- 2.1. The introduction of on-street chargeable parking in targeted locations where parking demand is high, is a key element of the County Council's plans to modernise the on-street parking service with the aim of operating the function on a full cost recovery basis, without continuing to draw on vital highway maintenance funding.
- 2.2. Due consideration has been given to RTRA section 122(1) and 122(2) and any other relevant legislation. In this case the Decision Maker acting on behalf of the Local Authority considers this Traffic Order expeditious for the provision of suitable and adequate parking facilities on road.
- 2.3. The decision outlined in paragraph 1.1 (above) to exercise the functions of the Local Authority under RTRA section 122(1) and 122(2) has been reached on the basis of what is reasonably practicable after due regard has been given to:
 - the desirability of securing and maintaining reasonable access to premises including retail and hospitality establishments.

3. Other options considered and rejected:

- 3.1. To do nothing and retain the existing free one hour limited waiting restriction. This option is rejected as free on-street parking does not enable the County Council to recover costs associated with the operation of the on-street parking service.
- 3.2. To introduce chargeable parking with an extended free period. This option is rejected as it would reduce income to the extent that the County Council would likely be unable to recover the associated costs of operating on-street parking in Lymington.

4. Conflicts of interest:

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

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

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

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

7. Statement from the Decision Maker:

I thank County Councillor Jackie Porter for attending my Decision Day and her comments on this item.

Approved by:

Date:

10 March 2022

**Executive Member for Highways Operations
Councillor Russell Oppenheimer**

HAMPSHIRE COUNTY COUNCIL

Executive Decision Record

Decision Maker:	Executive Member for Highways Operations
Date:	10 March 2022
Title:	The Wallops Traffic Management
Report From:	Director of Economy, Transport and Environment

Contact name: Jakub Styszynski

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1. The decision:

- 1.1 That the Executive Member for Highways Operations approves that the proposed traffic management trial in The Wallops is not pursued any further due to the insufficient level of community support.
- 1.2 That the Executive Member for Highways Operations approves the approach that the County Council will not develop further similar schemes requested by local communities that involve the redistribution of traffic where there is no clear majority support locally.
- 1.3 That the Executive Member for Highways Operations notes the proposal to agree and deliver low-cost measures to reinforce the existing speed limit.

2. Reasons for the decision:

- 2.1 This report provides an update to a report approved at the Executive Member for Environment and Transport Decision Day on 4 June 2019.
[Village Traffic Management Improvements Over Wallop Andover-2019-06-04-EMET Decision Day \(hants.gov.uk\)](#)
- 2.2 The survey results demonstrate that there is no mandate to proceed with this locally driven scheme to redistribute traffic within the village which aids some residents and disadvantages others.
- 2.3 To agree and deliver low cost measures in order to reinforce the speed limit through the village by way of digital speed limit reminder signs or similar.

3. Other options considered and rejected:

- 3.1 Implementing the scheme without local support. This option was rejected as there is no mandate following the recent survey.
- 3.2 Implementing a reduced scheme. This option was also rejected due to the same reason as above. However modest measures to reinforce the existing

speed limit will be considered after discussions with the Parish Councils. The decision on these low-cost measures will be dealt with as an Officer decision under the Scheme of delegation.

4. Conflicts of interest:

4.1 Conflicts of interest declared by the decision-maker: N/A

4.2 Conflicts of interest declared by other Executive Members consulted: N/A

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

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

7. Statement from the Decision Maker:

Approved by:

Date:

10 March 2022

**Executive Member for Highways Operations
Councillor Russell Oppenheimer**

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

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

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

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

Approved by:

Date:

10 March 2022

**Executive Member for Climate Change and
Sustainability
Councillor Jan Warwick**