

# Public Document Pack



## NOTICE OF MEETING

<b>Meeting</b>	Universal Services - Transport and Environment Select Committee
<b>Date and Time</b>	Monday 23rd January, 2023 at 9.30 am
<b>Place</b>	Ashburton Hall - HCC
<b>Enquiries to</b>	members.services@hants.gov.uk

Carolyn Williamson FCPFA  
Chief Executive  
The Castle, Winchester SO23 8UJ

## FILMING AND BROADCAST NOTIFICATION

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## AGENDA

### 1. APOLOGIES FOR ABSENCE

To receive any apologies for absence.

### 2. DECLARATIONS OF INTEREST

All Members who believe they have a Disclosable Pecuniary Interest in any matter to be considered at the meeting must declare that interest and, having regard to Part 3 Paragraph 1.5 of the County Council's Members' Code of Conduct, leave the meeting while the matter is discussed, save for exercising any right to speak in accordance with Paragraph 1.6 of the Code. Furthermore all Members with a Personal Interest in a matter being considered at the meeting should consider, having regard to Part 5, Paragraph 4 of the Code, whether such interest should be declared, and having regard to Part 5, Paragraph 5 of the Code, consider whether it is appropriate to leave the meeting while the matter is discussed, save for exercising any right to speak in accordance with the Code.

### 3. MINUTES OF PREVIOUS MEETING (Pages 5 - 8)

To confirm the minutes of the previous meeting

**4. DEPUTATIONS**

To receive any deputations notified under Standing Order 12.

**5. CHAIRMAN'S ANNOUNCEMENTS**

To receive any announcements the Chairman may wish to make.

**6. UNIVERSAL SERVICES PROPOSED CAPITAL PROGRAMME  
2023/24, 2024/25 AND 2025/26 (Pages 9 - 74)**

To pre-scrutinise the proposed Capital Programme that is going to the Executive Lead Member for Universal Services on 23 January 2023.

**7. 2023/24 REVENUE BUDGET REPORT FOR UNIVERSAL SERVICES  
(Pages 75 - 96)**

To pre-scrutinise the proposed Revenue Budget report that is going to the Executive Lead Member for Universal Services on 23 January 2023.

**8. 20MPH TASK & FINISH GROUP: OUTCOMES (Pages 97 - 130)**

To consider a report from the 20mph Task & Finish Working Group, that summarises its findings and proposes recommendations for the Select Committee to endorse for consideration by the Director of Universal Services.

**9. WORK PROGRAMME (Pages 131 - 134)**

To review and approve the current work programme for the Universal Services - Transport and Environment Select Committee.

**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 attend the public sessions of the meeting. If you have any particular requirements, for example if you require wheelchair access, please contact [members.services@hants.gov.uk](mailto:members.services@hants.gov.uk) for assistance.**

County Councillors attending as appointed members of this Committee or by virtue of Standing Order 18.5; or with the concurrence of the Chairman in connection with their duties as members of the Council or as a local County Councillor qualify for travelling expenses.

# Agenda Item 3

AT A MEETING of the Transport and Environment Select Committee of  
HAMPSHIRE COUNTY COUNCIL held at The Castle, Winchester on Friday 4th  
November, 2022

Chairman:

\* Councillor Derek Mellor

Councillor Hugh Lumby	* Councillor Rupert Kyrle
Councillor Lulu Bowerman	* Councillor Stephen Parke
* Councillor Debbie Curnow-Ford	* Councillor Louise Parker-Jones
Councillor David Drew	* Councillor Martin Tod
* Councillor Barry Dunning	* Councillor Rhydian Vaughan MBE
* Councillor Michael Ford	* Councillor Graham Burgess
* Councillor Tim Groves	* Councillor Zoe Huggins
Councillor Gary Hughes	
	* Present

## 21. APOLOGIES FOR ABSENCE

Apologies were received from Councillor's Lulu Bowerman, David Drew, Gary Hughes and Hugh Lumby. Councillor's Zoe Huggins and Graham Burgess attended as deputies for the meeting.

## 22. DECLARATIONS OF INTEREST

Members were mindful that where they believed they had a Disclosable Pecuniary Interest in any matter considered at the meeting they must declare that interest at the time of the relevant debate and, having regard to the circumstances described in Part 3, Paragraph 1.5 of the County Council's Members' Code of Conduct, leave the meeting while the matter was discussed, save for exercising any right to speak in accordance with Paragraph 1.6 of the Code. Furthermore Members were mindful that where they believed they had a Non-Pecuniary interest in a matter being considered at the meeting they considered whether such interest should be declared, and having regard to Part 5, Paragraph 2 of the Code, considered whether it was appropriate to leave the meeting whilst the matter was discussed, save for exercising any right to speak in accordance with the Code.

## 23. MINUTES OF PREVIOUS MEETING

It was confirmed that Councillor Andy Tree attended the meeting as a deputy for Councillor Louise Parker-Jones. The minutes of the last meeting were then reviewed and agreed.

## 24. DEPUTATIONS

A deputation was received from Phil Gagg on behalf of Winchester Action on the Climate Crisis Transport Group, who welcomed the proposals within the Local Walking and Cycling Infrastructure Plans but requested that strategic tools being put in place going forward to look at how the modal shift could be changed.

## 25. CHAIRMAN'S ANNOUNCEMENTS

The Chairman confirmed that the 20mph Speed Limit Policy Task and Finish group review would report back to the January Select Committee meeting in light of the number of responses that had been received following an informal consultation.

There was also an update on the Solar Together initiative, which offered high-quality solar photovoltaic (PV) panels and battery storage to Hampshire residents. In the initial phase alone, 1,800 panels will have been installed by and an estimated 4,000 tonnes of carbon would be saved over 25 years (guaranteed system lifetime) which was the equivalent to more than 2,000 cars off the road. Registration for the second scheme closed at 12,910 for solar PV and 906 for retrofit battery storage, totalling 13,816, compared to 8,104 in the 2021 scheme.

The Chairman also congratulated the County Council's Highways team for their success at the national Highways industry awards which took place on 18<sup>th</sup> October in London. Hampshire County Council along with their partner contractor Milestones, won the Environmental Sustainability Award as well as the Special Merit Award, both against stiff competition from other local authorities and private sector organisations.

## 26. SP23 UPDATE

The Chairman introduced the item and thanked Stuart Jarvis, the Director for Economy, Transport and Environment and Sue Lapham, Senior Finance Business Partner for their contribution to the Select Committee ahead of their retirements at the end of the year.

The Select Committee received an update on SP23 savings, which summarised the significance of government funding decisions, progress to date and traffic management enforcement.

The Select Committee learned that:

- Reductions in the base budget enabled savings to be sustainable going forward;
- Inflation was an issue with ongoing projects but a contingency was in place to ensure they were completed;
- Timescales around a national direction for waste services were still anticipated to change and it was agreed that work would continue with Districts and Boroughs;
- There had been a very small reduction in staff numbers, which had been managed through the capital programme.

## 27. PASSENGER TRANSPORT SP23 SAVINGS PROPOSALS

The Select Committee pre-scrutinised a report for the Executive Lead Member for Transport and Environment regarding the Passenger Transport consultation that had taken place earlier in 2022.

The Select Committee received a deputation from Councillor Rod Cooper who requested an extension to a local bus service whilst an alternative was found due to the reliance on the service by residents in attending medical appointments.

The officer summarised the report and during questions, Members learned the following:

- A lot of work and engagement had been done with bus operators;
- A large proportion of those who responded to the consultation said they would prefer to pay to travel than have services removed, but this was something that would need to be progressed nationally as it required a change in legislation;
- Conversations had already taken place with providers and funding partners following the consultation;
- Dial-A-Ride didn't historically do hospital appointments but there would be more flexibility as options were looked at going forward;
- Inflation and the impacts of it would be monitored;
- There was currently a significant shortfall in taxi and bus drivers, which also had an impact on services;
- In response to Councillor Cooper's concerns raised in his deputation, it was confirmed that there was a voluntary car scheme available, another bus service and there was also a Dial-A-Ride that could be booked for GP appointments up to six days in advance;
- Patronage levels were still low in some areas and still slow to recover following Covid.

In debate, an additional recommendation was proposed by Councillor Martin Tod and seconded by Councillor Kyrle:

*That, in the light of central government's failure to adequately fund local government and public transport, including funding for community transport, the Executive Lead Member for Transport & the Environment Strategy write to the Secretary of State for Transport, the Secretary of State for Levelling Up, Housing and Communities and Hampshire's MPs highlighting the consequence of this failure to provide adequate funding, particularly its impact on the most vulnerable and ask for urgent action to address it.*

This recommendation was put to the vote but not supported by the majority of the Select Committee.

A quorum of the Committee requested that the final recommendations be done as a recorded vote, which was taken forward by the Chairman.

RESOLVED

The Transport and Environment Select Committee supported the recommendations being proposed to the Executive Lead Member for Transport and Environment Strategy in paragraphs 2-10. of the report

**Recorded vote:**

Councillor Graham Burgess: For  
Councillor Curnow-Ford: For  
Councillor Barry Dunning: For  
Councillor Mike Ford: For  
Councillor Tim Groves: Against  
Councillor Zoe Huggins: For  
Councillor Rupert Kyrle: Against  
Councillor Derek Mellor: For  
Councillor Stephen Parker: For  
Councillor Louise Parker-Jones: Against  
Councillor Martin Tod: Against  
Councillor Rhydian Vaughan: For

28. **LOCAL CYCLING AND WALKING INFRASTRUCTURE PLANS - UPDATE**

The Select Committee pre-scrutinised a report for the Executive Lead Member for Transport and Environment regarding newly developed Local Cycle and Walking Infrastructure Plans (LCWIPs) for the boroughs of Eastleigh, Fareham, Gosport, Havant, the Waterside part of New Forest district and the southern part of the Borough of Test Valley.

The report was summarised and it was highlighted that following an open public consultation, comments would continue to be monitored and incorporated as part of a live document.

Members learned:

- The County would continue to work closely with Boroughs and Districts on implementation, particularly where work went across authority borders;
- Planning tools were put in place for cyclists and officers were looking at developing standard design standards going forward.

Officers were thanked for their work and readiness for implementation.

RESOLVED

The Transport and Environment Select Committee supported the recommendations being proposed to the Executive Lead Member for Transport and Environment Strategy in paragraphs 2.-10. of the report.

29. **WORK PROGRAMME**

The Work Programme item was postponed until the next meeting.

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Chairman,

## HAMPSHIRE COUNTY COUNCIL

### Report

<b>Committee:</b>	Universal Services – Transport and Environment Select Committee
<b>Date:</b>	23 January 2023
<b>Title:</b>	Universal Services Capital Programme 2023/24, 2024/25 and 2025/26
<b>Report From:</b>	Director of Universal Services and Director of Corporate Operations

**Contact name:** Patrick Blogg  
Jennifer Wadham

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#### Purpose of Report

1. For the Universal Services – Transport and Environment Select Committee to pre-scrutinise the proposals for the Universal Services Capital programme for 2022/23, 2023/24 and 2024/25 (see report attached due to be considered at the decision day of the Executive Lead Member for Universal Services at 2.00pm on Monday 23 January 2023).

#### Recommendation

2. That the Universal Services – Transport and Environment Select Committee:  
Either:  
Supports the recommendations being proposed to the Executive Lead Member for Universal Services in the attached report.  
Or:  
Agrees any alternative recommendations to the Executive Lead Member for Universal Services, with regards to the proposals set out in the attached report.

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## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Lead Member for Universal Services
<b>Date:</b>	23 January 2023
<b>Title:</b>	Universal Services Capital Programme 2023/24, 2024/25 and 2025/26
<b>Report From:</b>	Director of Universal Services and Director of Corporate Operations

**Contact name:** Patrick Blogg  
Jennifer Wadham

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0370 779 8929      jennifer.wadham@hants.gov.uk

#### Purpose of this Report

1. The purpose of this report is to set out, subject to confirmation of funding, the proposals for the Universal Services Capital programme for 2022/23, 2023/24 and 2024/25, and to seek approval for their onward submission to Cabinet in February 2022.

#### Recommendations

2. That the Executive Lead Member for Universal Services recommends that the Cabinet and County Council approve the capital programme for 2023/24 and the provisional 2024/25 and 2025/26 capital programmes totalling £378.257m (£246.232m for the former ETE Department and £132.025m for the former CCBS Department), as set out in Annexes 1 and 2.
3. That the Executive Lead Member for Universal Services approves the carry forward of resources of £39.233million from 2022/23 to 2023/24, 2024/25 and 2025/26 respectively as set out in Annex 2 paragraph 29.
4. That the Executive Lead Member for Universal Services approves the overall changes in the LTP Integrated Transport allocation set out in Annex 1, paragraph 64.
5. That the Executive Lead Member for Universal Services recommends approval to the Leader and Cabinet of the revised capital programmes cash limit for 2022/23 totalling £199.281m (£130.580m for the former ETE Department as set out in Annex 1 Appendix 3 and £68.701m for the former CCBS Department as set out in Annex 2 Appendix 2).
6. That the Executive Lead Member for Universal Services delegates authority to the Director of Universal Services, in consultation with the Executive Lead Member for Universal Services, to make minor amendments to the split of

funding across sub-programmes within the Structural Maintenance programme as set out in Annex 1.

7. That the Executive Lead Member for Universal Services approves the increase in the capital programme value of the Old Lynchford Road Active Travel scheme from £0.676million to £1.187million with the £0.511million increase to be funded by LTP (Annex 1).
8. That the Executive Lead Member for Universal Services recommends to Cabinet and County Council that the increase in the value of the two following School Condition Allocation (SCA) schemes be approved: Springwood Junior patent glazing upgrade scheme to be increased by £1.165million (scheme total now £1.785million) and Hiltingbury Junior SCOLA recladding scheme to be increased by £2.265 million (scheme total now £3.811million) and (Annex 2).
9. That the Executive Lead Member for Universal Services approves the following four increases in the value of SCA SCOLA recladding schemes: Hart Plain Junior £0.699million (scheme total now £1.573million); Crookhorn College £0.629million (scheme total now £2.027million); Henry Beaufort £0.641million (scheme total now £2.097million) and Cranbourne School £0.710million (scheme total now £2.516million) (Annex 2).
10. That the Executive Lead Member for Universal Services recommends to Cabinet and County Council to increase the value of, and the expenditure approvals for, the Uplands Development Infrastructure (UDI) project by £3.837million (scheme total now £32.326million), to be funded from the Capital Inflation Risk Reserve established by Cabinet in December 2022 (Annex 2).

### **Executive Summary**

11. This report sets out the proposals for the Universal Services Capital programme for 2022/23, 2023/24 and 2024/25, and seeks approval for their onward submission to Cabinet in February 2022.
12. This report brings together the two Capital programmes over this timeframe for the former Economy, Transport and Environment (ETE) and Communities, Culture and Business Services (CCBS) Departments, which from 1 January 2023 were brought together under the new Universal Services Directorate. These two separate programmes are included as Annex 1 and Annex 2 to this report.
13. This is a transitional arrangement, whilst the organisation structure is finalised and going forwards future Capital Programme reports for Universal Services will be presented as one consolidated report.

### **Contextual information**

14. The new Universal Services Directorate came into force from 1 January 2023 and brings together the delivery of public-facing services universally available to all as well as internal services directly supporting these and other public-facing services such as Children's and Adult social care provision. The restructure also saw the creation of the Hampshire 2050 Directorate with the intention of providing a clear separation of 'strategic functions' from the more operational service delivery and planning within the public-facing Directorates. The former

ETE and CCBS Departments have been disbanded and their functions transferred to other Directorates including Universal Services.

15. As referenced within the Budget Setting and Provisional Cash Limits report taken to Cabinet on 13 December 2022, whilst the transition into the new corporate structure takes place, the two Capital programmes for the former ETE and CCBS Departments have been brought together under the Universal Services Directorate. However, the approval to spend in line with the County Council's financial regulation thresholds will be taken through the relevant Executive Members. This will predominantly affect the advantageous land programme (Hampshire 2050).
16. It should be noted that elements within the capital guidelines may need to be moved between directorates depending upon the finalisation of the organisational restructure, however the bottom-line total allocation will not change.

## Finance

17. The detailed Capital Programme proposals are included as Annexes 1 and 2, which form the main body of this report, and summarised in Table 1 below.

**Table 1: Summary of capital programmes**

	<b>2023/24</b>	<b>2024/25</b>	<b>2025/26</b>	<b>Total</b>
	<b>£'000</b>	<b>£'000</b>	<b>£'000</b>	<b>£'000</b>
<b>Former ETE Department:</b>				
Structural Maintenance	48,416	48,816	45,316	142,548
Integrated Transport	16,614	53,252	33,500	103,366
Flood and Coastal Defence	106	106	106	318
<b>Former ETE Total</b>	<b>65,136</b>	<b>102,174</b>	<b>78,922</b>	<b>246,232</b>
<b>Former CCBS Department:</b>				
Locally resourced schemes	19,694	7,859	4,559	32,112
Government funded schemes	41,003	28,309	30,601	99,913
<b>Former CCBS Total</b>	<b>60,697</b>	<b>36,168</b>	<b>35,160</b>	<b>132,025</b>
<b>Grand Total</b>	<b>125,833</b>	<b>138,342</b>	<b>114,082</b>	<b>378,257</b>

## **Consultation and Equalities**

18. Equalities impact assessments for the individual projects proposed in this report will be considered as part of the relevant project appraisals when seeking approval to spend.

## **Climate Change Impact Assessments**

19. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.

## **Climate Change Adaptation**

20. The climate change adaptation tool is not applicable because this is a financial report amending or proposing budgets for a number of individual projects or programmes, which are subject to assessment individually when project appraisals are developed.

## **Carbon Mitigation**

21. The carbon mitigation tool is not applicable because this is a financial report amending or proposing budgets for a number of individual projects or programmes, which are subject to assessment individually when project appraisals are developed.

**REQUIRED CORPORATE AND LEGAL INFORMATION:**

**Links to the Strategic Plan**

<b>Hampshire maintains strong and sustainable economic growth and prosperity:</b>	yes
<b>People in Hampshire live safe, healthy and independent lives:</b>	yes
<b>People in Hampshire enjoy a rich and diverse environment:</b>	yes
<b>People in Hampshire enjoy being part of strong, inclusive communities:</b>	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 is a financial report amending or proposing budgets for programmes and individual schemes. Changes or proposals for individual schemes will undertake their own specific consideration of equalities issues. The decisions in this report are financial, and mainly relate to in-house management of accounts, and therefore have a neutral impact on groups with protected characteristics.

## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Lead Member for Universal Services
<b>Date:</b>	23 January 2023
<b>Title:</b>	2023/24 to 2025/26 Capital Programme Report for the former Economy, Transport and Environment
<b>Report From:</b>	Director of Universal Services

**Contact name:** Maria Golley

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#### Purpose of this Report

1. The purpose of this report is to set out, subject to confirmation of funding, the proposals for the Transport and Environment Capital programme for 2023/24, 2024/25 and 2025/26 and to seek approval for their onward submission to Cabinet in February 2023. Appendix 1 is the approved format for the budget book and Appendix 2 is a simplified view with expenditure profiled. The report also includes the revised capital programme for 2022/23 and provides recommendations for changes to the programme in 2022/23 and beyond.

#### Recommendations

2. That the Executive Lead Member for Universal Services recommends that the Cabinet and County Council approve the programme for 2023/24 and the provisional programmes for 2024/25 and 2025/26 capital programmes totalling £246.232million, as set out in this report and in Appendices 1 and 2.
3. That the Executive Lead Member for Universal Services approves the overall changes in the LTP Integrated Transport allocation set out in the report.
4. That the Executive Lead Member for Universal Services recommends approval to the Leader and Cabinet of the revised capital programme cash limit for 2022/23 as set out in Appendix 3.
5. That the Executive Lead Member for Universal Services delegates authority to the Director of Universal Services, in consultation with the Executive Lead Member for Universal Services, to make minor amendments to the split of funding across sub-programmes within the Structural Maintenance programme.
6. That the Executive Lead Member for Universal Services approves the increase in the capital programme value of the Old Lynchford Road Active Travel scheme from £0.676million to £1.187million with the £0.511million increase to be funded by LTP.

## **Executive Summary**

7. The proposals set out in this report amount to over £246million across the next three years. Government formula settlements (£115.5million) and Government competitively bid grants (£54.6million) make up the bulk of the funding. The remainder is funded through a mix of local resources, (£42.8million), developer contributions (£32million), local authority contributions (£0.14million) and other competitively bid project specific grants e.g. Highways England (£1.1million).
8. The report also considers the significant financial challenges to the Transport and Environment capital programme as the economy experiences the highest rates of inflation for many years, with construction costs, particularly those influenced by oil prices, seeing some of the steepest rises.
9. Increasingly, the County Council will therefore have to rely on its own resources to bring forward new schemes at a time when its budget is facing depletion by high inflation, and manage this either by rescheduling delivery, pushing back or deferring schemes, and doing less within the budget.
10. This is compounded by emerging evidence that indicates a significant reduction in levels of future Government capital funding from competitive bidding, based on the mixed results of bid submissions in early 2022 to the Active Travel Fund, with bids to the Levelling Up fund and the Bus Service Improvement Plan being unsuccessful. This will cause disruption to the forward capital programme and affect the Integrated Transport sub-programme, in particular.
11. Furthermore, the annual settlements for the Highways Maintenance block funding and the Integrated Transport block were set for three years in 2022/23 with no adjustment to allow for inflationary pressures, which will result in less work being delivered on the ground, as funding will in real terms diminish in value over time. At the time of writing, the Department for Transport (DfT) has made no indication about funding beyond 2024/25 which creates uncertainty for the forward strategic outlook.

## **Contextual information**

12. The Executive Lead Member for Universal Services can now prepare proposals for:
  - a locally resourced capital programme for three years from 2023/24 to 2025/26 within the guidelines of the current capital programme; and
  - a programme of capital schemes supported by Government Grants in 2023/24, 2024/25 and 2025/6.
13. The 2023/24, 2024/25 and 2025/6 programmes set out primarily new capital resources, with the latter two years based on indicative schemes and figures. The 2023/24 and 2024/25 programmes replace previously approved programmes, they do not add to them.
14. The Transport and Environment capital programme includes the following programmes:



- Structural Maintenance;
  - Integrated Transport;
  - Waste;
  - Flood Risk and Coastal Defence; and
  - Community Transport.
15. The proposed programmes have been prepared in consultation with the Executive Lead Member for Universal Services and have been reviewed by the Universal Services – Transport and Environment Select Committee. They are to be reported to the Leader and Cabinet on 8 February 2023 to make final recommendation to Council later in February 2023.
16. The three-year capital programme provides details of the schemes expected to commence during 2023/24, 2024/25 and 2025/6. Circumstances outside the County Council's control such as the changing commercial outlook across the highways and civil engineering sectors and the potential need for broader environmental considerations, may cause some schemes to be delayed to later financial years.

### **Inflationary pressure**

17. The previous three-year programme highlighted the uncertainty of the global economic outlook and its impact on the stability of the UK market. One year on, the construction industry continues to exhibit strong evidence of instability on the back of Brexit and the Covid pandemic with the consequence that inflation indices have been increasing significantly over the last two years. The on-going war in Ukraine is having a very significant and alarming impact on top of these existing challenges and is causing uncertainty with the availability and cost of critical materials such as steel, iron, timber and bitumen.
18. Overall, the construction material price index rose 5% in March 2022 and for a period, was almost 25% higher than 2021. Tender price inflation can be heavily influenced by the level of risk contractors and their supply chains are prepared to accept and this is closely linked to market conditions, which remain volatile. The BCIS are indicating an average increase of 8% in 2022 and a further increase of 6.2% is forecast for the forward year.
19. The inflationary levels seen in the construction market continue to have a financial impact across the whole of the Transport and Environment capital programme and it is difficult to predict whether the impacts will be permanent or just transitory. As mentioned in the quarter 3 update, elsewhere on this agenda, a review of cost estimates in line with industry recommendations was carried out and this revealed the capital programme had an inbuilt pressure of at least £6.9million. A range of measures is being proposed to manage this.
20. In September 2022, the County Council announced a corporate capital inflation allocation to underwrite the cost of inflation on individual schemes where it cannot be met from approved budgets and the department has

submitted business cases to this fund. At the time of writing, these business cases are still under consideration. To ensure financial resilience of the capital programme, other measures will also need to be considered such as descoping schemes where appropriate, adjusting our bidding strategy to reflect the current challenges to delivery, and reviewing the provision of Local Transport Plan (LTP) commitments from the DfT LTP Transport grant. Further information on adjustments to LTP allocations are detailed in Part C of this report with Table 8 summarising the proposed new capital investment submitted for consideration for the next three years and Table 9 setting out how the investment is to be funded, in aggregate. Appendix 2 provides detail on the schemes and presents a spend profile across years for information.

21. Use of competitively bid external funding is governed by legally binding funding agreements which typically require the County Council both to deliver the agreed scheme in full and to meet any cost overruns incurred. These excess costs from inflation therefore fall to be met by the County Council. Inevitably, this will mean that elements of the capital programme will have to be deferred, reduced or withdrawn. It is important that the capital programme is protected by prioritising investment on schemes that will have more strategic impact providing wider benefits to the public and value for money. Protecting larger strategic schemes that are already committed will undoubtedly have an impact on other parts of the capital programme and future schemes. Further detail on specifically affected schemes is outlined in this report. It should be mentioned that schemes will follow the usual governance route of submitting a Project Appraisal to the Executive Member or under delegated authority, prior to a commitment to construction being undertaken.
22. To mitigate the impact, highways and transport teams continue to engage collaboratively with delivery partners to anticipate and where possible manage price and delivery pressures in the supply chain. Work programmes are also being reviewed and re-prioritised in order to mitigate market capacity issues.

### **2022/23 Programme Changes**

23. The revised capital programme for 2022/23 reflecting the adjustments made during the year, is shown in Appendix 3 and totals £130.580 million. This lists all the schemes in the current programme at the latest cost estimate, together with a reconciliation of resources. It is therefore recommended that the Executive Lead Member for Universal Services recommends approval to the Leader and Cabinet of the revised capital programme cash limit for 2022/23 as set out in Appendix 3.
24. The inflationary pressures outlined in the previous section is affecting the financial viability of a number of schemes.
25. Of particular note is the Botley Bypass scheme which is predicted to have a significant increase in its cost estimate due to inflationary factors. In addition, there is a need to increase the risk contingency to cover other delivery issues such as very challenging ground conditions, particularly in relation to the

construction of the new bridge over the river Hamble, and a new risk relating to the recent reclassification of a large diameter water extraction main, which runs adjacent to and underneath the bypass, as being of strategic importance and therefore requiring additional protections. A funding support package has been identified for an increase from £23.1million to £31.1million from additional local resources and developer funding as well as a request of £2.9million from the corporate inflation risk reserve. This is a provisional allocation until the target cost has been confirmed and a further report will be presented to the Executive Lead Member for Universal Services to consider the full Project Appraisal, as outlined in the Outline Project Appraisal considered in May 2022. A recommendation to increase the capital programme value for the Botley Bypass scheme to £31.1million will be taken to Cabinet in February 2023.

26. Inflationary pressures have also affected the Stubbington Bypass scheme, which is practically complete and has been open since 30 May 2022, as finishing works on certain elements continued until the end of November. These works included additional street lighting for safety and amenity reasons combined with delays to street lighting electrical connections, additional uncharted services and the implementation of additional facing work to ensure long term durability. The combined effect of these factors together with inflationary and commercial pressures associated with the conclusion of the main contract, has led to an increase in the project costs of £2.2million and results in an overall scheme value forecast of £44.195million. A recommendation to increase the capital programme value for the Stubbington Bypass scheme by £2.2million will be taken to Cabinet in February 2023.
27. Delays with planned utility diversions and additional works have impacted adversely on the main programme for the Junction 9, M27 scheme with completion now forecast in winter 2022/23. These additional requirements have lengthened the programme timescales and, coupled with the current cost inflation seen across infrastructure schemes, as previously mentioned, the value is expected to rise by £1.325million. This represents 5% from the current cost estimate and results in an overall scheme value forecast of £24.453million. A recommendation to increase the capital programme value for the Junction 9, M27 scheme by £1.325million will be taken to Cabinet in February 2023.
28. Continuation of design work on the Old Lynchford Road Active Travel scheme, part of the Farnborough Growth Package (North Camp), has led to a revision of the scheme proposals. The scope of the works has been increased to resolve surface water ponding in the location, primarily relating to additional drainage works to increase the capacity of the existing surface water drainage system. These design changes have increased construction cost estimates, resulting in an increase in the scheme cost of £0.511million.
29. It is therefore recommended that the Executive Lead Member for Universal Services approves the increase in the capital programme value of the Old

Lynchford Road Active Travel scheme from £0.676million to £1.187million with the £0.511million increase to be funded by LTP.

## PART A – RESOURCES

### Local Resources

30. Local resources guidelines were agreed by Cabinet on 13 December 2022. Total local resources amount to £42.801 million over the next three years.

**Table 1: Local Resources**

	<b>2023/24</b>	<b>2024/25</b>	<b>2025/26</b>	<b>Total</b>
	<b>£000</b>	<b>£000</b>	<b>£000</b>	<b>£000</b>
Capital Guidelines	1,929	1,929	1,929	5,787
Revenue Reserve	10,000	10,000	10,000	30,000
<b>Original Capital Guidelines</b>	<b>11,929</b>	<b>11,929</b>	<b>11,929</b>	<b>35,787</b>
Prudential Borrowing - Bridge Replacement Funding	2,500	2,500	0	5,000
Prudential Borrowing - Traffic Signals/Crossings Replacement Funding	600	1,000	0	1,600
Additional Approvals (Capital Receipts)	0	414	0	414
<b>Revised Local Resources</b>	<b>15,029</b>	<b>15,843</b>	<b>11,929</b>	<b>42,801</b>

### Government Formula Allocations

31. The DfT allocations for Integrated Transport and Structural Maintenance for 2023/24, 2024/25 and 2025/6 are detailed in Table 2. It should be noted that 2024/25 is the final year of the confirmed three-year settlement which commenced in 2022/23 and at the time of writing, the DfT has made no indication about future funding. Therefore, 2025/26 figures are subject to DfT decisions and for planning purposes, it is assumed that funding will keep to current levels.

## **Other Government Funding**

32. Given the modest annual LTP Integrated Transport Block funding (£5.338million annually), the programme reflects the need of the County Council to obtain additional external funding, through competitive bidding processes, to maximise the potential for delivery and address funding gaps.
33. At the time of writing, the County Council is awaiting decision of approximately £40million of transport infrastructure improvements within Levelling Up Fund bids across the county. This includes a £17.9million bid covering transport improvements in Havant and Gosport submitted by the County Council and several other bids submitted by Districts which also contained transport elements. Test Valley (Andover Town Centre Masterplan), Basingstoke and Deane (Manydown to Town Centre cycle route) and Havant and Gosport submitted bids which complemented the County Council submission.
34. The County Council also expects to be asked by Active Travel England to bid for Active Travel Fund Tranche 4 capital funding in early 2023, which is estimated to be in the region of £15million.
35. Furthermore, Active Travel England invited the County Council to submit a feasibility study into Mini-Holland funding for Winchester with potential funding expected to be between £10million and £30million. Although final submission dates have not been confirmed, it is anticipated that this will also be in early 2023.

## **Developer Contributions and other External Funding**

36. The Department receives contributions from developers towards the cost of highway and transport infrastructure associated with mitigating the effects of developments.
37. This three-year programme includes an estimate of £32million of developer contributions from Section 106. In addition, there are many more projects currently at feasibility or early development stages that may well come forward during the year for delivery which may utilise this source.
38. It is worth noting that the recession is likely create a slowdown in the housing market which will impact the flow of developer funding, as occupation of new builds are expected to slow down.

## **Revenue Investment**

39. The County Council's approach of forward funding feasibility studies to support the capital programme has been very successful and has a historic return rate of greater than 40:1. That means for every £1 spent of the Council's own revenue funding, £40 or more of external funding has been

secured towards transport improvements. Over the last 5 years, external funding secured has been in the region of £180million.

40. An allocation of £1.5million for revenue investment for transport scheme development in 2023/24 was announced in the 2021/22 End of Year financial report in July 2022. Due to the financial pressures faced by the County Council, there is uncertainty over whether this funding can be maintained at this level from 2024/25 onwards.
41. Looking forward, the UK is facing a public spending and cost inflation challenge and it may be that transport funding from the DfT may be impacted. To date, no cuts have been formally made to transport funding, but the Government will need to prioritise future spending and current indications are that transport funding levels are unlikely to be increased and may be squeezed with suggestion emerging that some funding may also be clawed back if not spent in time. The Government is still retaining a priority on housing growth and it can be expected that transport schemes which unlock housing may be prioritised for funding. Levelling up is also expected to remain the focus of the Government with many metro-mayor authorities receiving significant settlements of national transport funding.
42. The Department for Transport has indicated its priorities for funding and that it plans to introduce new local transport plan guidance. Together these suggest the Government priorities are for active travel, bus based schemes and for proposals that assist in the conversion of private vehicle to cleaner technologies. This infers that the larger scheme funding opportunities particularly for large road schemes may be diminishing in favour of a greater number of smaller type projects.
43. Early indications are that the LTP settlement will be incentivised accordingly. This means local authorities will need to perform well against targets to decarbonise transport in order to attract a good grant settlement. Conversely, it infers that those that do not, may see their LTP grant settlement impacted including those for road and asset maintenance.
44. The funding horizon is uncertain and whilst that is not unusual, the outlook is somewhat more pessimistic than past years and decades. However, the proactive approach of using the County Council revenue funding to support a feasibility programme that then shapes future capital programmes has paid dividends. In the context of an invigorated focus and desire to be more active in “placemaking and regeneration”, the Council will need to be very tactical in how it seeks to use and deploy its resources and secure the right future funding opportunities.

### **Total Resources**

45. The table below is a breakdown of the capital resources in their respective start years. This table does not reflect actual expenditure in those years.

**Table 2: Total Capital Resources**

	<b>2023/24</b>	<b>2024/25</b>	<b>2025/26</b>	<b>Total</b>
	<b>£000</b>	<b>£000</b>	<b>£000</b>	<b>£000</b>
Local Resources	15,029	15,843	11,929	42,801
DfT - LTP Grant – Maintenance	14,886	14,886	<i>14,886</i>	44,658
DfT - Pothole Funding	14,886	14,886	<i>14,886</i>	44,658
DfT - Highways Maintenance Incentive Funding	3,721	3,721	<i>3,721</i>	11,163
DfT - LTP Grant – Transport	5,338	5,338	<i>5,338</i>	16,014
DfT - Major Road Network	1,706	0	0	1,706
DfT - Transforming Cities Fund Tranche 2 (SCC)	2,846	0	0	2,846
DfT - Active Travel Fund	65	<i>19,550</i>	<i>9,000</i>	<i>28,615</i>
DfT - Levelling Up Fund	0	<i>3,300</i>	<i>7,000</i>	<i>10,300</i>
DfT - Bus Service Improvement Plan	0	0	<i>10,890</i>	<i>10,890</i>
DfT- Access for All fund	260	0	0	260
Developer Contributions	6,821	19,948	4,910	31,679
Other Local Authority	137	0	0	137
Winchester City Council – CIL	380	0	0	380
South Western Railways CCIF	260	300	0	560
Highways England	0	540	0	540
<b>Total</b>	<b>66,335</b>	<b>98,312</b>	<b>82,560</b>	<b>247,207</b>

Figures in italics are subject to DfT decisions and for planning purposes this level of funding is assumed.

## PART B - PROGRAMMES

46. The Transport and Environment capital programme contributes towards the County Council's climate change targets of carbon neutrality and resilience to the impacts of a 2°C temperature rise by 2050. Climate change impact assessment tools are integral to the governance process, with all capital projects and decisions now evaluated for climate change adaptation and carbon mitigation.
47. Increased investment in walking and cycling infrastructure and public transport reflects the capital programme's shift in emphasis to sustainable transport measures and builds resilience across Hampshire's transport network. Identifying the best materials and design solutions to reduce carbon emissions and protect the network from a changing climate is also a priority. Low carbon, locally produced, durable products are now widely used for maintenance and capital improvement schemes, as well as greater recycling of used carriageway materials.

### Structural Maintenance

48. The Structural maintenance programme is a 'spend' based programme, and therefore the figures in Table 3 represent how much will be spent in that year.

**Table 3 – Total programme – Structural maintenance**

	<b>2023/24</b>	<b>2024/25</b>	<b>2025/26</b>	<b>Total</b>
	<b>£000</b>	<b>£000</b>	<b>£000</b>	<b>£000</b>
Local Resources	14,923	15,323	11,823	42,069
DfT - LTP Grant – Maintenance	14,886	14,886	<i>14,886</i>	44,658
DfT - Pothole Funding	14,886	14,886	<i>14,886</i>	44,658
DfT - Highways Maintenance Incentive Funding	3,721	3,721	<i>3,721</i>	11,163
<b>Total programme</b>	<b>48,416</b>	<b>48,816</b>	<b><i>45,316</i></b>	<b>142,548</b>

At the time of writing, the DfT has made no indication about funding beyond 2024/25. Therefore, 2025/26 figures in italics are subject to DfT decisions and for planning purposes, it is assumed that funding will keep to current levels.

49. The Structural Maintenance budget is used to extend the life of an existing asset. It is split across all highway assets for example, carriageways,



footways, drainage, structures, traffic signals, pedestrian crossings and cattle grids.

50. It should be noted that, within year, one-off government grant funding and other funding from successful bids can be allocated to this budget increasing the total available in year. As part of some programmes, the County Council seeks to build up sufficient allocations for larger more complex schemes over several years. In addition, some schemes hold funding to help support bidding opportunities.
51. Budgets are allocated in line with Hampshire County Council's Asset Management principles and needs based budgeting and programmes are developed based on various factors, including condition, remaining life and lifecycle planning including whole life costs.
52. The Structural Maintenance programme is made up of two major programmes of work: Structural Planned Maintenance and Bridges. The sub-programmes of work will vary over the next three years, however the information in the next two paragraphs details the types of activity undertaken.
53. Structural Planned Maintenance consists of sub-programmes as follows:
  - Operation Resilience - consisting of a surface treatments programme i.e., surface dressing etc. In addition, sub-programmes for carriageway and footway resurfacing, reconstructions, drainage, haunching and edge repairs, vehicle restraint systems, fencing, cattle grids and similar;
  - local depot sub-programmes – consisting of carriageway and footway repairs, kerb repairs, carriageway edge repairs, drainage, accident damage, fencing and similar; and
  - Intelligent Transport Systems – consisting of replacing life expired equipment i.e., traffic signals and crossings.
54. The Bridges and Structures programme consists of works to County Council owned Highway structures, which includes road bridges, footbridges, culverts (1.5m span or more), subways and retaining walls, as well as works on pumps at subways and low spots in the carriageway. Work can include any of the following as a result of structural assessment, annual inspection, accident damage (vehicles or weather related) or vandalism:
  - bridges, footbridges and culverts: strengthening/ replacement; refurbishment; cathodic protection installation; bearing replacement; drainage replacement; concrete, steel, or brickwork repair; painting; bridge deck waterproofing replacement; expansion joint replacement; scour/invert repairs/protection; parapet repair/replacement; revetment repair/strengthening; and corrugated culvert relining;
  - subways: in addition to the above, application/repair of murals; repair and replacement of signs and mirrors; repair and replacement of tiling; and
  - pumps: replacement of pump units and pipework leading to pumps.

55. To provide greater governance of the Structural Maintenance programme, it has been agreed that this report will include the initial split of allocation between the two sub-programmes that form the Structural Maintenance programme, with authority delegated to the Director of Universal Services to make minor amendments to the split of funding across sub-programmes.
56. It is therefore recommended that the Executive Lead Member for Universal Services delegates authority to the Director of Universal Services, in consultation with the Executive Lead Member for Universal Services, to make minor amendments to the split of funding across sub-programmes within the Structural Maintenance programme.
57. In 2023/24, the total Structural Maintenance spend will be split across the two programmes of work as shown in the tables below. The split of the total Structural Maintenance budget is confirmed on a rolling year basis and the initial split of allocations between the two sub-programmes that form the Structural Maintenance programme is shown in the tables below.

**Table 4: Structural maintenance programme**

	<b>2023/24</b>	<b>Total</b>
	<b>£000</b>	<b>£000</b>
Operational Resilience	30,530	30,530
Local Depots	6,670	6,670
ITS	750	750
Other Highways structural maintenance	3,966	3,966
<b>Total programme</b>	<b>41,916</b>	<b>41,916</b>

**Table 5: Bridges programme**

	<b>2023/24</b>	<b>Total</b>
	<b>£000</b>	<b>£000</b>
Bridges	6,500	6,500
<b>Total programme</b>	<b>6,500</b>	<b>6,500</b>

This split is based on the previous year and will be adjusted in the next quarterly report to reflect the recommendations on the Highway Network Recovery Strategy outlined in a separate report on this agenda, once approved.

### **Integrated Transport programme**

58. This programme is a 'starts' based programme, and therefore the figures in Table 6 do not represent how much will be spent but the full value of projects that are proposed to start construction in that year.
59. The proposed total value of the three-year Integrated Transport Plan (ITP) Programme is £103.366million. As this is a 'starts-based' programme this figure does not include the value of schemes currently in delivery which commenced prior to 2023/24. Schemes which commenced prior to 2023/24, such as Brighton Hill Roundabout, A326 Fawley Waterside, Lynchford Road and TCF totalling over £80million, will continue to require significant on-going resources from across the department in 2023/24. It should also be noted that any cost over-runs on previous starts may need to be funded from the current three-year programme.
60. The 2023/24 main programme provides details of the schemes expected to commence during that financial year. As previously mentioned, circumstances outside the organisation's control can intervene, causing some schemes to be delayed to later financial years. The main 2024/25 and 2025/26 programmes are at this stage provisional and programmed based upon the more limited information available for schemes at a much earlier stage of development. This includes schemes that will be submitted as part of future rounds for Active Travel funding (£31million), Bus Service Improvement Plan (£10.89million) and Levelling Up fund (£10.3million) that currently do not have funding secured.
61. In compiling the three-year outlook, these provisional allocations are reviewed, and schemes are adjusted or in some cases removed from the future years programmes. The report will now outline schemes that have been affected:
62. The 2024/25 capital programme no longer includes a provision for the Walworth Roundabout scheme. Funding for the scheme was dependent on building sufficient Section 106 contributions over several years, however the scale of development expected did not materialise and the funding is insufficient to deliver the improvements originally envisaged. Following approval by the developer, the contributions will be retained for use on other measures in the local area that will benefit the development and mitigate its highway impact.
63. Funding provision for the A339/B3349 Junction improvements, Alton, is also unlikely to come forward in the short to medium term. Opportunities for future funding will be kept under review and there may be scope to secure funding

or improvements if the Local Plan identifies development in the locality. It is therefore proposed that this scheme is deferred until such time that the funding provision is confirmed.

64. Despite the financial pressures already described in paragraph 20 requiring adjustments to the LTP grant held, the three-year capital programme includes an allocation for Casualty Reduction and Traffic Management priorities for each of 2023/24, 2024/25 and 2025/26. This represents a consolidation from previous years of separate allocations. This budget of £1.5million, which is almost 30% of the annual DfT LTP grant, will provide for a combination of safety measures and safety led Traffic measures, based on a rigorous process of continuous monitoring of accident statistics, patterns, and trends.
65. The three-year capital programme has a range of scheme types, including a sub-programme of schemes which are mainly concerned with walking and/or cycling improvements. The current value of this sub-programme is almost £58million, an increase of approximately £8million from 2022/23. This reflects the increased investment in walking and cycling infrastructure and the capital programme's shift in emphasis to sustainable transport measures to contribute to the County Council's de-carbonisation and climate change ambitions. It is noted however that this is the value of schemes mainly focused on walking and cycling improvements and there are many other schemes in the programme that include walking and cycling elements, which are not included in this sub-programme.
66. Appendix 2 provides detail on the schemes to be included in this programme and presents a spend profile across years for information.

**Table 6: Total programme – Integrated Transport**

	<b>2023/24</b>	<b>2024/25</b>	<b>2025/26</b>	<b>Total</b>
	<b>£000</b>	<b>£000</b>	<b>£000</b>	<b>£000</b>
Local Resources	0	414	0	414
DfT - LTP Grant – Transport	4,139	9,200	1,700	15,039
DfT - Major Road Network	1,706	0	0	1,706
DfT - Transforming Cities Fund Tranche 2	2,846	0	0	2,846
DfT - Active Travel Fund	65	19,550	9,000	28,615

DfT - Levelling Up Fund	0	3,300	7,000	10,300
DfT - Bus Service Improvement Plan	0	0	10,890	10,890
DfT- Access for All fund	260	0	0	260
Developer Contributions	6,821	19,948	4,910	31,679
Other Local Authority	137	0	0	137
Winchester City Council – CIL	380	0	0	380
South Western Railways CCIF	260	300	0	560
Highways England	0	540	0	540
<b>Total programme</b>	<b>16,614</b>	<b>53,252</b>	<b>33,500</b>	<b>103,366</b>

The County Council is developing additional schemes, which are expected to be added to 2025/26 capital programme year once further developed. This explains why the value is so much higher in year 2024/25.

## Waste Programme

67. Whilst there remains some uncertainty regarding the details of the secondary legislation covering the implementation of the waste management measures of the Environment Act 2021, it has set a clear direction and in line with that, the County Council has progressed with both the business case and planning permission for a new Materials Recycling Facility (MRF) at Chickenhall Lane in Eastleigh. These have both been secured successfully and work is now underway on the detailed design and procurement activity with work on site due to commence in early 2024 and the facility being fully operational in quarter 2, 2025/26. As reported in the last three programme report, the cost of the change will be £30 million, funded by £23.1 million prudential borrowing to be repaid by ongoing savings in the revenue budget, and the remaining £6.9 million split equally between Portsmouth and Southampton City Councils. It is estimated that the spend profile related to the construction will be £1million in 2023/24, £10million in 2024/25 and £19million in 2025/26.
68. In addition to the delivery of the new MRF, work will be undertaken on the Waste Transfer Stations to enable the increased segregations required to deliver the twin stream recycling system, as well as providing containers for separated food waste to be tipped. Work is also underway on the transition to

the new system, with 13 waste collection authorities all having to make significant changes to their collection systems.

69. Work is also being undertaken to review Household Waste Recycling Centre service provision to ensure that it provides a fit for purpose and cost-effective service for the long term aligned with the changes that are taking place to kerbside waste collection and disposal services as a result of the Environment Act 2021. This work is expected to lead to re-provisioning of the existing sites to best serve residents. At present the capital costs of this programme are not determined but will come forward by the end of the last quarter of 2022/23.

### **Flood Risk & Coastal Defence Programme**

70. The County Council's Flood Risk and Coastal Defence Programme is an important part of its response to the challenge of climate change, in particular the impacts of intense rainfall events, surface water flooding and increased storminess. By drawing in local, regional, and national investment funding the programme supports the development and delivery of schemes to reduce the risk from all sources of flooding and increase the resilience of communities.
71. Over the next 3 years, new capital funding for the programme is £0.318million, funded by local resources as shown in the table below.

**Table 7: Flood Risk and Coastal Defence Capital programme**

	<b>2023/24</b>	<b>2024/25</b>	<b>2025/26</b>	<b>Total</b>
	<b>£000</b>	<b>£000</b>	<b>£000</b>	<b>£000</b>
Local Resources	106	106	106	318
<b>Total programme</b>	<b>106</b>	<b>106</b>	<b>106</b>	<b>318</b>

These figures do not include the £1.8 million carried forward detailed below which will provide additional capital investment.

72. As this is a start-based programme, these figures do not include the value of schemes currently in design and delivery which commenced prior to 2023/24. The estimated value of the total programme is £24.6million, funded by Flood Defence Grant in Aid (FDGiA), Regional Flood and Coastal Committee (RFCC) Local Levy, other local authorities, local resources and developers contributions. Of this, £21million is allocated to specific schemes prior to 2023/24 and at the time of writing, a programme of £1.8million is forecast from 2023/24 to 2025/26 to be funded by new local resources and carry-forward from previous years.

73. The changes being experienced in terms of flood risk and the ever-increasing storms require a degree of flexibility in the programme. Schemes will be identified as areas at highest risk of flooding become more apparent and will be funded by the unallocated balance of £1.8million, and local resources released from planned schemes that are unable to come forward for delivery. In addition, other sources of funding will be identified and bid for as applicable as and when new funding programmes are publicised.
74. Like the other areas within the Capital Programme, the development and delivery of schemes within the Flood Risk and Coastal Defence Programme is experiencing inflationary pressures. Accessing national Flood Defence Grant in Aid, and Local Levy from the Regional Flood and Coastal Committees, continues to be a challenge with the potential level of support from these sources diminishing where national funding criteria and local priorities and choices do not always align.

## PART C - SUMMARY

### Summary

75. Based on the position outlined in Part B above, Table 8 summarises the proposed new capital investment submitted for consideration for the next three years. Table 9 sets out how they are to be funded in aggregate.

**Table 8: Summary of capital programmes**

	<b>2023/24</b>	<b>2024/25</b>	<b>2025/26</b>	<b>Total</b>
	<b>£000</b>	<b>£000</b>	<b>£000</b>	<b>£000</b>
Structural Maintenance	48,416	48,816	45,316	142,548
Integrated Transport	16,614	53,252	33,500	103,366
Flood and Coastal Defence	106	106	106	318
<b>Total programme</b>	<b>65,136</b>	<b>102,174</b>	<b>78,922</b>	<b>246,232</b>

**Table 9: Summary of capital funding**

	<b>2023/24</b>	<b>2024/25</b>	<b>2025/26</b>	<b>Total</b>

	£000	£000	£000	£000
Local Resources	15,029	15,843	11,929	42,801
DfT - LTP Grant – Maintenance	14,886	14,886	14,886	44,658
DfT - Pothole Funding	14,886	14,886	14,886	44,658
DfT - Highways Maintenance Incentive Funding	3,721	3,721	3,721	11,163
DfT - LTP Grant – Transport	4,139	9,200	1,700	15,039
DfT - Major Road Network	1,706	0	0	1,706
DfT - Transforming Cities Fund Tranche 2	2,846	0	0	2,846
DfT - Active Travel Fund	65	19,550	9,000	28,615
DfT - Levelling Up Fund	0	3,300	7,000	10,300
DfT - Bus Service Improvement Plan	0	0	10,890	10,890
DfT- Access for All fund	260	0	0	260
Developer Contributions	6,821	19,948	4,910	31,679
Other Local Authority	137	0	0	137
Winchester City Council – CIL	380	0	0	380
South Western Railways CCIF	260	300	0	560
Highways England	0	540	0	540
<b>Total programme</b>	<b>65,136</b>	<b>102,174</b>	<b>78,922</b>	<b>246,232</b>

The balance of funding compared to Table 2 is retained as a programme contingency to enable the County Council to enter into funding agreements requiring spend within tight deadlines and leaving the risk of cost overruns



with the County Council and to provide some capacity to provide match funding where this is required.

### Revenue implications

76. On the basis of the position outlined in Part B above, Table 10 summarises the Revenue Implications of the proposed capital investment.

**Table 10: Revenue implications**

	<b>2023/24</b>	<b>2024/25</b>	<b>2025/26</b>	<b>Total</b>
	<b>£000</b>	<b>£000</b>	<b>£000</b>	<b>£000</b>
Running Costs	232	746	470	1,448
Capital Charges	3,256	5,106	3,942	12,304
<b>Revenue Implications</b>	<b>3,488</b>	<b>5,852</b>	<b>4,412</b>	<b>13,752</b>

77. The on-going service and maintenance implications of the proposed capital programme are funded from within the revenue budget.

78. In line with proper accounting practice, the asset value resulting from capital expenditure is depreciated over the expected life of the asset with a corresponding charge to the income and expenditure account. However, this accounting adjustment does not directly impact the cash limited budget of services.

### Consultation and Equalities

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

80. 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.

### Climate Change Impact Assessments

81. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience of its projects and decisions. These tools

provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.

82. The tools employed by the County Council to assess impacts on climate change adaptation and mitigation were utilised and found not to be applicable on grounds that the decision relates to a strategic programme rather than specific interventions. The tools will be applied to specific schemes and more detailed proposals in the future to assess any impacts and ensure they are reported.

**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:**

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

Ref	Project	Construct- ion Works	Fees	Furniture Equipment Vehicles	Total Cost (excluding sites)	Revenue Effect in Full Year		Site Position	Contract Start		Remarks
						Running Costs	Capital Charges		Date	Duration	
						£'000	£'000		£'000	£'000	
<b>2023/24 Schemes</b>											
<b>Schemes Supported from Local Resources</b>											
1	Structural Maintenance of Non Principal Roads #	13,431	1,492	-	14,923	-	746	N/A	1	12	Structural maintenance to improve road conditions.
2	Flood and Coastal Defence Management	88	18	-	106	-	2	N/A	-	-	Provision for works and strategies for coastal sites and flood defence including match funding for joint funded schemes with external bodies
<b>Total Programme Supported by Local Resources</b>		13,519	1,510	-	15,029	-	748				
<b>Schemes Supported by the Government and Other External Bodies</b>											
3	Fair Oak Village Placemaking*	1,492	498	-	1,990	-	100	N/A	4	9	Pedestrian and cycle improvements
4	Redbridge Causeway Package 4: Ped/Cycle improvements *	1,279	427	-	1,706	-	85	N/A	4	8	Pedestrian and cycle improvements
5	Whitehill & Bordon GGGL – Hogmoor Road Traffic Measures*	750	250	-	1,000	-	50	N/A	4	12	Traffic and Cycle Improvements
6	SCR - Bishopstoke Road, Eastleigh+	3,975	1,325	-	5,300	-	265	N/A	2	7	Bus priority measures
	Chapel Hill, Basingstoke Active Travel*	262	88	-	350	-	18	N/A	4	9	Pedestrian and cycle improvements
	North Baddesley: Firgrove Rd to Castle Lane Cycle Track+	387	130	-	517	-	26	N/A	4	5	Provision of missing cycle link
	Totton Station Access for All *	225	75	-	300	-	15	N/A	4	6	Accessibility improvement to station
	Manydown to Basingstoke TC Cycle route (initial works)*	352	118	-	470	-	24	N/A	4	3	Cycle Improvements
11	Four Marks Five Lane junction drainage enhancements*	187	63	-	250	-	13	N/A	4	4	Drainage Improvements
12	Romsey Road, Clifton Terrace Winchester Phase 2*	285	95	-	380	-	19	N/A	4	6	Junction improvements
13	Worthy Road Corridor active travel improvements, Winchester*	375	125	-	500	-	25	N/A	4	12	Active travel improvements
14	Schemes Costing Less than £250,000+	1,538	513	-	2,051	-	103	N/A	1	12	Local Improvements sub-programme
15	Safety Schemes and Traffic Management #	1,125	375	-	1,500	-	75	N/A	1	12	Casualty Reduction Programme & Traffic Management
16	Minor Improvements+	225	75	-	300	-	15	N/A	1	12	Improvement schemes costing less than £100,000 each.
17	Structural Maintenance of Roads and Bridges #	30,144	3,349	-	33,493	-	1,675	N/A	1	12	Structural maintenance to improve road conditions and structural maintenance and strengthening of bridges.
<b>Total Programme Supported by the Government and other bodies</b>		42,601	7,506	-	50,107	232	2,508				# Projects controlled on an accrued expenditure basis + Projects partly funded from external contributions * Projects externally funded
<b>Total Programme</b>					65,136	232	3,256				

Ref	Project	Construct- ion Works	Fees	Furniture Equipment Vehicles	Total Cost (excluding sites)	Revenue Effect in Full Year		Site Position	Contract Start		Remarks
						Running Costs	Capital Charges		Date	Duration	
						£'000	£'000		Qtr	Months	
<b>2024/25 Schemes</b>											
<b>Schemes Supported from Local Resources</b>											
18	Structural Maintenance of Non Principal Roads #	13,791	1,532	-	15,323	-	766	N/A	1	12	Structural maintenance to improve road conditions.
19	Flood and Coastal Defence Management	88	18	-	106	-	2	N/A	-	-	Provision for works and strategies for coastal sites and flood defence including match funding for joint funded schemes with external bodies
<b>Total Programme Supported by Local Resources</b>		13,879	1,550	-	15,429	-	768				
<b>Schemes Supported by the Government and Other External Bodies</b>											
20	Andover Railway Station Placemaking*	750	250	-	1,000	-	50	N/A	4	7	Pedestrian & cycle improvements, public realm enhancements
21	Manydown to Basingstoke TC Cycle Route*	7,845	2,615	-	10,460	-	523	N/A	4	18	Cycling improvements
22	Petersfield Rd/Park Rd Nth, Havant Active Travel*	2,475	825	-	3,300	-	165	N/A	4	12	Pedestrian and cycle improvements
23	NCN22 Petersfield Rd Havant, Active Travel Phase 2*	2,250	750	-	3,000	-	150	N/A	4	12	Pedestrian and cycle improvements
24	A30 SW Corridor Basingstoke Cycle Route & Bus Priority*	6,150	2,050	-	8,200	-	410	N/A	4	18	Cycling and bus improvements
25	Stockbridge Road Corridor, Winchester: Active Travel *	1,875	625	-	2,500	-	125	N/A	4	12	Active travel improvements
26	Worthy Road Corridor, Winchester Active Travel *	1,500	500	-	2,000	-	100	N/A	4	12	Active travel improvements
27	Twyford Road, Eastleigh Active Travel+	3,825	1,275	-	5,100	-	255	N/A	4	12	Accessibility Improvements
28	Andover Town Centre Placemaking*	1,911	637	-	2,548	-	126	N/A	4	16	Multimodal placemaking improvements
29	Hamble Lane Multimodal+	3,750	1,250	-	5,000	-	250	N/A	4	12	Multimodal improvements
30	Fleet Town Access Plan (priority scheme)+	2,850	950	-	3,800	-	190	N/A	4	12	Active travel improvements
31	West End High Street Placemaking*	187	63	-	250	-	13	N/A	4	6	Placemaking and active travel improvements
32	Basing View to Basingstoke Placemaking*	337	113	-	450	-	23	N/A	4	6	Pedestrian improvements
33	Minley Road Multimodal*	397	133	-	530	-	27	N/A	4	6	Pedestrian and cycle improvements
34	Warsash to A27 Bridge Road Congestion Reduction*	600	200	-	800	-	40	N/A	4	12	Junction improvements
35	Improved Access to Swanwick Station*	450	150	-	600	-	30	N/A	4	12	Pedestrian and cycle improvements
36	Botley Village Placemaking	310	104	-	414	-	21	N/A	4	12	Footway widening, crossing and cycle improvements

Former Economy, Transport and Environment

Capital Programme - 2024/25

Ref	Project	Construct- ion Works	Fees	Furniture Equipment Vehicles	Total Cost (excluding sites)	Revenue Effect in Full Year		Site Position	Contract Start		Remarks
						Running Costs	Capital Charges		Date	Duration	
						£'000	£'000		£'000	£'000	
<b>2024/25 Schemes (continued)</b>											
37	Schemes Costing Less than £250,000+	1,125	375	-	1,500	-	75	N/A	1	12	Local Improvements sub-programme
38	Safety Schemes and Traffic Management #	1,125	375	-	1,500	-	75	N/A	1	12	Casualty Reduction Programme & Traffic Management
39	Minor Improvements +	225	75	-	300	-	15	N/A	1	12	Improvement schemes costing less than £100,000 each.
40	Structural Maintenance of Roads and Bridges #	30,144	3,349	-	33,493	-	1,675	N/A	1	12	Structural maintenance to improve road conditions and structural maintenance and strengthening of bridges.
<b>Total Programme Supported by the Government and other bodies</b>		70,081	16,664	-	86,745	746	4,338				
<b>Total Programme</b>					102,174	746	5,106				
# Projects controlled on an accrued expenditure basis + Projects partly funded from external contributions * Projects externally funded											

Ref	Project	Construct- ion Works	Fees	Furniture Equipment Vehicles	Total Cost (excluding sites)	Revenue Effect in Full Year		Site Position	Contract Start		Remarks
						Running Costs	Capital Charges		Date	Duration	
						£'000	£'000		£'000	£'000	
<b>2025/26 Schemes</b>											
<b>Schemes Supported from Local Resources</b>											
41	Structural Maintenance of Non Principal Roads #	10,641	1,182	-	11,823	-	590	N/A	1	12	Structural maintenance to improve road conditions.
42	Flood and Coastal Defence Management	88	18	-	106	-	2	N/A	-	-	Provision for works and strategies for coastal sites and flood defence including match funding for joint funded schemes with external bodies
<b>Total Programme Supported by Local Resources</b>		10,729	1,200	-	11,929	-	592				
<b>Schemes Supported by the Government and Other External Bodies</b>											
43	Basingstoke Bus Priority Measures*	5,850	1,950	-	7,800	-	390	N/A	4	18	Bus priority measures
44	Farnborough Gold 1 corridor Bus Priority Measures *	1,500	500	-	2,000	-	100	N/A	3	18	Bus priority on approaches to Gold 1 corridor
45	Tap-on Tap-off card readers on bus (countywide)*	900	300	-	1,200	-	60	N/A	3	6	Bus service improvements
46	Upgrade and further roll out of Real Time Information screens at bus at bus stops (countywide)*	900	300	-	1,200	-	60	N/A	4	6	Bus stop improvements
47	Whitehill Bordon - Sleaford Lights Junction - A325/B3004*	750	250	-	1,000	-	50	N/A	4	12	Junction improvements
48	A27 Fareham to Portchester Active Travel *	7,500	2,500	-	10,000	-	500	N/A	4	24	Pedestrian and cycle improvements
49	Gosport Town Centre to Ferry Cycle Route*	5,250	1,750	-	7,000	-	350	N/A	4	12	Cycle improvements
50	Schemes Costing Less than £250,000+	1,125	375	-	1,500	-	75	N/A	1	12	Local Improvements sub-programme
51	Safety Schemes and Traffic Management #	1,125	375	-	1,500	-	75	N/A	1	12	Casualty Reduction Programme & Traffic Management
52	Minor Improvements +	225	75	-	300	-	15	N/A	1	12	Improvement schemes costing less than £100,000 each.
53	Structural Maintenance of Roads and Bridges #	30,144	3,349	-	33,493	-	1,675	N/A	1	12	Structural maintenance to improve road conditions and structural maintenance and strengthening of bridges.
<b>Total Programme Supported by the Government and other bodies</b>		55,269	11,724	-	66,993	470	3,350				
<b>Total Programme</b>					78,922	470	3,942				

# Projects controlled on an accrued expenditure basis  
 + Projects partly funded from external contributions  
 \* Projects externally funded





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## Revised ETE Capital Programme 2022/23

Programme/Project	Estimated Starts Value £'000s
A30/A327/Cricket Hill Lane roundabout improvements	160
A323 Highstreet Ash Road Aldershot footway/cycleway	1,000
A326 – Fawley Waterside LLM	1,254
Andover: B3400 Andover Down Pedestrian Improvements	650
Andover: Cycle Route 32	240
Andover: Knights Enham School Access	246
Barton Stacey: Local transport network improvements	25
Countywide: ATF3 – Provision of dropped kerbs	253
Farnham Capital Improvements	896
Flood and Coastal Defence Management	318
Hampshire Waste Recycling Infrastructure - Chickenhall Lane MRF	30,000
Hartley Wintney Walking and Cycling Improvements	100
Integrated Transport schemes (<£250k)	1,500
Junction Imps West Hill Road / Downs Road, South Wonston	45
LED Street Lighting Replacement Scheme c/fwd from 20/21	3,556
M27 J9 Southern Footway Connection Phase 1	465
Market Town Fund - TBA c/fwd from 20/21	907
Minor Works	300
North Lane Junction Improvement, Aldershot	150
Oakley Accessibility Improvements	180
PCR - Enhanced MM Corridor - Delme to Downend Bus and Cycle Scheme (HCC-24)	9,932
Ropley: Walking and Cycling Improvements	76
Safety Schemes	2,210
SCR - Airport Parkway Travel Hub	447
SCR - Marchwood Bypass	1,982
SCR - Providence Hill cycle route	1,900
SCR - Super Stops/Enhanced Stops - corridor 1	243
SCR - Super Stops/Enhanced Stops - corridor 4	242
Structural Maintenance of Non Principal Roads	26,489
Structural Maintenance of Roads & Bridges	41,982
Traffic Management	450
Traffic Management c/fwd from 2021/22	399
Whitehill & Bordon: Arrival Square	1,680
Winchester CIL Programme (introduced ETET Nov 2018) c/fwd from 20/21	303
<b>Total Resources</b>	<b>130,580</b>

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# HAMPSHIRE COUNTY COUNCIL

## Decision Report

<b>Decision Maker:</b>	Executive Lead Member for Universal Services
<b>Date:</b>	23 January 2023
<b>Title:</b>	2023/24 to 2025/26 Capital Programme Report for the Former Culture, Communities and Business Services
<b>Report From:</b>	Director of Universal Services

**Contact name:** Patrick Blogg

**Tel:** 03707 796865

**Email:** Patrick.Blogg@hants.gov.uk

### Purpose of the Report

1. This report seeks approval for submission to the Leader and Cabinet of the proposed capital programme for the former Culture, Communities and Business Services (CCBS) department for 2023/24 to 2025/26 and the revised capital programme for 2022/23.

### Recommendation(s)

To approve for submission to the Leader and the Cabinet:

2. The capital programme for 2023/24 to 2025/26 as set out in Appendix 1.
3. The revised capital programme for 2022/23 as set out in Appendix 2.
4. The carry forward of resources of £39.233m from 2022/23 to 2023/24, 2024/25 and 2025/26 respectively as set out in paragraph 29.
5. The following four increases in the value of SCA SCOLA recladding schemes, to be approved by the Executive Lead Member: Hart Plain Junior £0.699m (scheme total now £1.573m); Crookhorn College £0.629m (scheme total now £2.027m); Henry Beaufort £0.641m (scheme total now £2.097m) and Cranborne School £0.710m (scheme total now £2.516m).

To approve for submission to Cabinet and County Council:

6. The increase in the value of the two following School Condition Allocation (SCA) schemes: Hiltingbury Junior SCOLA recladding scheme to be increased by £2.265m (scheme total now £3.811m) and Springwood Junior patent glazing upgrade scheme to be increased by £1.165m (scheme total now £1.785m).

7. The increase to the value of, and the expenditure approvals for, the Uplands Development Infrastructure (UDI) project by £3.837m (scheme total now £32.326m), to be funded by future capital receipts and other local resources.

### **Executive Summary**

8. This report seeks approval for submission to the Leader and Cabinet of the proposed capital programme for the former CCBS department for 2023/24 to 2025/26.
9. The report has been prepared in consultation with the Executive Member and will be reviewed by the Transport and Environment Select Committee. It will be reported to the Leader and Cabinet on 7 February 2023 to make final recommendations to County Council on 23 February 2023.
10. In accordance with the provisional capital guidelines approved by Cabinet in December 2022, the report considers the schemes which it is proposed to include in the capital programmes for 2023/24, 2024/25 and 2025/26. The report also presents the revised programme for 2022/23.
11. The proposals contained within this report are derived from the departmental service plans which have been developed to support the 'Serving Hampshire - Strategic Plan 2021 – 2025'.

### **Contextual information**

12. Executive Members have been asked to prepare proposals for:
  - a locally resourced capital programme for the three-year period from 2023/24 to 2025/26 within the guidelines used for the current capital programme including the third year, 2025/26, at a similar level to 2023/24
  - a programme of capital schemes in 2023/24 to 2025/26 supported by Government grants as announced by the Government.
13. The capital guidelines are determined by the Medium Term Financial Strategy which is closely linked to the 'Serving Hampshire - Strategic Plan 2021 – 2025' and departmental Service plans to ensure that priorities are affordable and provide value for money and that resources follow priorities.
14. The schemes included in the three-year capital programme reported to the Executive Member for Universal Services, will be delivered by the Universal Services Directorate. However, from time to time, the three-year programme may also need to include one-off proposals from Corporate Operations.

### **Locally resourced capital programme**

15. The cash limit guidelines for the locally resourced capital programme for the Universal Services portfolio service set by Cabinet are as follows:

£'000

2023/24	4,559
2024/25	4,559
2025/26	4,559

16. Executive Members may vary the guidelines between years provided their total three-year guideline is not exceeded and bunching of payments in any one year or front-loading is avoided.
17. Executive Members may propose supplementing their capital guidelines under the 'prudential framework' agreed by Cabinet at its meeting on 24 November 2003, as amended by Cabinet in February 2006. From 2009/10, Hampshire Transport Management (HTM) has used prudential borrowing to fund the purchase of vehicles instead of leasing them to generate savings. The allocation for this scheme is included within the guidelines above.

### **Revised 2022/23 capital programme**

18. The resources for the revised 2022/23 capital programme for the former CCBS are shown below and total £68.7m. The changes since the capital programme was approved in February 2022 are summarised below with further details shown in Appendix 2:

	<b>2022/23 £'000</b>
Approved programme	59,728
Allocations carried forward from previous years	37,596
Draw down of approved corporate funding	1,600
Draw down of approved cost of change funding	693
Adjustment to Government grant	(306)
Approved capital receipts added to programme	245
Future capital receipts	4,612
Developers' contributions	268
Other external funding	180
Carry forward to 2023/24	(26,493)

Carry forward to 2024/25	(5,224)
Carry forward to 2025/26	(7,516)
Funding transferred from Adults' Health & Care	1,706
Funding transferred from Children's Services	1,239
Net transfers between capital and revenue and other technical adjustments to meet accounting requirements	373
	<b>68,701</b>

19. Allocations carried forward from previous years to the 2022-23 capital programme, totalling £37.596m, were approved by Cabinet on 19 July 2022. This is on top of the £30.744m carry forward of schemes approved by the Executive Member for Commercial Strategy, Estates and Property on 21 January 2022.
20. Significant additions to the 2022-23 programme are highlighted in the following paragraphs.
21. The transfer of £1.154m Capital Maintenance Grant funding from the Children's Services capital programme to the CCBS capital programme was approved by Cabinet on 19 July 2022. This government grant funding for improvements to school buildings has been added to the funding for the School Condition Allocation (SCA) programme.
22. The capital programme has been adjusted to reflect the £0.306m difference between an expected 2022-23 SCA grant of £23.391m and the actual grant of £23.085m.
23. There have been increases to the allocations to named schemes, within the SCA grant envelope. Additional funding has been approved by the Executive Member for Commercial Strategy, Estates and Property for the recladding projects at Wavell School and Nightingale School, the window replacement on the listed block at Warblington School and the roof replacement at Stoke Park Junior School. Increasing the total value of these schemes within the 2022-23 programme to £3.4m, £3.0m, £3.5m and £1.9m respectively.
24. The addition of £1.4m Covid recovery funding to the programme, for a scheme to create new meeting rooms within the EII Court complex, was also approved by Cabinet on 19 July 2022.
25. Adults Health and Care (AHC) DMT approved an allocation of £2.4m for 2022-23 Health & Safety priorities from the Covid-19 related Infection Control Fund government grant. £1.706m of this has been identified as funding capital



schemes, and has therefore been added to the capital programme, leaving £0.694m allocated to revenue works.

26. Cost of change funding of £0.510m has been added to the programme to support additional funding needs for the Country Park Transformation Programme, which will address either unknown pre-existing condition issue or post completion performance.
27. It is proposed that £0.775m future capital receipts funding be added to the programme for phase one works related to Titchfield Haven Nature Reserve, which will allow for works to be tendered to facilitate the sale of Haven House in addition to more urgent works on the facilities in the reserve.
28. Approval is also sought to add £3.837m to the programme for the Uplands Development Infrastructure (UDI) project to cover inflationary cost pressures (£0.758m), other costs arising from a change in design standards and a significant extension to the construction programme. This project has/will provide servicing arrangements (highways and utilities) to support the delivery of Deer Park School and housing on the County Council owned Woodhouse Meadows site at Hedge End and is anticipated to yield significant capital receipts for the County Council when the serviced land is sold. The project currently has an approved project budget of £28.489m, which is funded by Infrastructure funding (HIF) from Homes England, developers' contributions and future capital receipts. It is proposed that the increased cost will be funded from the Capital Inflation Risk Reserve established by Cabinet in December 2022.

### **Resources and projects proposed to be carried forward to 2023/24, 2024/25 and 2025/26**

29. The following table outlines the projects and resources approved within the 2022/23 capital programme that, for reasons set out below, it is proposed to defer and carry forward to 2023/24, 2024/25 and 2025/26 respectively:

Project	Cost of Projects & Resources carried forward			
	2023/24	2024/25	2025/26	Total
	£'000	£'000	£'000	£'000
Hampshire Transport Management Petersfield Vehicle Workshop Refurbishment	600			600
Corporate Estate Capital Projects	402			402
Fareham Parkway Improvements	2,500			2,500
Office Accommodation Capital Projects	226			226
Facilities Management	286			286
Energy Performance Programme	1,450			1,450
Adults' Health & Care Essential	1,518			1,518

Health & Safety works (funding transferred from Adults' Health & Care)				
Hampshire Outdoor Centres (carry forward of capital receipt to fund HOC transformation programme)	190			190
Country Parks Transformation Programme	428			428
Basingstoke Canal Swan Cutting Restoration	775			775
School Condition Allocation (building improvements)	17,918	5,224	7,516	30,658
Hiltingbury Junior School SCOLA Reclad Project (CCBS Climate Change funding)	200			200
<b>Total</b>	<b>26,493</b>	<b>5,224</b>	<b>7,516</b>	<b>39,233</b>

30. A number of planned capital investments in the corporate estate, to be funded from the allocations for facilities management, repairs and maintenance and office accommodation, were put on hold in 2022/23 to enable time for the further development of the corporate office strategy and asset rationalisation programmes. £2.5m allocated to Fareham Parkway improvements will be carried forward to 2023/24, plus uncommitted funding totalling £0.9m that will be used to address capital priorities within the retained estate to improve the safety, condition, utilisation and efficient management of retained buildings.
31. Six of the eight AHC Health & Safety schemes funded by the Infection Control Fund grant will start in 2023/24, which requires a carry forward of £1.5m.
32. Previous Energy Performance programmes (EEP1 – EPP6) have been consolidated to support the County Council's winter climate change programme. This £1.45m funding will be carried forward and will allow for further investment in the County Councils' electric vehicle infrastructure to support the continuous transition of fleet vehicles to electric and decarbonisation pilot projects to reduce carbon emissions.
33. The majority (£0.428m) of the £0.510m Cost of Change funding added to the programme for Country Park Transformation will be carried forward to 2023/24 to address the condition issues at Lepe Country Park and Queen Elizabeth Country Park.
34. The SCA grant is used to improve the condition of the school's estate on a priority basis. In line with normal timescales for design development and procurement, programmes are planned for delivery on site in future years and £30.658m of the funding from the 2022/23 programme is to be carried forward.
35. £18m SCA funding will be carried forward into 2023-24 and includes four named schemes with a combined value of £7.869m for SCOLA recladding at

Hart Plain and Hiltngbury Junior Schools, a roof upgrade at Red Barn Primary and the upgrade of patent glazing at Springwood Junior School. A further £4.3m has been allocated to projects below the named schemes threshold and, to make provision for the impacts of the current market conditions on tendered costs, £5.9m is currently being held as contingency.

36. The remaining named projects from the 2022-23 SCA programme totalling £12.7m will be carried forward into future years and include five SCOLA recladding projects (Crookhorn, Henry Beaufort, Cranbourne, Baycroft and Henry Court) that were placed on hold pending the outcomes of their nominations for the DfE's Schools Rebuilding Programme. Timing of schemes will be reviewed following the recent DfE announcement of schemes to be included in the programme,
37. Additional funding totalling £5.4m is now proposed for six of the carried forward named schemes, which reflects revised scopes on some projects and the anticipated impact of increased tender costs across all with their total combined value now £11m.
38. Details of named schemes in the 2023/24 to 2025/26 programme are provided in Appendix 1.

#### **Proposed capital programme 2023/24 to 2025/26 – locally resourced schemes**

39. The programme proposed for 2023/24 to 2025/26 is detailed in Appendix 1.
40. The need for additional capital investment to carry out essential asset condition works was identified in the Medium-Term Financial Strategy and approved by Cabinet on 19 July 2022. £3.65m of this capital priorities funding has been added to the 2023/24 programme, and £3.3m to the 2024/25 programme, for investment in Countryside bridges and rights of way to meet legal obligations; Countryside improvement of livestock management and historic building repairs; Basingstoke Canal management; County Farms estate buildings and the corporate estate programme of building fabric and mechanical and electrical building services lifecycle replacement.
41. £3.4 million per annum for vehicle purchases by Hampshire Transport Management (HTM) has been allocated to the programme to enable HTM to respond to growing business for electric vehicles. The cost of these purchases is recovered through business unit charges to customers.
42. An annual allocation of £0.328m has been added to the programme for CCBS minor capital works. CCBS DMT allocated the 2023/24 funding to targeted income and service improvements for Countryside.
43. The 2023/24 programme includes £2.1m allocated to the Hampshire Outdoors Centre Transformation Programme, which will support works to strengthen operations across three outdoor centres as part of the drive to be a self-financing service. Funding has been drawn from a carried forward capital receipt, Cost of Change funding and funding from the Portal Trust.
44. Additional Cost of Change funding of £1m has been allocated to Calshot Futures interim works, to address non-lifecycle maintenance issues and make minor improvements.

45. The 2023/24 capital programme also includes the proposal to carry forward funding from the 2022/23 programme in respect of schemes that for a variety of reasons summarised from paragraph 29 will not start in the current financial year. As set out in the previous section of this report, the total of locally resourced funding proposed to be carried forward is £8.6m. The augmented locally resourced programme totals are shown in the table below:

	2023/24	2024/25	2025/26
	£'000	£'000	£'000
Guideline set by Cabinet	4,559	4,559	4,559
Capital Priorities funding (County Council 29/9/22)	3,650	3,300	
Departmental revenue and reserve contributions to capital	2,800		
External contribution	110		
Carry forward from 2022/23	8,575		
<b>Proposed locally resourced programme</b>	<b>19,694</b>	<b>7,859</b>	<b>4,559</b>

#### **Proposed capital programme 2023/24 to 2025/26 supported by Government allocations**

46. The Secretary of State has not yet announced details of individual local authority School Condition Allocation grant allocations for 2023/24, 2024/25 and 2025/26. A continuation of the 2022/23 allocation is assumed in the 2023/24 programme.
47. A project to re-roof Fleet Infant School has been identified for inclusion as a named scheme within the 2023-24 SCA programme at an estimated value of £0.750m. Other programmes of work, below the threshold for named schemes, are being developed to address the identified condition priorities across the schools' estate. These projects address mechanical, electrical and building fabric related condition priorities, incorporating measures that reduce energy consumption and achieve carbon emission reductions wherever possible. In line with the approach taken in 2022/23, a contingency sum will also be identified within the grant funding envelope to enable the management of the significant inflation pressures within the construction sector.
48. The cash limit guidelines for this part of the capital programme are as follows:

<b>Capital grant</b>	<b>2023/24</b>	<b>2024/25</b>	<b>2025/26</b>
	£'000	£'000	£'000
Assumed	23,085	23,085	23,085
Carry forward from 2022/23	17,918	5,224	7,516

<b>Proposed programme funded by Govt grant</b>	<b>41,003</b>	<b>28,309</b>	<b>30,601</b>
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### **Emerging construction inflation and resource capacity issues**

49. 2022 has been a challenging year for the construction industry with material and labour shortages and cost increases impacting on programmes of work being delivered as part of the County Council’s capital programme. However, construction output has continued to grow with the industry seeing four consecutive months of growth.
50. Tender price inflation is influenced by the level of risk accepted by the supply chain and how that is priced. Recently, the Construction Leadership Council has suggested introducing fluctuations into JCT and NEC forms of contract to collaboratively share the risk of inflation. In some instances, we have seen contractors request some form of allowance for fluctuations within the tender and contract documents.
51. The BCIS are now indicating that 2022 saw a 7.6% in year increase in tender prices from the fourth quarter of 2021, which again is evident in some recent tender returns. BCIS is also forecasting a further 5.4% increase in the first quarter of 2023, with inflation then starting to fall. The Maintenance cost indices have shown a slightly higher increase with the average on year cost during 2022 being between 8-9%.
52. The general fiscal position for the UK economy remains uncertain, with inflationary pressures due to the rising cost of commodities continuing to affect the cost of materials. It is anticipated that this will not be fully understood until the mid-point of 2023. However, material price growth is starting to ease from the high levels of mid-2022.
53. Continued use of local and regional construction frameworks and the early engagement of contractors will be vital in securing cost certainty and value for money for the successful delivery of projects within the CCBS capital programme. Key to the success of the early engagement will be pipeline management and visibility to the market of programmes of work.

### **Capital programme summary**

54. On the basis of the position outlined above, the total value of the capital programmes submitted for consideration for the three years to 2025/26 are:

	<b>Schemes within locally resourced guidelines</b>	<b>Schemes supported by Government allocations</b>	<b>Total</b>
	<b>£’000</b>	<b>£’000</b>	<b>£’000</b>
2023/24	19,694	41,003	60,697

2024/25	7,859	28,309	36,168
2025/26	4,559	30,601	35,160

### Revenue implications

55. The on-going service and maintenance implications of the proposed capital programme are funded from within the revenue budget. Some schemes are of an invest to save nature and thus have a positive impact on the revenue budget.
56. In line with proper accounting practice, the asset value resulting from capital expenditure is depreciated over the expected life of the asset with a corresponding charge to the income and expenditure account. However, this accounting adjustment does not directly impact the cash limited budget of services. The estimated depreciation arising from the proposed capital programme is as follows:

	<b>Full year cost</b>
	<b>£'000</b>
2023/24	1,471
2024/25	997
2025/26	962
<b>Total</b>	<b>3,430</b>

### Conclusions

57. The proposed capital programme for the former CCBS as summarised in paragraph 55 is in line with the guidelines set by Cabinet. In addition, it plans to use the allocated Government grants in full.
58. The main priority of the programme continues to be the maintenance and improvement of the County Council's built and rural estate, and the purchase of vehicles to support service delivery across the County Council. The programme supports the delivery of services countywide and contributes to the strategic aims:
- Hampshire maintains strong and sustainable economic growth and prosperity
  - People in Hampshire live safe, healthy and independent lives
  - People in Hampshire enjoy a rich and diverse environment
  - People in Hampshire enjoy being part of strong, inclusive communities.

**REQUIRED CORPORATE AND LEGAL INFORMATION:****Links to the Strategic Plan**

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

**Other Significant Links**

<b>Links to previous Member decisions:</b>	
<u>Title</u>	<u>Date</u>
Budget Setting and Provisional Cash Limits 2023/24 (Cabinet) <a href="#">Financial Update and Budget Setting and Provisional Cash Limits 2023/24 (hants.gov.uk)</a>	13 December 2022
Medium Term Financial Strategy Update (Cabinet) <a href="#">MTFS.pdf (hants.gov.uk)</a>	19 July 2022
<b>Direct links to specific legislation or Government Directives</b>	
<u>Title</u>	<u>Date</u>

**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 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:**

Equalities impact assessments will be considered when individual project appraisals are developed.

#### **2.1. Impact on Crime and Disorder:**

Crime prevention issues will be considered when individual project appraisals are developed.



## CLIMATE CHANGE IMPACT ASSESSMENT

1. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience impacts of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.
2. **Climate Change Adaptation.** The climate change adaptation tool is not applicable because this is a financial report amending or proposing budgets for a number of individual projects or programmes, which are subject to assessment individually when project appraisals are developed.
3. **Carbon Mitigation.** The carbon mitigation tool is not applicable because this is a financial report amending or proposing budgets for a number of individual projects or programmes, which are subject to assessment individually when project appraisals are developed.

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Former Culture, Communities and Business Services

Capital Programme - 2023/24

Ref	Project	Construct- ion Works	Fees	Furniture Equipment Vehicles Grants	Total Cost (excluding sites)	Revenue Effect in Full Year		Site Position	Contract Start		Remarks
						Running Costs	Capital Charges		Date	Duration	
						£'000	£'000		Qtr	Months	
<b>2023/24 Schemes</b>											
<b>Schemes Supported from Local Resources</b>											
1	Vehicles for Hampshire Transport Management	-	-	3,400	3,400	-	340	N/A	-	-	Continuing programme of replacing vehicles
2	Hampshire Transport Management Vehicle Workshop	515	85	-	600	-	12	Owned	2	6	Refurbishment of Petersfield HTM vehicle workshop
3	County Farms Building Improvements	429	71	-	500	-	10	Owned	1	12	Planned improvements to residential and farm buildings across the County Farms estate to ensure compliance with tenancy and agricultural regulations including energy efficiency measures
4	Corporate Estate	1,633	269	-	1,902	-	38	Owned	1	12	Planned improvements across the Corporate Estate to address backlog of condition based maintenance and ensure safety, compliance and business continuity for essential buildings
5	Fareham Parkway Improvements	2,146	354	-	2,500	-	50	Owned	1	12	Condition related and internal refurbishment works to improve working environment at Fareham Parkway office
6	Office Accommodation Capital Projects	194	32	-	226	-	5	Owned	1	12	Planned improvements to Office Accommodation
7	Facilities Management	245	41	-	286	-	6	Owned	1	12	Planned improvements to Facilities Management
8	Energy Performance Programme	1,245	205	-	1,450	-	29	Owned	1	12	Consolidation of existing energy funding across various workstreams into a single programme as part of the County Council's wider climate change programme. To include further investment in electric vehicle infrastructure and decarbonisation pilot projects
9	Adults' Health & Care Essential Health & Safety Works	1,303	215	-	1,518	-	30	Owned	1	12	Programme of essential health and safety improvement works across Adults' Health and Care buildings
10	Hampshire Outdoor Centres Transformation Programme	1,803	297	-	2,100	-	42	Owned	1	12	Programme includes range of improvements at Argoed Lwyd, Runways End and Tile Barn Outdoor Centres
11	Calshot Futures (Interim Works)	858	142	-	1,000	-	20	Leasehold	1	12	Interim programme of essential condition works, health and safety improvements and minor improvements to contribute to income generation opportunities
12	Country Parks Transformation Programme	367	61	-	428	-	9	Owned	1	12	Sewage treatment plant works at Lepe and Queen Elizabeth Country Parks and other essential improvement works
13	Countryside Bridges & Rights of Way	687	113	-	800	-	40	N/A	1	12	Planned works to address backlog of essential work to the condition of countryside bridges and rights of way
14	Countryside Improvements	582	96	-	678	-	14	Owned	1	12	Works to ensure compliance with health and safety regulations and meet HCC legal obligations as land owner. Planned works include improvements to livestock management, refurbishment of historic buildings at Manor Farm and capital repairs to lake wall at Staunton Country Park
15	Basingstoke Canal Swan Cutting Restoration	858	142	-	1,000	-	-	N/A	1	12	Swan cutting bank stabilisation works at North Warnborough
16	Basingstoke Canal	236	39	-	275	-	-	N/A	1	12	Continued management of canal assets including bank stabilisation, weirs and sluices and towpath
17	Programme Contingency	185	-	-	185	-	3	N/A	-	-	
	<b>Total Programme Supported by Local Resources</b>	<b>13,286</b>	<b>2,162</b>	<b>3,400</b>	<b>18,848</b>	<b>-</b>	<b>647</b>				

## Former Culture, Communities and Business Services

## Capital Programme - 2023/24

Ref	Project	Construct- ion Works	Fees	Furniture Equipment Vehicles Grants	Total Cost (excluding sites)	Revenue Effect in		Site Position	Contract Start		Remarks
						Full Year			Date	Duration	
						Running Costs	Capital Charges				
		£'000	£'000	£'000	£'000	£'000	£'000		Qtr	Months	
	<b>2023/24 Schemes (continued)</b>										
	<b>Schemes Supported by the Government</b>										
	<b>Schools Condition Allocation (SCA)</b>										
18	Fleet Infant School, Fleet	644	106	-	750	-	15	Owned	2	9	Roof upgrade
19	Hart Plain Junior School, Waterlooville	1,350	223	-	1,573	-	31	Owned	2	9	SCOLA recladding
20	Hiltingbury Junior School, Eastleigh *	3,271	540	-	3,811	-	76	Owned	2	12	SCOLA recladding
21	Red Barn Primary, Fareham	601	99	-	700	-	14	Owned	2	9	Roof upgrade
22	Springwood Junior School, Waterlooville	1,532	253	-	1,785	-	36	Owned	2	9	Patent glazing upgrade
23	Schools Condition Allocation (schemes costing less than £500,000)	27,969	4,615	-	32,584	-	652	Owned	-	-	Major improvements to school buildings
	<b>Total Schemes Supported by the Government</b>	35,367	5,836	-	41,203	-	824				
	<b>Total Excluding Land</b>				60,051		1,471				
	Advance and Advantageous Land Purchases				646						
	<b>Total Programme</b>				60,697		1,471				
											* Includes £200k CCBS Climate Change funding (to be carried forward from 2022/23)

Former Culture, Communities and Business Services

Capital Programme - 2024/25

Ref	Project	Construct- ion Works	Fees	Furniture Equipment Vehicles Grants	Total Cost (excluding sites)	Revenue Effect in Full Year		Site Position	Contract Start		Remarks
						Running Costs	Capital Charges		Date	Duration	
						£'000	£'000		Qtr	Months	
<b>2024/25 Schemes</b>											
<b>Schemes Supported from Local Resources</b>											
24	Vehicles for Hampshire Transport Management #	-	-	3,400	3,400	-	340	N/A	-	-	Continuing programme of replacing vehicles
25	County Farms Building Improvements	429	71	-	500	-	10	Owned	1	12	Planned improvements to residential and farm buildings across the County Farms estate to ensure compliance with tenancy and agricultural regulations including energy efficiency measures
26	Corporate Estate Schemes	1,288	212	-	1,500	-	30	Owned	1	12	Planned improvements across the Corporate Estate to address backlog of condition based maintenance and ensure safety, compliance and business continuity for essential buildings
27	CCBS Capital	328	-	-	328	-	7	Owned	1	12	Provision of minor works across the department including Library and Countryside services
28	Countryside Bridges & Rights of Way	687	113	-	800	-	40	N/A	1	12	Planned works to address backlog of essential work to the condition of countryside bridges and rights of way
29	Basingstoke Canal	429	71	-	500	-	-	N/A	1	12	Continued management of canal assets including bank stabilisation, weirs and sluices and towpath
30	Programme Contingency	185	-	-	185	-	3	N/A	-	-	
<b>Total Programme Supported by Local Resources</b>		3,346	467	3,400	7,213	-	430				
<b>Schemes Supported by the Government</b>											
<b>Schools Condition Allocation (SCA)</b>											
31	Crookhorn College, Waterlooville	1,740	287	-	2,027	-	41	Owned	-	-	SCOLA recladding
32	Henry Beaufort, Winchester	1,800	297	-	2,097	-	42	Owned	-	-	SCOLA recladding
33	Marchwood Infant School, Southampton	944	156	-	1,100	-	22	Owned	-	-	Recladding and building upgrade
34	Schools Condition Allocation (schemes costing less than £500,000)	19,815	3,270	-	23,085	-	462	Owned	-	-	Major improvements to school buildings
<b>Total Schemes Supported by the Government</b>		24,300	4,009	-	28,309	-	567				
<b>Total Excluding Land</b>					35,522		997				
Advance and Advantageous Land Purchases					646						
<b>Total Programme</b>					36,168		997				

Former Culture, Communities and Business Services

Capital Programme - 2025/26

Ref	Project	Construct- ion Works	Fees	Furniture Equipment Vehicles Grants	Total Cost (excluding sites)	Revenue Effect in Full Year		Site Position	Contract Start		Remarks
						Running Costs	Capital Charges		Date	Duration	
						£'000	£'000		£'000	£'000	
	<b>2025/26 Schemes</b>										
	<b>Schemes Supported from Local Resources</b>										
35	Vehicles for Hampshire Transport Management #	-	-	3,400	3,400	-	340	N/A	-	-	Continuing programme of replacing vehicles
36	CCBS Capital	328	-	-	328	-	7	Owned	1	12	Provision of minor works across the department including Library and Countryside services
37	Programme Contingency	185	-	-	185	-	3	N/A	-	-	
	<b>Total Programme Supported by Local Resources</b>	513	-	3,400	3,913	-	350				
	<b>Schemes Supported by the Government</b>										
	<b>Schools Condition Allocation (SCA)</b>										
38	Baycroft School, Fareham	2,146	354	-	2,500	-	50	Owned	-	-	SCOLA recladding and building refurbishment
39	Cranbourne School, Basingstoke	2,160	356	-	2,516	-	50	Owned	-	-	SCOLA recladding
40	Henry Cort Community College, Fareham	2,146	354	-	2,500	-	50	Owned	-	-	SCOLA recladding
41	Schools Condition Allocation (schemes costing less than £500,000)	19,815	3,270	-	23,085	-	462	Owned	-	-	Major improvements to school buildings
	<b>Total Schemes Supported by the Government</b>	26,267	4,334	-	30,601	-	612				
	<b>Total Excluding Land</b>				34,514		962				
	Advance and Advantageous Land Purchases				646						
	<b>Total Programme</b>				35,160		962				

## Former CCBS 2022/23 capital programme:

<b>1 Latest programme limit:</b>	<b>£'000</b>
Approved programme	59,728
Allocations carried forward from previous years	37,596
Draw down of approved corporate funding	1,600
Draw down of approved cost of change funding	693
Adjustment to Government grant	(306)
Approved capital receipts added to programme	245
Future capital receipts	4,612
Developers contributions	268
Other external funding	180
Carry forward to 2023/24	(26,493)
Carry forward to 2024/25	(5,224)
Carry forward to 2025/26	(7,516)
Funding transferred from Adults' Health & Care	1,706
Funding transferred from Children's Services	1,239
Net transfers between capital and revenue and other technical adjustments to meet accounting requirements	373
	<hr/> <b>68,701</b> <hr/>

## 2 Analysis of 2022/23 programme including carry forwards from 2021/22:

<b>Former CCBS Programme</b>	<b>£'000</b>
Vehicles for Hampshire Transport Management (HTM)	5,692
Schools Condition Allocation (SCA) (including carry forwards of grant, transfers of unspent Children's capital maintenance & Basic Need grant to fund projects)	30,152
Strategic Land Purchase	10,000
Advance and Advantageous Land	3,421
Broadband - Top Up Voucher Scheme	1,933
Investment in Hampshire	2,554
<b>Schemes controlled on an expenditure basis:</b>	<b>53,752</b>
Botley – Uplands Development Infrastructure (UDI)	3,837
Council Chamber Improvement Works	786
EII Court East Podium Meeting Rooms	1,400
Corporate Estate Capital projects	686
Adults' Health & Care Essential Health & Safety works (funding transferred from Adults' Health & Care)	188
Gosport Old Grammar School (Gosport Museum and Art Gallery) (funded by Hampshire Cultural Trust)	998
Titchfield Haven Nature Reserve	775
Countryside projects:	
- Bridges	400
- Rights of Way	297
- Countryside Footpath/Rights of Way projects (funded by combination of developers contributions, external funding & CCBS cost of change funding)	904
- Capital receipt retained for Countryside use	230
Country Parks Transformation (CPT)	82



County Farms:	
- Lyde Green Farm	550
- Hollam Hill Farm	657
- County Farms Improvement projects	1,018
Programme contingency	2,141
<b>Schemes controlled on a starts basis:</b>	<b>14,949</b>
<b>Former CCBS Capital Programme 2022/23</b>	<b>68,701</b>

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## Hiltingbury Junior School – Recladding and re-roofing

### Overview

1. At the [Executive Member for Commercial Strategy, Human Resources and Performance on 17 March 2021](#), £1.546m of funding was agreed for re-cladding of Hiltingbury Junior School.
2. That project is brought back to the Executive Lead Member for Universal Services on 23 January 2023 to request further funding be made available from the unallocated provision within the 2022/23 Schools Condition Allocation (SCA) grant, allowing the project to encompass a broader scope of works and progress as a 'towards carbon net-zero pilot' SCOLA recladding project.
3. Hiltingbury Junior School is situated adjacent to Hiltingbury Recreation Ground between Hiltingbury Road and Pine Road in Chandlers Ford. The Junior school is of SCOLA 2 system build and was constructed in the early 1970's. The building is steel framed with a façade of brick, single glazing and cement panel boards.
4. When originally proposed to the Building's Land and Procurement panel in March 2021, the intent had been to deliver a project using HCC's long-established approach to replacing the external envelope of these system-built buildings to improve thermal performance, enhance safety and improve teaching environments. However, in the 21 months since approval, Property Services have continued to review how these buildings (that represent around 35% of the overall Hampshire schools estate), could through their careful refurbishment, take greater steps towards reducing embodied carbon and improving climate resilience.
5. As such, at the [Buildings Land and Procurement Panel on 6 April 2022](#), proposals were set out and agreed to develop a pilot project for the recladding of an existing SCOLA school using low-carbon construction, including the installation of heat-pump heating. Hiltingbury School was selected as an appropriate candidate; with scoping already progressing on many of the necessary elements within its core scheme. Proposals for the project have since been developed to give the building its intended new lease of life whilst meeting the key objectives of the pilot:
  - To create a learning environment resilient to the environmental impacts of 'a 2°C rise by 2050'
  - To deliver a project in which the operational energy is <70kWh/m<sup>2</sup>/y – in line with the RIBA 2030 Challenge target for new-build schools for 2025.

- To establish a low embodied carbon benchmark for a comprehensive SCOLA re-clad and refurbishment project.
6. The revised proposals will replace and upgrade the roof finishes, the existing window systems and re-clad the entire envelope of the building. To meet the Building Regulations the proposals also incorporate Natural Ventilation and Heat Recovery (NVHR) units to optimise the internal temperature of the classrooms, with night-time purging and brises soleil shading fins on the southern facade to minimise heat gains in the summer. The proposals also include the replacement of the existing lighting with LED fittings to reduce energy use and the temporary removal and replacement of the existing Solar PV array upon completion of the roofing works.
  7. Thermal modelling has been carried out to test the proposals using predicted 2050 weather data. The proposals seek to ensure that the indoor temperature of the teaching spaces will not rise above 28°C for more than 120 hours per year in accordance with the Building Regulations.
  8. Taking account of the improvements to the building's fabric outlined above the operational energy in use is predicted to be 61kWh/m<sup>2</sup>/y which is well within the RIBA 2030 Challenge target for new-build schools for 2025 at <70kWh/m<sup>2</sup>/y.
  9. Key revised areas of scope include a number of measures to reduce the embodied carbon within the materials used, these include the use of an engineered timber structure to support the new cladding, natural fibre insulation and composite timber/aluminium double-glazed windows and doors. Calculations estimate a potential 70% improvement in embodied carbon, versus the traditional SCOLA re-clad specification.
  10. There is also an aspiration to install a ground source heat-pump to decarbonise the schools heating, subject to a successful grant application. A bid for grant funding has been submitted to Salix under phase 3 of the Public Sector Decarbonisation Scheme (PSDS3). The PSDS3 scheme requires nominating authorities to fund the cost of the like for like replacement of the existing system, with the grant funding the additional cost of the lower carbon solution. The outcome is expected at the end of January 2023, and therefore provision has been made within the overall funding request to enable this element to progress without delay. If unsuccessful, the project will continue without replacement of the heating system and that element of cost will be reconciled and returned to the overall programme for use on other projects.
  11. The school site will remain in use during the construction period and local management arrangements will be put in place to manage the health and safety impact to all users. The work is planned to be undertaken in three phases with modular classrooms used to decant the areas where the

contractor will need to work. It is proposed that the hall and kitchen works are completed during the school summer holidays to minimise disruption.

12. A Planning application was submitted in December 2022 and a decision is expected in early 2023. The works will be procured through the Minor Works Framework and are anticipated to commence on site at Easter 2023 with the works completing in the spring 2024.

### **Climate Change Impact Assessment**

13. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience impacts of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.
14. The Adaptation Project Screening Tool identifies that the existing buildings will be highly vulnerable to future extreme heat, rain and wind events that will occur with the climate consequences of a global average 2°C temperature rise by 2050. The project will incorporate the following features to mitigate the impact of extreme weather events:
  - Replacement of the single glazed windows and doors with new double-glazed units with solar glazing, which will reduce excessive heat gain whilst maintaining a good standard of daylight.
  - Provision of Brises Soleil shading fins on the southern facade to reduce solar gains.
  - Natural Ventilation and Heat Recovery (NVHR) units to optimise the internal temperature of the classrooms, with night-time purging reducing excessive heat gain.
  - Existing roofs will be over-roofed with tapered insulation to improve the thermal performance of the building, with new external rainwater goods to provide resilience to increased rainfall.
15. The carbon mitigation tool does not calculate emissions for refurbishment projects so is not applicable. However, the project will incorporate the following features to reduce energy consumption and embodied carbon to mitigate the impact of climate change:
  - Recladding the external walls with brick slips to the ground floor and timber cladding to the first floor, incorporating natural fibre insulation to improve the thermal performance of the façade and reduce embodied carbon.

- The recladding is to be supported on an engineered timber structure to reduce embodied carbon.
- Replacement of the single glazed windows and doors with new composite timber/aluminium double-glazed units which will improve the thermal performance and reduce embodied carbon whilst maintaining a good standard of daylight.
- Existing roofs will be over-roofed with tapered insulation to improve the thermal performance of the building.
- Replacement of existing lighting with LED (part funded by school)
- Removal and replacement of the existing Solar PV array upon completion of re-roofing.

## Finance

14. This project is brought back to the Executive Member for review due to the increased cost associated with the revised scope of works associated with the pilot project. The additional approval includes £280,000 of SCA necessary to support a PSDS3 bid, however should this be unsuccessful, £280,000 will be returned to the overall programme for use on other projects.
15. The CCBS Climate Change Investment Programme has approved an allocation of £200,000 to support the development of the pilot scheme which forms part of the overall funding.
16. The Executive Member is requested to approve the allocation of a further £1,765,000 of SCA to progress the project to completion. The updated value of this 'Key Project' to be notified to Cabinet is now £3,811,000.
17. The funding currently approved for this scheme is as follows:

<b>Financial Provision for Total Scheme</b>	<b>Buildings £</b>	<b>Fees £</b>	<b>Total £</b>
School Condition Allocation (SCA) (approved at EMCSEP 21.01.2022)	1,327,039	218,961	1,546,000
<b>Total</b>			<b>1,546,000</b>

18. The revised anticipated cost for this project and amended proposed funding for the scheme is now as follows:

<b>Financial Provision for Total Scheme</b>	<b>Buildings £</b>	<b>Fees £</b>	<b>Total £</b>
School Condition Allocation (SCA) 2021/22 (Original works)	1,327,039	218,961	1,546,000

CCBS 22/23 R&D – Climate Change Investment Programme	171,674	28,326	200,000
School Condition Allocation (SCA) 2022/23 (scope complexity and cost pressures)	1,274,678	210,322	1,485,000
Public Sector Decarbonisation Scheme (PSDS3)	257,511	42,489	300,000 *1
School Condition Allocation (SCA) 2022/23 (contribution for PSDS3 grant)	240,343	39,657	280,000 *1
<b>Total</b>	<b>3,271,245</b>	<b>539,755</b>	<b>3,811,000</b>

\*1 the £300,000 PSDS3 grant and £280,000 SCA additional contribution, £580,000 total, will be omitted from the projects scope if PSDS3 bid is unsuccessful.

#### Appendix 3A – Project Appraisal Drawing

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## HAMPSHIRE COUNTY COUNCIL

### Report

<b>Committee:</b>	Universal Services – Transport and Environment Select Committee
<b>Date:</b>	23 January 2023
<b>Title:</b>	2023/24 Revenue Budget
<b>Report From:</b>	Director of Universal Services and Director of Corporate Operations

**Contact name:** Patrick Blogg  
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#### Purpose of Report

1. For the Universal Services – Transport and Environment Select Committee to pre-scrutinise the proposals for the 2023/24 budget for Universal Services, in accordance with the Council's Medium Term Financial Strategy (MTFS) (see report attached due to be considered at the decision day of the Executive Lead Member for Universal Services at 2.00pm on Monday 23 January 2023).

#### Recommendation

2. That the Universal Services – Transport and Environment Select Committee:  
Either:  
Supports the recommendations being proposed to the Executive Lead Member for Universal Services in the attached report.  
Or:  
Agrees any alternative recommendations to the Executive Lead Member for Universal Services, with regards to the proposals set out in the attached report.

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## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Lead Member for Universal Services
<b>Date:</b>	23 January 2023
<b>Title:</b>	2023/24 Revenue Budget Report for Universal Services
<b>Report From:</b>	Director of Universal Services and Director of Corporate Operations

**Contact name:** Patrick Blogg  
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#### Section A: Purpose of this Report

1. The purpose of this report is to set out proposals for the 2023/24 budget for Universal Services in accordance with the Council's Medium Term Financial Strategy (MTFS) approved by the County Council in November 2021.

#### Section B: Recommendation

To approve for submission to the Leader and the Cabinet:

2. The revised revenue budget for 2022/23 as set out in Appendix 1.
3. The summary revenue budget for 2023/24 as set out in Appendix 1

#### Section C: Executive Summary

4. This report provides the summary outputs of the detailed budget planning process undertaken by the Universal Services Directorate for 2023/24 and the revised budget for 2022/23. For the first time in many years, this process has been undertaken in a high inflationary environment, which presents particular challenges in balancing budget certainty for Directorates with levels of affordability for the Council. The budget for Universal Services therefore represents a prudent assessment of the funding level required to deliver services, with additional corporately held risk contingencies playing an important role to mitigate the impact of financial uncertainty on service delivery.
5. The Autumn Statement delivered by the chancellor on 17 November announced significant additional resources for local government through social care grants and greater Council tax flexibilities, in addition to the usual index linked increases in business rates income. This funding, including the

opportunity to increase council tax, provides a partial solution to meeting the Council's budget shortfall. However, the cost pressures facing the County Council have worsened further over the current year, with extra funding required for children's social workers, Home to School Transport and growth in Younger Adults. Substantial budget gaps therefore remain across the MTFs, despite the announced increases in local government funding and SP23 savings factored into Directorate budgets in 2023/24.

6. The Council's new organisational structure, implemented from 1 January 2023, draws a clear distinction between our public facing service Directorates, place shaping activity, and organisation facing enabling functions. This structure places a key focus on the Council's priorities emerging from the Hampshire 2050 Commission of Inquiry, ensures that all enabling functions are centrally managed to facilitate maximum efficiency and effectiveness and ensures that services are delivered in the most coordinated and consistent way possible to maximise value for our residents. As detailed work on later phases of the restructure progresses it is likely that further, more minor changes to budgets may be required and this report therefore represents an interim position that will be fine-tuned during the period to 2023/24.
7. The anticipated delay to delivery of some aspects of the remaining Transformation to 2019 (Tt2019) and Transformation to 2021 (Tt2021) programmes has been factored into our financial planning, and one-off Directorate funding will be provided where required to bridge the forecast savings gap in 2023/24. As of September 2022, £32.2m of Tt2019 and Tt2021 savings have yet to be delivered across the Council, however expected early delivery of Savings Programme to 2023 (SP2023) savings totals £21.5m during the current year. Of the required £80m SP2023 savings, £71m are due to be achieved next year, and plans are in place to deliver the remaining savings by 2024/25. The report discusses the specific issues impacting delivery of the savings programmes for Universal Services in Sections F, G and H.
8. The report also provides an update on the business as usual financial position for the current year, and the outturn forecast for the Directorate for 2022/23 is a budget over spend of £5.1m.
9. The proposed budget for 2023/24 analysed by service is shown in Appendix 1.
10. This report seeks approval for submission to the Leader and Cabinet of the revised budget for 2022/23 and detailed service budgets for 2023/24 for Universal Services. The report has been prepared in consultation with the Executive Lead Member and will be reviewed by the Transport and Environment Select Committee. It will be reported to the Leader and Cabinet on 7 February 2023 to make final recommendations to County Council on 23 February 2023.

## Section D: Contextual Information

11. In July 2022, Cabinet received a report updating on the development of the next Medium Term Financial Strategy against a potential budget gap of £180m to £200m to 2025/26. This took account of the expected local government pay award, the impact of rising inflation on contract prices and anticipated regulatory changes, resulting in a significant increase on the £157m budget deficit reported to Cabinet in February 2022.
12. Since that time, the cost pressures facing the County Council have worsened further, with substantial extra funding required for children's social workers, Home to School Transport and growth in Younger Adults. These pressures have arisen due to a combination of sustained increases in demand following the pandemic, surging inflation and labour shortages in both in-house and contracted services. The financial crisis that has recently hit the country, with an extended recession being expected, has also worsened the longer term funding outlook for the sector; with no Fair Funding Review, no new two year deal for local government and the announcement in the Autumn Statement that government spending will grow by just 1% per year in real terms from 2025/26. This is significantly lower than the 9.4% increase provided to local government through the 2021 Spending Review.
13. However, the Government has acted to prioritise Social Care spending to 2025, with additional grant funding provided to support hospital discharges and to help meet the increasing costs of both adults and children's care packages. £1bn additional funding will be distributed through the Better Care Fund and existing Adults Social Care Discharge Fund, to be shared between local authorities and the NHS. A further £1.3bn will be distributed through the general Social Care Grant and is repurposed funding previously earmarked for implementation of the Adults Social Care charging reforms, which have been delayed until October 2025.
14. Councils will also be permitted to increase Council Tax by a maximum level of 2.99% plus a further 2% for the social care precept. The extended Council Tax flexibilities will remain in place until 2027/28 and could generate an additional £14m - £15m per year for the Council, or around £45m by 2025/26. Current levels of inflation also increase the index linked uplift which Councils receive on business rates income. The September 2022 CPI was 10.2% and if this was applied to our retained business rates and top up grant from the Government this would yield an extra £13m next year after allowing for the downturn in the economy.
15. Setting a budget in a high inflationary environment, which the council has not experienced for many years, presents particular challenges in balancing budget certainty for Directorates with levels of affordability for the Council, given the potential for the position to worsen or improve substantially throughout the year in line with changes in the economic picture. The budget for Universal Services therefore represents a prudent assessment of the funding level required to deliver services, with additional corporately held risk contingencies playing an important role to mitigate the impact of financial uncertainty on service delivery.

16. Directorate budgets have been adjusted to take account of SP23 savings, however substantial budget gaps remain across the MTFs, despite recently announced increases in local government funding. The Directorate will therefore continue to look to improve efficiency wherever possible, driving collaboration across the organisation and with our wider partners, maintaining a focus on process improvement including maximising the benefit of new technologies, and ensuring our operating models and governance arrangements are lean and responsive to the needs of our residents. This will put the Council in the strongest possible position as it looks to a successor savings programme to meet the substantial medium term challenge that the council faces.
17. Central to our focus on continual improvement is the Council's new organisational structure, which draws a clear distinction between our public facing service Directorates, place shaping activity, and organisation facing enabling functions. This structure places a key focus on the Council's priorities emerging from the Hampshire 2050 Commission of Inquiry, ensuring we can deliver a vision for the county which safeguards Hampshire's economy and future prosperity, quality of life, and protects and enhances the character and environment of Hampshire. This is, of course, alongside our fundamental role of ensuring we can continue to deliver services to our most vulnerable residents.
18. As well as delivering management efficiencies, the new structure will ensure that all enabling functions are centrally managed to facilitate maximum efficiency and effectiveness, as well as reducing duplication. Combining the public facing services delivered by the previous Culture, Communities and Business Services and Economy, Transport and Environment Departments within a new Universal Services Directorate, will ensure that services are delivered in the most coordinated and consistent way possible to maximise value for our residents.
19. The 2022/23 budget has been restated to reflect the revised structure and the 2023/24 budget has been prepared on the new basis. However, as detailed work on later phases of the restructure progresses it is likely that further, more minor changes to budgets may be required to ensure budget allocations accurately match the services and roles aligned to each Directorate. Any budget changes as a result of this further work will be contained within the overall organisational budget guidelines agreed by Cabinet in December 2022, accepting that total budgets for individual Directorates may vary within the overall control total agreed. The figures presented in Appendix 1 therefore represent an interim position that will be fine-tuned during the period to 2023/24.
20. The services within the Economy, Transport and Environment (ETE) and Culture, Communities and Business Services (CCBS) Departments which now make up the new Universal Services Directorate have been developing service plans and budgets for 2023/24 and future years in keeping with the County Council's priorities and the key issues, challenges and priorities for the new Directorate are set out below.

## Section E: Directorate Challenges and Priorities

21. The Universal Services Directorate delivers a wide range of services with gross expenditure in the region of £271m a year and income streams of around £120m, leaving a cash limit of £151m. In addition, the Department is responsible for the Coroners Service and the Hampshire Transport Management business unit, which sit outside the cash limit.
22. The Directorate's underlying budget strategy continues a relentless focus on core service delivery around Highways; Waste Management; Transport; management of our Country Parks, sites, Rights of Way and outdoor centres; maintaining the corporate estate through Property Services and Facilities Management; and a suite of regulatory services including Registration and Trading Standards.
23. The challenge posed by the deteriorating condition of the highways network has long been recognised, and in November 2021 the County Council agreed to provide an additional £7m a year for Highways Maintenance, initially focussed on reactive revenue-funded repairs but with the intention over time to support the structural maintenance capital work programmes which provide the best value in terms of cost-effective improvements in the overall network condition.
24. A plan for the use of the additional £7m funding was approved by the Executive Lead Member for Economy, Transport and Environment (ELMETE) in March 2022. However, the rapid and sustained increase in construction industry inflation resulted in a further report to the ELMETE on 12 May 2022, when it was approved to divert up to £3.5m to secure the existing planned Operation Resilience surface treatment and other programmes to cover the inflationary pressures, and a cost pressure of £1m on the remaining revenue-funded reactive maintenance was also noted.
25. As a result, while the £7m new funding has been vital in ensuring previously planned work programmes could continue, it has not yet been possible to fully realise the benefits originally envisaged. A further decision early in 2023 will be needed on the extent to which to protect Operation Resilience again, given the ongoing construction industry inflation pressures, or whether to accept a lower level of activity within the underlying budget provision. The recent extended hard freeze will have exacerbated the situation by creating additional damage to the network, and disrupting planned maintenance work, which will have a knock on effect into 2023/24.
26. The Environment Act received Royal Assent in November 2022, introducing radical changes to waste and recycling, including the introduction of a deposit return scheme, extending producer responsibility to pay the net cost of disposal of their products and implementing greater consistency of recycling collections which will bring major changes including the requirement to collect food waste separately. However, there remains some uncertainty around the detailed implementation requirements and timescales, including a potential further delay in bringing in the Extended Producer Responsibility payments to cover costs

incurred by both Waste Collection and Disposal Authorities. Despite this, work to deliver the enhanced Materials Recovery Facility has progressed with approval of the Project Appraisal by the Executive Lead Member for Transport and Environment Strategy in October 2022 and subsequent confirmation of the necessary planning permission. The facility is currently expected to be operational by summer 2025. However, the continuing uncertainty has had a further impact on timescales for completing delivery of the Tt2021 savings as set out in Sections F and H below.

27. In 2021 a study for the Environment Agency (EA) identified that brominated flame retardant chemicals used in domestic upholstered seating classified as Persistent Organic Pollutants (POPs) are present in significant concentrations, breaching the limits set out in the Stockholm Convention. As a result, from 31 December 2022 waste operators, including Veolia, are no longer able to accept this material into landfills and instead it must be incinerated to irrevocably destroy the POPs. The resulting additional tonnage at the Energy Recovery Facilities (ERFs) is likely to mean contractual capacity at these facilities will be exceeded with both additional shredding and disposal costs and the loss of income from selling current spare capacity to private sector customers. Mitigation measures include clear segregation of these materials at Household Waste Recycling Centres to avoid contamination and further support for furniture reuse initiatives are proposed, in order to minimise the volumes of additional waste to be dealt with in this way, however early estimates indicate additional ongoing costs of £1million per year.
28. In addition to the significant cost implications of complying with the POPs regulations, achieving emissions compliance at Energy Recovery Facilities from 2023/24 is anticipated to increase ongoing monitoring costs by £300,000 per year and the one-off cost of regulatory compliance to ensure eels in Southampton Water are protected from the waste inlet/outlet at the Energy Recovery Facility are currently estimated at £462,000, also in 2023/24.
29. Finally, lease costs for waste facilities operated from third-party sites and currently subject to re-negotiation are anticipated to add up to £500,000 per year with around £100,000 of one-off costs for essential maintenance to conveyor belts and other equipment at the Alton Materials Recovery Facility which is already beyond its expected life.
30. The County Council established an Enhanced Bus Partnership with bus operators in Hampshire during 2022 and submitted a bid to Government for Bus Service Improvement Plan (BSIP) funding to support improvements to bus services in Hampshire proposed as part of the Enhanced Partnership. Unfortunately, alongside many other authorities, the County Council was not awarded any BSIP funding to support these ambitions. As a consequence of there being no new funding to support bus services in Hampshire, in November 2022 the Executive Lead Member for Transport and Environment Strategy agreed a package of further reductions to passenger transport support totalling £800,000 per year.



31. The operating environment for bus companies remains challenging with the high costs of fuel, staff retention challenges and passenger numbers still below pre-pandemic levels. To date the operators have been able to continue to run commercial services using Government funding and supported by County Council decisions on reimbursement of Concessionary Fares (most recently in May 2022 when the Executive Member for Highways Operations confirmed the approach within Hampshire during 2022/23) however as this funding comes to an end there is a risk that some routes cease to be commercially viable and are withdrawn.
32. The sector remains an important part of any strategy to reach net zero carbon targets for transport and reductions in passenger transport service levels would clearly hamper progress in this area.
33. The Universal Services areas supported by cash limit funding already rely on income and recharges to fund 44% of the gross costs of service delivery. Maintaining existing levels of income from 'choose to use' services such as Country Parks and Outdoor Centres is challenging and depends at least in part on ongoing digital, marketing, and other investment to ensure the services remain attractive and relevant to Hampshire residents and visitors. However, it remains a key objective for the Directorate that these services are able to both maintain and increase sustainable external income streams as an alternative way to fully cover their operating costs and reduce reliance on core cash limit funding. The cost of living crisis represents an added dimension to income streams and over the coming year it will be necessary to track whether this is having any impact – either adverse or potentially favourable if these services offer a cheaper day out than alternative choices for Hampshire residents.
34. Finally, most services within the Directorate are facing increasing challenges in retaining and recruiting staff at all levels. This is a national issue with the Office for National Statistics reporting that nationally from May to July 2022 the level of vacancies was 60.2% above the immediate pre-Covid quarter in 2020, but the impacts have been felt across all service roles and grades within the Universal Services Directorate.
35. Wider labour shortages from a number of factors including the departure of many EU citizens and many older workers opting for early retirement post pandemic, together with surging demand in new sectors (e.g., online retail and delivery drivers) have meant there is higher availability of both low and high skill work with higher pay. This has had adverse impacts on service delivery across the Directorate ranging from Facilities Management to catering in Country Parks where non-financial benefits such as hybrid working are less applicable and the private sector has been able to respond quickly by offering higher pay.
36. There are also significant challenges in recruiting and retaining technical and professional roles in the construction industry such as engineers and quantity surveyors. The County Council has always faced challenges to recruit in these areas during periods of economic growth where relatively secure and better paid opportunities are available in the private sector. However, a change in

how people view local authorities and security of employment in the public sector given the greater coverage of the severe financial pressures faced by councils across the country means that previous perceptions of the relative security of local authority compared to private sector roles during an economic slowdown are changing rapidly.

37. These challenges are having an impact on both service delivery and cost (agency cover being typically more expensive if available) and also on the wellbeing of existing staff having to cover additional workload often for extended periods of time which in turn has an adverse impact on retention.
38. Actions are being taken at service, Directorate and a corporate level to mitigate the immediate impacts and build greater resilience for the future.

### **Section F: 2022/23 Revenue Budget**

39. With the new organisational structure commencing on 1 January 2023, the 2022/23 budget has been restated to align to the new Directorates. This has been achieved by transferring existing budgets and corresponding actual income and expenditure for those functions and services that have transferred to another Directorate.
40. Enhanced financial resilience reporting, which looks not only at the regular financial reporting but also at potential pressures in the system and the achievement of savings being delivered through transformation, has continued through periodic reports to the Corporate Management Team (CMT) and to Cabinet.
41. The services making up the new Universal Services Directorate have a long-standing approach of minimising non-essential spend, seeking to develop a broader client base for sold services and adopting a prudent approach to vacancy management. This approach is driven both by the ongoing and emerging pressures on the Council's financial position and the additional delay in delivering the Directorate's Tt2021 savings from the Waste budget which will need significant cash flow funding from the Directorate's Cost of Change reserve. This approach has therefore continued to feature strongly in the Directorate's overall financial management.
42. The anticipated business as usual 2022/23 outturn forecast for the ETE and CCBS services now forming part of the new Universal Services Directorate is a pressure against the budget of £5.1m. This position includes a pressure of £5.567m arising from energy price inflation, primarily in relation to streetlighting, illuminated traffic signals and the office accommodation portfolio, which will be covered by corporate funding set aside for this purpose. The underlying business as usual position is a net saving against the budget of £431,000, made up as follows:
  - £4.176m planned early achievement savings contributing to SP2023 targets.

- Staff savings from recruitment and retention difficulties as well as planned vacancy management totalling £2.750m across a range of services.
  - £4.392m pressure relating to planned investment, and cash flow support for the delayed Tt2021 savings in Waste Disposal, to be funded from the Cost of Change reserve.
  - Net pressures on direct service provision of £2.103m, which includes spend on Highways Maintenance that has now been offset by appropriate developer funding and previously agreed corporate Ash Dieback funding, with other planned overspends on the Highways Works programme offset by other savings on the Highways budgets.
43. A revised profile for the delivery of the remaining Waste Tt2021 savings of £7.99m was approved by Cabinet on 7 December 2021 with the delay at that time largely due to the Covid pandemic and therefore cash-flow support was given through a combination of drawing down from the one off Covid 19 funding that the Council had set aside and the Directorate's Cost of Change reserve.
44. The waste savings programme is complex and involves changing the financial relationship between the County Council as the Waste Disposal Authority and the district and borough councils as Waste Collection Authorities (with legal responsibility for recycling). The majority of the savings in this area were inextricably linked to changes in Government Policy around waste, recycling and the environment, and therefore the delays in this legislation have further delayed the achievement of these savings, with key areas such as Extended Producer Responsibility not now expected to come into force until part-way through the 2024/25 financial year. As a result, full delivery is not now expected until the 2025/26 financial year.
45. Furthermore, Government consultations in May 2022 have contained proposals that include removing booking systems for Waste recycling centres and removing charging for wood waste, which if enacted would reverse some of the savings already achieved within Waste services, creating additional pressures.
46. The budgets for the ETE and CCBS services now part of the Universal Services Directorate have been updated throughout the year. These budgets have been restated to reflect the new Directorate and the restated original and revised budgets are shown in Appendix 1. The revised budget shows an increase of £8.8m made up of:
- £6.974m one-off funding from corporate contingencies to offset further delays in the T21 savings as set out above.
  - A one-off increase to Highways Maintenance of £1.653m funded from the use of corporate contingencies (which has been topped up to £2m by using the £347,000 2021/22 saving in Winter Maintenance) as agreed by Cabinet in February 2020.
  - A reduction of £1.361m to Street Lighting budgets for revised profiling of PFI payments between capital repayments and interest to reflect the

contingent rental element (a technical accounting adjustment with the overall cost remaining the same).

- £1.271m funding for the inflationary pay award increase.
- £293,000 total one-off increases for grants including Bikeability to support cycle safety training in schools and various Trading Standards grants in relation to product safety and standards.
- An increase of £141,000 to address Ash Dieback (part of the allocations agreed by Cabinet in February 2020, December 2020, and July 2022).
- A net reduction of £163,000 from transfers between directorates including IT growth charges.

### **Section G: 2023/24 Revenue Budget Pressures and Initiatives**

47. In addition to the issues covered in Section E Universal Services are continuing to face inflationary pressures and shortages of labour and materials, in particular for construction related activity. This affects the cost of works and is increasingly causing delays to contractors being able to start work on site with resultant slippage. Energy price inflation will also be a particular pressure for the Directorate given the nature of the services provided. The inflation pressures and volatility in some markets are unprecedented in recent years and result from a combination of factors including the pandemic, Brexit, the war in Ukraine and global supply chain issues, and are expected to persist throughout 2023/24.
48. As mentioned in Section D above, the new corporate structure, which combines the public facing services delivered by the previous Culture, Communities and Business Services and Economy, Transport and Environment Departments within the new Universal Services Directorate, is designed to ensure that services are delivered in the most efficient, coordinated and consistent way possible. There will be a period of transition to further consolidate the new structure and achieve these efficiencies, which may result in changes to individual budget allocations, although remaining within the overall budget provision for the Directorate.

### **Section H: Revenue Savings Proposals [update on SP23]**

49. Savings targets for 2023/24 were approved as part of the MTFs by the County Council in July 2020. Proposals to meet these targets have been developed through the SP2023 Programme and were approved by Executive Members, Cabinet and County Council in October and November 2021.
50. It is now anticipated that full year savings of £11.4m will be achieved in 2023/24 with the £1.5m shortfall against the target which relates to the Enhanced Traffic Management Enforcement saving being met in the short term from the cost of change reserve.

51. The reasons for the timing shortfall include:
- Detailed confirmation from Central Government of how the new powers were to be implemented, and Government enacting the relevant legal powers, was later than originally anticipated.
  - The unexpected inclusion of a six-month initial period for each site where enforcement is proposed with warning letters only, with no fines to be issued.
  - Inflation and supply issues leading to delays in securing the necessary specialist equipment.
52. To minimise the delay in achieving the full saving it is proposed to extend the scope to include traffic management enforcement savings related to on-street parking over and above the previous savings contribution from this service. The savings from all traffic management enforcement will be realised through being able to use income to meet costs incurred that are currently funded from County Council cash limit funding.
53. Additionally, it is anticipated that £7.99m of Tt2021 savings will remain to be achieved in 2023/24, all of which relates to the savings from Waste Disposal and alternative approaches to recycling. The shortfall against target in 2023/24 will be met from a combination of corporate cash flow support and the cost of change reserve.
54. The main reasons for the delays to savings delivery relate to:
- Government delays in confirming both how and when the provisions of the Environment Act 2021 would operate including Extended Producer Responsibility payments and requirements for recycling.
  - Consequent delays in understanding and agreeing the specification needed for the new Materials Recovery Facility which means the facility is not now expected to be fully operational until summer 2025.
55. Rigorous monitoring of the delivery of the programme will continue during 2023/24, to ensure that the Department is able to stay within its cash limited budget as set out in this report.

### **Section I: 2023/24 Review of Charges**

56. For Universal Services, the 2023/24 revenue budget includes income of £51.1m from fees and charges to service users. This is an increase of £4.4m (9%) on the revised budget for 2022/23.
57. Universal Services consists of a wide range of services with a variety of different fees and charges, and therefore each individual charge has not been listed in this report. However, all fees and charges are regularly reviewed and

uplifted annually for inflation as appropriate, and many are published separately on the Council's web pages, in some cases as required by legislation. The annual review of individual charges includes consideration of the prevailing market conditions, and where relevant, benchmarking against other Local Authorities to ensure any inflationary uplifts are reasonable.

58. Any new fees and charges, or significantly above-inflation increases to individual fees and charges, will be brought to the Lead Executive Member for Universal Services for decision via a separate report, which will include the required equality impacts assessment.

#### **Section J: 2023/24 Revenue Budget Other Expenditure**

59. The budget includes some items which are not counted against the cash limit. For Universal Services these are the Coroners Service and the business unit as shown in Appendix 1.
60. As reported within the Provisional Cash Limits report presented to Cabinet on 13 December 2022, the Coroners Service is facing ongoing pressure arising from an increase in both case numbers and complexity. The anticipated £578,000 cost of these pressures has been included within the 2023/24 budget.
61. There are separate approval processes in place for the business unit's detailed business plans.

#### **Section K: Budget Summary 2023/24**

62. The budget update report presented to Cabinet on 13 December 2022 included provisional cash limit guidelines for each Directorate. The cash limit for Universal Services in that report was £151.8m, a £7.1m increase on the previous year. The increase comprised:
  - A reduction of £12.941m for SP2023 savings as set out above.
  - £15.460m increase for inflationary and growth pressures, including £2.285m inflation on the Highways Maintenance contract and £7.980m inflation on the Waste Disposal contract, both of which are index-linked; growth recognising the increase in highways assets to be maintained; demographic growth in Waste; and increases relating to the removal of the reduced fuel duty tax rate on red diesel.
  - A reduction of £1.487m to Street Lighting budgets for revised profiling of PFI payments between capital repayments and interest to reflect the contingent rental element (a technical accounting adjustment with the overall cost remaining the same).
  - £5.425m increase in funding for the pay award increase.
  - £181,000 increase funded by grants (primarily Office for Product Safety and Standards central Government grants for Trading Standards)

- A net increase of £456,000 from transfers between directorates, mostly relating to internal restructures, that due to the corporate restructure are now cross directorate.
63. At that stage, the cash limit guidelines did not include the following items which have now been added (and will be included in the February budget report), reducing the cash limit to £151.1m:
- £950,000 reduction in pay inflation, reflecting the reduction in employer National Insurance and pension contributions.
  - £329,000 increase to reflect further inflationary pressures on the index-linked Highways Maintenance contract.
64. Appendix 1 sets out a summary of the proposed budgets for the service activities provided by Universal Services for 2023/24 and show that these are within the cash limit set out above.
65. In addition to these cash limited items there are further budgets which fall under the responsibility of Universal Services, which are shown in the table below:

	<b>2023/24</b>	
	<b>£'000</b>	<b>£'000</b>
Cash Limited Expenditure	270,731	
Less Income (Other than Government Grants)	(119,590)	
<b>Net Cash Limited Expenditure</b>		<b>151,141</b>
Trading Units Net (Surplus) / Deficit		(42)
Flood Protection Levy		725
Chichester Harbour Conservancy		203
Coroners		2,968
Less Government Grants:		
• Bikeability	(404)	
• Bus Service Operators Grant	(1,068)	
• Product Safety and Standards	(175)	
• England Coastal Path	(52)	
Total Government Grants		(1,472)
<b>Total Net Expenditure</b>		<b>153,523</b>

## Section L: Consultation, Equalities and Climate Change Impact

66. Consultation on the budget is undertaken every two years when the County Council considers savings to help balance the budget. All savings proposals put forward by the County Council has an Equality Impact Assessment published as part of the formal decision making papers and for some proposals stage 2 consultations are undertaken before a final decision is made by the relevant Executive Member.
67. This report deals with the revenue budget preparation for 2023/24 for the Universal Services Directorate. This takes account of the savings proposals agreed by the County Council in November 2021 including the Equality Impact Assessments prepared at that time. Any revised impacts and subsequent consultation that has been required have been reported to the relevant Executive Member as savings proposals have been further developed and implemented.
68. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.
69. This report deals with the revenue budget preparation for 2023/24 for the Universal Services Directorate. Climate change impact assessments for individual services and projects will be undertaken as part of the approval to spend process. There are no further climate change impacts as part of this report which is concerned with revenue budget preparation for 2023/24 for the Universal Services Directorate.



## 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

<b>Links to previous Member decisions:</b>	
<u>Title</u>	<u>Date</u>
Savings Programme to 2023 – Revenue Savings Proposals (Executive Lead Member for Economy, Transport and Environment) <a href="#">Report.pdf (hants.gov.uk)</a>	23 September 2021
(Executive Member for Recreation, Heritage and Rural Affairs)  <a href="#">Savings Programme to 2023 EM Report.pdf (hants.gov.uk)</a>	20 September 2021
(Executive Member for Commercial Strategy, Estates and Property)  <a href="#">Report.pdf (hants.gov.uk)</a>	29 September 2021
Medium Term Financial Strategy Update and Savings Programme to 2023 Savings Proposals <a href="https://democracy.hants.gov.uk/ieListDocuments.aspx?CId=163&amp;MId=7737">https://democracy.hants.gov.uk/ieListDocuments.aspx?CId=163&amp;MId=7737</a>	Cabinet – 12 October 2021 / County Council – 4 November 2021
Developing a Medium Term Financial Strategy <a href="https://democracy.hants.gov.uk/ieListDocuments.aspx?CId=163&amp;MId=9942&amp;Ver=4">https://democracy.hants.gov.uk/ieListDocuments.aspx?CId=163&amp;MId=9942&amp;Ver=4</a>	Cabinet – 19 July 2022 / County Council – 29 September 2022 Cabinet – 13 December 2022
Budget Setting and Provisional Cash Limits 2023/24 <a href="#">Financial Update and Budget Setting and Provisional Cash Limits 2023/24 (hants.gov.uk)</a>	

**Direct links to specific legislation or Government Directives**

<u>Title</u>	<u>Date</u>
<b>Section 100 D - Local Government Act 1972 - background documents</b>	
<b>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.)</b>	
<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:**

This report does not contain any new proposals for major service changes which may have an equalities impact. Proposals for budget and service changes which are part of the Savings Programme 2023 were considered in detail as part of the approval process carried out in Cabinet and County Council during October and November 2021 and full details of the Equalities Impact Assessments (EIAs) relating to those changes can be found in Appendices 4 to 8 in the November Council report linked below:

<https://democracy.hants.gov.uk/mgAi.aspx?ID=45388#mgDocuments>

For proposals where a Stage 2 consultation was required the EIAs are preliminary and will be updated and developed following this further consultation when the impact of the proposals can be better understood.

## Budget Summary 2023/24 – Universal Services

Service Activity	Original Budget 2022/23 £'000	Revised Budget 2022/23 £'000	Proposed Budget 2023/24 £'000
Highways Maintenance	26,109	28,306	27,125
Street Lighting	12,041	10,685	10,551
Winter Maintenance	5,964	5,965	6,489
Traffic Management and Road Safety	2,414	2,566	2,492
Capital Works Implementation	(169)	(329)	(317)
Concessionary Fares	13,328	12,928	11,718
Other Public Transport	4,884	4,862	4,426
Integrated Transport	(53)	(53)	(54)
Spatial Planning	72	658	500
<b>Highways, Engineering &amp; Transport</b>	<b>64,590</b>	<b>65,588</b>	<b>62,930</b>
Waste Disposal	46,090	54,825	53,623
Development Management, Minerals and Waste Policy	126	133	160
Environment	534	541	445
Asbestos	83	102	75
Scientific Services	211	680	204
Trading Standards	1,379	1,653	1,643
<b>Waste &amp; Environmental Services</b>	<b>48,423</b>	<b>57,934</b>	<b>56,150</b>
Countryside Services	2,891	3,387	3,283
Outdoors Centres	397	399	291
Rural Affairs	269	419	271
Rural Estates (County Farms)	(328)	(325)	(316)
Sir Harold Hillier Gardens (room hire)	64	64	64
The Great Hall	4	7	13
Registration	(1,244)	(1,169)	(1,071)
Archives	577	631	712

Culture & Information Strategic Management	1,203	1,179	1,153
River Hamble Harbour Authority	(10)	(19)	(52)
<b>Recreation, Information &amp; Business Services</b>	<b>3,823</b>	<b>4,573</b>	<b>4,348</b>
Business Support	521	452	577
Business Development Team	682	1,087	754
Business Strategy & Improvement and Transition	1,086	1,500	1,193
Contact Centre Team	345	351	278
Departmental and Corporate Support	3,365	721	3,410
Facilities Management	3,890	3,955	4,047
PrintSmart	(57)	(57)	(57)
Hampshire Printing Services	(24)	(24)	(24)
Office Accommodation	4,010	3,960	4,073
Property Services	2,183	2,308	2,947
Repairs and Maintenance	9,292	9,272	9,980
Sites for Gypsies and Travellers	41	42	44
Manydown and Other Miscellaneous	(8)	(1)	(1)
Net Contribution To / (From) Cost of Change	2,496	1,805	4
<b>Property, Business Development &amp; Transformation</b>	<b>27,822</b>	<b>25,371</b>	<b>27,713</b>
<b>Net Cash Limited Expenditure</b>	<b>144,658</b>	<b>153,466</b>	<b>151,141</b>
Hampshire Transport Management	(39)	(39)	(42)
<b>Universal Services Trading Units</b>	<b>(39)</b>	<b>(39)</b>	<b>(42)</b>
<b>Coroners</b>	<b>2,391</b>	<b>2,390</b>	<b>2,968</b>

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## HAMPSHIRE COUNTY COUNCIL

### Report

<b>Committee:</b>	Universal Services – Transport and Environment Select Committee
<b>Date:</b>	23 January 2023
<b>Title:</b>	20mph Task & Finish Group: Outcomes
<b>Report From:</b>	20mph Task & Finish Working Group

**Contact names:**

Martin Wiltshire & Marc Samways

**Email:** [marc.samways@hants.gov.uk](mailto:marc.samways@hants.gov.uk) / [martin.wiltshire@hants.gov.uk](mailto:martin.wiltshire@hants.gov.uk)

**Recommendation**

1. The Universal Services - Transport and Environment Select Committee is invited to endorse the recommendations below, and to submit them to the Director of Universal Services for further consideration.
  - a) The County Council to encourage wider use of 20mph restrictions and ease back on the current casualty focused criteria for 20mph speed limits. Casualty data to be an important factor in the prioritisation of requests.
  - b) A hierarchy of road function to be used to identify and evaluate requirements for a 20mph speed limit to be established. Routes serving a strategic function to have more stringent criterion whereas minor and local roads would have less conditions. This would link directly to and reflect the 'Movement and Place' Framework set out in the Hampshire Local Transport Plan 4 (LTP4).
  - c) Relax the current 24mph mean average speed threshold to 26mph for non-strategic roads, subject to Police views.
  - d) Enable 20mph speed limit schemes to be introduced in new and existing modern developments in slow speed environments built in accordance with Manual for Streets, subject to developers funding contributions.
  - e) Enable 20 mph speed limits as part of significant area wide regeneration projects.
  - f) Relax the current requirement to move Speed Limit Reminder (SLR) and Speed Indicator Device (SID) signs every 2-3 weeks and allow devices to be re-deployed at locations giving more flexibility to address key locations.

Speed data from such devices to be used for assessing/supporting 20mph limits where appropriate.

- g) Wider use of Advisory '20 mph When Lights Show' signs. Prioritisation to be given to schools with active travel plans and those who participate in the County Council's Road Safety Education, Training and Publicity programmes.
- h) Applicants must demonstrate that a 20mph speed limit is supported by the majority of the community and commit to the setting up and operation of a Community Speedwatch group.
- i) Requests for 20mph limits to be assessed and scored subject to prioritisation using assessment criterion for requests.

### **Purpose of Report**

- 2. This report sets out the findings and recommendations of the 20 mph Task and Finish Working Group based on comprehensive evidence and data, together with findings from the 20mph public consultation.
- 3. As part of a review of the Council's policy for 20mph speed limits, which was agreed back in November 2021, the former Economy Transport & Environment Select Committee initiated a Task & Finish Working Group of eight Councillors. Current policy restricts new 20mph zones and limits to address casualty reduction.
- 4. This report feeds back to the Universal Services - Transport and Environment Select Committee on the work and findings of the Task & Finish Working Group, including its conclusions and recommendations.

### **Contextual Information**

- 5. The Task & Finish Working Group was cross-party and Members were selected in order to achieve representation from across the County. It comprised of Councillors Mellor (Chair), Lumby, Drew, Dunning, Groves, Parker-Jones, Tod and Withers (first session only).
- 6. Working alongside officers conducting the review, the Group's purpose was to consider evidence from various sources, including a number of presentations from expert external speakers. Sessions also reviewed both national and Hampshire specific data along with information related to highway usage, speed enforcement, road safety, previous 20mph speed limit implementation and environmental impacts, and to inform the Select Committee. In turn this will feed into consideration of the review findings and decisions on future policy by the Director of Universal Services who will report to Cabinet in due course. The Task & Finish Group held an initial meeting on 17 March 2022, and subsequent meetings took place on 29 April 2022, 20th May 2022, 24th June 2022, 20th July 2022 15th September 2022, 24 November 2022 and 10 January 2023.



7. The Task and Finish Working Group has agreed its recommendations to report back to the Select Committee.
8. The terms of reference for the Task and Finish Working Group listed the following elements to be considered as part of the review:
  - the findings of the Department for Transport's national 20mph research study of 2018;
  - other Authorities' approach to 20mph limits and zones;
  - evidence relating to the relationship between 20mph speed limits, 'place making' considerations and increased take up of walking and cycling;
  - revisiting the findings of the County Council's Residential 20 pilot programme, including reviewing updated speed and casualty data;
  - evidence of any relationship between the introduction of 20mph speed limits and changes in air quality and carbon emissions;
  - national guidance on setting 20mph speed limits;
  - Local Transport Plan 4 policy aims and the role of 20mph speed limits;
  - evidence related to the compliance and effectiveness of 20mph speed limits;
  - complementary measures to improve the compliance/effectiveness of 20mph speed limits;
  - Hampshire Constabulary view including Police enforcement and community speed watch;
  - the County Council's Community Funded Initiative for Traffic Measures;
  - the County Council 20's Plenty and advisory school 20mph speed limit signs; and
  - Resource and Asset Management implications.

## **Overview of Sessions and External Speakers**

9. A total of eight Task and Finish Working Group sessions took place between 17 March 2022 and 10 January 2023. Key points from the sessions are listed below:

### Residential 20 Pilot Schemes

10. The Working Group was presented with updated speed survey and injury accident data of the 14 'Residential 20' pilot schemes, together with updated speed data for the supplementary Winchester City Centre scheme. The following outcomes were noted:
  - overall, the change in the average speed of traffic throughout all the pilot schemes, following the introduction of the 20mph speed limit, ranged between +2.3 mph and -2.8 mph with a calculated average speed reduction across all schemes, of 0.7 mph. The updated figures were broadly consistent with the 2018 survey data;
  - there was no change in traffic speeds for the Winchester City centre scheme in comparison to the original 'after scheme' speeds. The 0.5mph

average reduction, observed shortly after the 20mph speed limit was introduced, has been maintained;

- there has been no change in the number of serious severity accidents within the 20mph schemes – in both the ‘before’ and ‘after’ study periods, the total number remains the same at 17 collisions;
- in the ‘after’ period following the introduction of the 20mph speed limits the number of serious severity accidents represents a larger percentage (+2%);
- whilst the number of slight severity accidents has reduced, following the introduction of the 20mph speed limit, (reducing from 78 to 67, a difference of -11 collisions (12%)). This figure is not statistically significant given that it follows a countywide reduction in the number of collisions over the wider County Council maintained highway network; and
- therefore, there is still no evidence of enhanced road safety benefits from the 20mph pilot schemes compared with that noticed for the entire road network maintained by the County Council. The larger percentage of serious severity accidents observed in the after period also reflects the situation on the entire road network maintained by the County Council during the two study periods as shown in the tables below. The 3 and 5-year study periods show a reduction of all slight and serious severity accidents by -11% and 12% respectively.

11. The 3 and 5-year study periods of slight and serious severity accidents for the entire road network.

#### Study 1: 3-year review periods

Period 1	Average Number of accidents & (% severity)	Period 2	Average Number of accidents & (% severity)	Change (%)
3 years 2014-2016	2467 (76% slight, 24% serious)	3 years 2017-2019	2187 (75% slight, 25% serious)	-11%

#### Study 2: 5-year review periods

Period 1	Average Number of accidents & (% severity)	Period 2	Average Number of accidents & (% severity)	Change (%)
5 years 2010-2014	2613 (79% slight 21% serious)	5 years 2015-2019	2292 (76% slight, 24% serious)	-12%

12. 2020 data was not used, as there is an artificial reduction in accidents due to the Covid-19 Pandemic and national lockdowns. The study of the ‘after’ accidents for the majority of the 14 ‘Residential 20’ pilot schemes also did not include 2020 data.

13. The Group received presentations from the following external speakers:

- Chief Inspector Mike Bettington - Hampshire & Thames Valley Police. The Thames Valley Police and Hampshire Constabulary Joint Operations Roads Policing Unit delivers targeted enforcement and education providing a deterrent designed to make the roads safer and reduce the numbers of persons killed or seriously injured. Chief Inspector Mike Bettington oversees the Joint Operations Roads Policing Unit covering 12 different local authorities (Buckinghamshire County Council, Oxfordshire County Council, Royal Borough of Windsor & Maidenhead Council, West Berkshire Council, Slough Borough Council, Reading Borough Council, Wokingham Borough Council and Bracknell Forest Council, Milton Keynes Unitary Authority, Hampshire County Council, Southampton City Council, Portsmouth City Council and the Isle of Wight Council). Mike advised the group that the Police can and do enforce 20 mph limits, but they are generally a low priority. In terms of resource, their focus is on casualty-led enforcement with particular emphasis on the Fatal Four (Speed, Impairment, Seatbelts & Mobile Phones). Mike advised that Hampshire Police is supportive of well-designed and appropriate 20mph restrictions where there is a justifiable need for a lower speed limit, as evidenced by data. Mike also emphasised the importance of schemes needing to be self-enforcing (e.g., where mean average speeds are at or below 24mph, the DfT Threshold for self-enforcing 20mph schemes), rather than being reliant on ongoing police enforcement. Mike also spoke about the Community SpeedWatch initiative and the important role that such schemes can have in support of formal police enforcement;
- Phil Jones - Chair of the Welsh 20mph Taskforce. Phil gave a detailed presentation to the group on the radical approach to 20mph in Wales, based on changes in legislation made by the Welsh Government using devolved powers. Changes will mean that the default speed limit on Restricted Roads (generally street-lit roads in built up areas) would change from 30mph, as is the case in the UK, to 20mph. Those roads where existing traffic speeds are too high for 20mph, would be changed through a Traffic Order, with 20mph being the default limit. Phil outlined some of the key challenges with the approach taken in Wales, particularly where areas are currently covered by existing 20mph limits and zones as these will see any 20mph signs and markings removed, when they are absorbed within wider 20mph areas. The Group noted that public resistance to some 20mph limits, generally on main roads and arterial routes, had been widely reported in the media. Phil was unable to provide details of the budget allocated to make the speed limit changes in Wales, but a subsequent Welsh Government report has estimated the direct costs of introducing the 20mph default to be £32.3million;
- David Davies, Executive Director of the Parliamentary Advisory Council on Transport Safety (PACTS). PACTS is a registered charity that supports the All-Party Parliamentary Group for Transport Safety. Its charitable objective is "To protect human life through the promotion of transport safety for the public benefit". Its aim is to advise and inform members of the House of Commons and of the House of Lords on air, rail and road safety issues. It brings together safety professionals and legislators to

identify research-based solutions to transport safety problems having regard to cost, effectiveness, achievability and acceptability. In recent years it has paid increasing attention to the links between transport safety, sustainability and public health. Membership of PACTS includes a broad spectrum of 120 different organisations ranging from local authorities, road safety and motoring organisations, policing authorities and specialist companies related to transport safety. David informed that PACTS are keen on an evidence-led approach to highway changes, including lower speed restrictions. PACTS view is that 20mph limits alone are not enough and need to be backed by education, physical measures, enforcement, community support etc. David's advice to the group was "eyes open", don't be swayed by 20mph alone as the perfect solution; and

- 20's Plenty for us campaign group. At the September meeting Adrian Berendt & Dr Hannan Greenberg representing the 20's Plenty campaign group presented to the Task and Finish Working Group a summary of other authorities' approaches to 20mph limits, with particular focus on Wales and Oxfordshire. They spoke about the economic, social and environmental benefits of 20mph limits and referred to the safety benefits of lower speed environments along with emissions and air quality. They also referred to the County Council's LTP4 aims and objectives.

14. An early session involved County Council officers updating the working group on LTP4 policy aims and the role of 20mph speed limits and evidence relating to the relationship between 20mph speed limits, 'place making' considerations and increased take up of walking and cycling. The working group were advised how the LTP4 links to 20mph, with most impact marginal in isolation and the greatest impact is achieved where complimentary measures are introduced or would be part of a wider area approach. The targeted introduction of 20mph measures to directly support some other interventions could be particularly beneficial – for example, a 20mph limit in support of an area based 'healthy streets' approach to improve the walking environment, and that also included physical measures such as planting and pavement widening, would be beneficial. Generally, such schemes would be in urban locations.
15. The findings of the Department for Transport's national 20mph research study of 2018 were also covered along with other Local Authorities' approaches to 20mph limits and zones. County Council officers also gave presentations to the working group on the National guidance on setting speed limits including 20mph speed limits and the compliance and effectiveness of speed limits.
16. The Working Group was also advised that traffic management and other complementary measures can improve the compliance and effectiveness of 20mph speed limits. The County Council's Community Funded Initiative for Traffic Measures enables Parish Councils to fund appropriate measures such as village gateways, electronic Speed Limit Reminder signs and minor signs and carriageway lining alterations.

## Outcomes of the Public Consultation

17. A consultation to help inform both the Working Group and assist with the overall review of 20mph speed limit policy was held during the Summer of 2022. The views of residents, elected representatives, Parish and Town Councils, organisations and business were sought about 20mph limits in the context of other highway priorities, the County Council's statutory duties to maintain the highway in a safe condition, and a limited budget. The consultation also sought feedback on existing 20mph limits within Hampshire. The consultation was open between 12 July 2022 and 12 September 2022.
  
18. Approximately 9,500 responses were received from the public consultation from people living across Hampshire, both in urban and rural areas. Additionally, following the announcement of the policy review and prior to the consultation/questionnaire being open 53 enquires were received from Parish Councils (24), organisations (10), Elected Representatives (3) and residents (16) many of whom supported the introduction of 20 mph speed limits. A summary of the key outcomes and findings from the analyses of the consultation responses are provided in Appendix 1 and summarised as follows:
  - significant interest in 20mph schemes but huge variation in public opinion;
  - overall, respondents felt that highway maintenance should be the main priority for the Highways Team. Views on the introduction of 20mph speed limits were polarised, with a fifth of respondents citing this as their highest priority and a third as their lowest priority – making it the activity most frequently chosen as least important;
  - most who completed the survey expressed very strong views, both for and against 20mph speed limits;
  - respondents who ranked 20mph speed limits as their highest priority sought a reduction in speed and improvement in road safety. Many spoke of specific locations where 20mph could make a fundamental difference to how people travel, the local environment, and safety – particularly in villages and residential areas;
  - respondents who ranked 20mph speed limits as their lowest priority were unconvinced as to their benefit – particularly if unenforced – and objected to a blanket approach. They expressed concern about the effect on driver focus and the environmental impact of low speeds and increased congestion;
  - useful responses from 'real world' experience of those currently living in 20mph limits and zones. 6% of respondents currently lived in, worked in or represented an area with a 20mph limit. Around half felt they had no or limited impact due to low compliance and no enforcement. Only 14% noted a speed reduction; and
  - safety outside of schools received high support, even from those who don't support wider use of 20 mph speed limits.

## **Air Quality and Climate Change**

19. Throughout the working group meetings and presentations, references to links between the introduction of 20mph speed limits and improvements in air quality and reductions in carbon emissions were discussed. There is limited evidence around the environmental impacts of 20mph speed schemes and some of it is contradictory. The key messages seem to be that the impact on carbon generation is extremely marginal and usually as a result of associated or linked measures. There is a majority view that the overall impact on air quality at the local level is beneficial. There is evidence to suggest that the main benefits arise from a reduction in particulates associated with brake dust and tyre wear.
20. For air quality the limited literature is consistent with small improvements in air quality. However, the volume and methodological strength of studies means that it is only possible to state that: air quality is likely to be improved as a result of 20mph speed limits, but the evidence is weak<sup>1</sup>.
21. Potentially the best improvements in air quality and reduced emissions would be made where 20mph speed limits are introduced holistically in conjunction with other initiatives and measures through LTP4 schemes which encourage greater walking and cycling.
22. Research and experience show that a small reduction in traffic speeds of around 1mph has resulted from the introduction of signed only 20mph speed limits. Therefore, with very limited expected impact on traffic speeds the impact on vehicle emissions is also thought to be marginal.

## **Conclusions**

23. During the course of the Task and Finish Working Group sessions, members of the group have been presented with extensive detailed evidence related to 20mph restrictions. Information shared with the group included case studies from other parts of the UK as well as data and evidence specific to Hampshire. A range of expert external speakers also gave presentations to the group.
24. The Task and Finish Working Group has also been able to draw on information provided by County Council officers, together with recent national studies to develop a set of recommendations to be considered in the development of a future 20mph policy review. The key findings of the Task and Finish Group which determined the recommendations, identified in Section 1 of this report, are as set out below:

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<sup>1</sup> The state of the evidence on 20mph speed limits with regards to road safety, active travel and air pollution impacts A Literature Review of the Evidence Dr Adrian L Davis FFPH Adrian Davis Associates Consultant on Transport & Health Bristol, UK:

- the current 20mph policy needs revisiting following the changing landscape for travel behaviour related to the global pandemic, as well as advances in highway technology and recent changes made to the Highway Code which introduced a new 'hierarchy of road users' which placed those road users most at risk in the event of a collision at the top of the hierarchy. The review also links to the County Council's LTP4 document which sets out the County Council's vision for future transport and travel infrastructure and assist in the national drive for increased levels of active travel and casualty reduction;
- recognition that Police support of 20mph speed limits is vital and any policy changes should aim to achieve self-enforcing schemes. Where existing mean speeds are inappropriate (i.e., too high) consideration should be given to traffic management measures to control and reduce traffic speeds thus supporting a lower speed limit;
- community support and involvement is important to the delivery of successful schemes. Consensus for 20mph speed limits by the local community is essential. The 20mph consultation showed polarised opinions. There was a high proportion of resistance to 20mph speed limits on main arterial routes and therefore the group agreed that a 'blanket' approach to the introduction of 20mph limits was not appropriate;
- members of the group noted general public support from the public consultation responses with regard to safety outside of schools with 20mph speed limits at arrival and departure times;
- members also recognised the importance of Community Speedwatch and SLR/SID deployment programmes should play an integral role in achieving lower speed;
- updated speed data for the Residential 20mph pilot schemes and the Winchester City Centre scheme showed only a small decrease in traffic speeds compared to before the 20mph speed limits were introduced had been maintained;
- managing public expectations in terms of the recommendations of the Task and Finish Working Group will feed into the wider 20mph policy review by the Director of Universal Services and no policy changes have been made at this stage and the limitations to traffic speeds that have been recorded in real world scenarios within 20mph speed limits.

**REQUIRED CORPORATE AND LEGAL INFORMATION:**

**Links to the Strategic Plan**

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

**Other Significant Links**

<b>Links to previous Member decisions:</b>	
<u>Title</u>	<u>Date</u>
Review of Residential 20 Pilot Programme <a href="https://democracy.hants.gov.uk/documents/s19304/Report.pdf">https://democracy.hants.gov.uk/documents/s19304/Report.pdf</a>	5 June 2018
Future Traffic Management Policy <a href="https://documents.hants.gov.uk/transport/Futuretrafficmanagementpolicy.pdf">https://documents.hants.gov.uk/transport/Futuretrafficmanagementpolicy.pdf</a>	19 May 2016
<b>Direct links to specific legislation or Government Directives</b>	
<u>Title</u>	<u>Date</u>
Setting local speed limits DfT Circular 01/2013 <a href="https://www.gov.uk/government/publications/setting-local-speed-limits/setting-local-speed-limits">https://www.gov.uk/government/publications/setting-local-speed-limits/setting-local-speed-limits</a>	18 January 2013

**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:**

It is considered the recommendations from the Task and Finish Group would have a neutral impact on protected groups. Any future changes to 20mph speed limit Policy will be subject to a separate Equalities Impact Assessment.

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# 20mph speed limit review

Key findings – October 2022

## Background and response

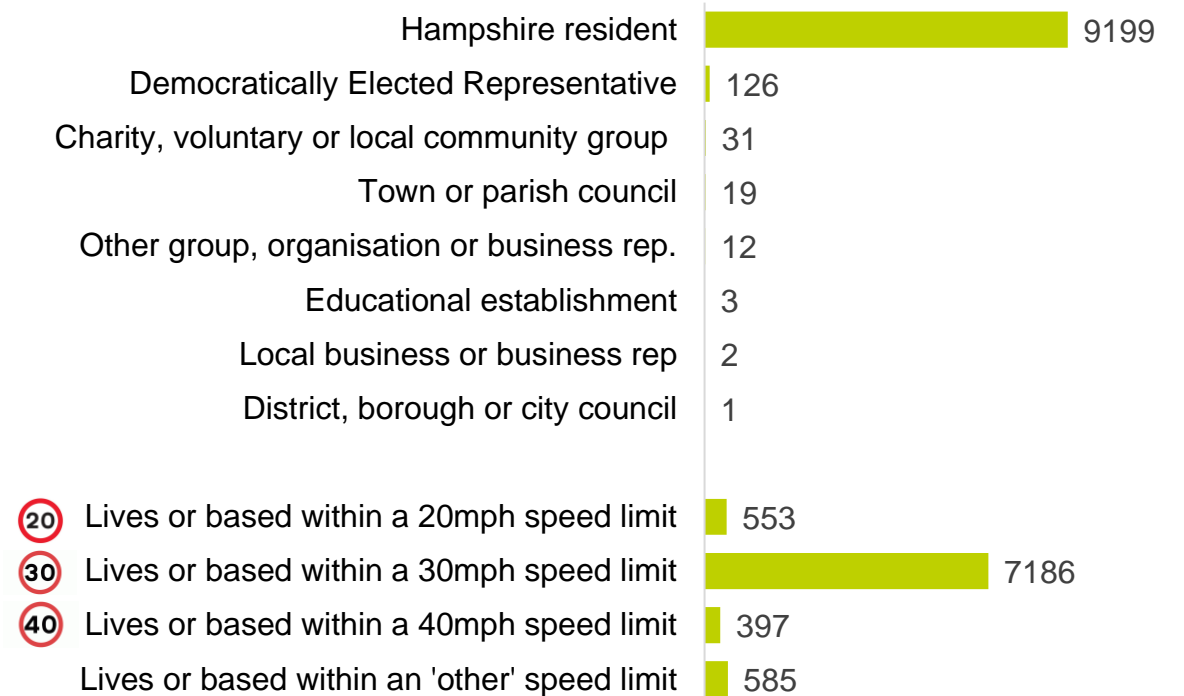
In 2022, Hampshire County Council formed a Task and Finish Group of eight Councillors to review the Council's policy for 20mph speed limits across the County which will feedback to the officers conducting the review.

As part of this review, the Group sought the views of residents and stakeholders about 20 mph limits in the context of other highway priorities, the County Council's statutory duties to maintain the highway in a safe condition, and a limited budget. It also invited feedback on existing 20 mph limits within Hampshire.

The feedback survey was open from 12 July until 12 September 2022. A total of **9402 survey responses** were received.

Additionally, 57 responses were submitted via letter or email. These are reported separately within this pack.

### Number of survey respondents by type



## List of town and parish councils and councillors responding to the survey

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### Parish/Town Councils submitting an official response

Alton Town Council  
Beauworth Parish Meeting  
Bentworth Parish Council  
Bishops Waltham Parish Council  
Botley Parish Council  
Bradley Parish Meeting  
East Tisted Parish Council  
Elvetham Heath Parish Council  
Hambledon Parish Council  
Hook Parish Council  
Hordle Parish Council  
Milford-on-Sea Parish Council  
New Milton Town Council  
Odiham Parish Council  
Old Basing&Lychpit Parish Council  
Overton Parish Council  
South Warnborough Parish Council  
Wickham Parish Council  
Winchfield Parish Council  
Woodgreen Parish Council

### Elected Representatives who specified they were elected to the following Parish or Town councils

Abbotts Ann Parish Council  
Bentley Parish Council  
Bishop's Sutton Parish Council (2)  
Boldre Parish Council  
Brockenhurst Parish Council  
Burghclere Parish  
Cheriton Parish Council (3)  
Twyford Parish  
Dogmersfield Parish Council  
East Meon Parish Council  
East Tytherley Parish Council  
East Woodhay Parish Council  
Chandler's Ford Parish  
Four Marks Parish Council  
Heckfield Parish Council  
Herriard Parish Council  
Horndean Parish Downs Ward  
Hound Parish Council  
Hythe West Parish  
Itchen Valley Parish Council  
Kings Somborne Parish Council  
Kings Worthy Parish Council  
Liss Parish Council

Lymington Town  
Minstead Parish Council  
Old Basing and Lychpit Parish Council  
Overton Parish Council  
Owslebury Parish  
Penton Mewsey Parish Council  
Petersfield Town Council  
Romsey Abbey Parish  
Ropley PC  
Smannell Parish Council  
Soberton Parish Council (2)  
South Wonston Parish Council (2)  
Southwick & Widley Parish Council  
Sway Parish Council  
Upper Clatford Parish  
Thrupton Parish Council  
Tichborne Parish  
Upper Clatford Parish Council  
Warnford Parish Meeting  
Whitsbury Parish Council (2)  
Whiteley Town Council  
Wootton St Lawrence with Ramsdell PC

## List of other constituencies represented by democratically elected members responding to the survey

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Aldershot Park Ward	Havant & Hayling	Ringwood North
Alton Amery	Hayling Island	Rockbourne
Alton Wooteys	HCC Winchester Eastgate	Romsey Town Division
Alton Wooteys Ward, Alton Town Council	Headley	Shipton Bellinger
Alverstoke, Gosport	Holbury & North Blackfield NFDC	Soberton (2)
Ashurst, Copythorne South and Netley Marsh Ward on NFDC	Hook	South Waterside
Barncroft	Hythe West and Langdown District	St Johns Ward
Basingstoke & Deane District	Laverstoke and Freefolk	St Michael Ward, Winchester
Becton Ward	Littleton & Harestock (2)	Test Valley
Bishop's Sutton (2)	Lymington Town	Test Valley Borough Council, Andover Town, Town & Leesland division-Gosport.
Blackfield, Fawley and Langley	Marchwood (2)	Twyford and Colden Common
Bransgore and Burley Ward (2)	Meon Valley	Upham
Candovers Oakley and Overton Division	Monk Sherborne and Charter Alley	Upper Meon Valley
Chandler's Ford & Hiltingbury	New Forest DC	West Tytherley
Cheriton (3)	New Milton North, Milford & Hordle Division	Western Downland, Rockbourne
Cherrywood Ward, Farnborough	Newtown (2)	Weston Patrick
Cowplain	NFDC Becton Ward	Whitehill and Greatham in East Hampshire
East Hampshire (3)	NFDC Fernhill Ward and NMTC Fernhill Ward	Whiteley and Shedfield
Eastleigh Borough, Chandler's Ford	NFDC Fordingbridge Ward	Winchester - St Barnabas
Elvetham Heath East	NFDC and FPC Holbury & North Blackfield	Winchester St Michael ward
Fareham Titchfield Division and Titchfield Common Ward	North Boarhunt	Winchester Westgate
Fareham Town Division HCC & Fareham North Ward	Petersfield Butser	Yateley Green Ward
FBC	Petersfield Hangers	
Fernhill	Petersfield Town Council	
Fleet Town	Portchester East	
Fordingbridge and Sandealth (NFDC)	Purbrook and Stakes South (2)	
Havant		

## List of organisations, groups and businesses responding to the survey

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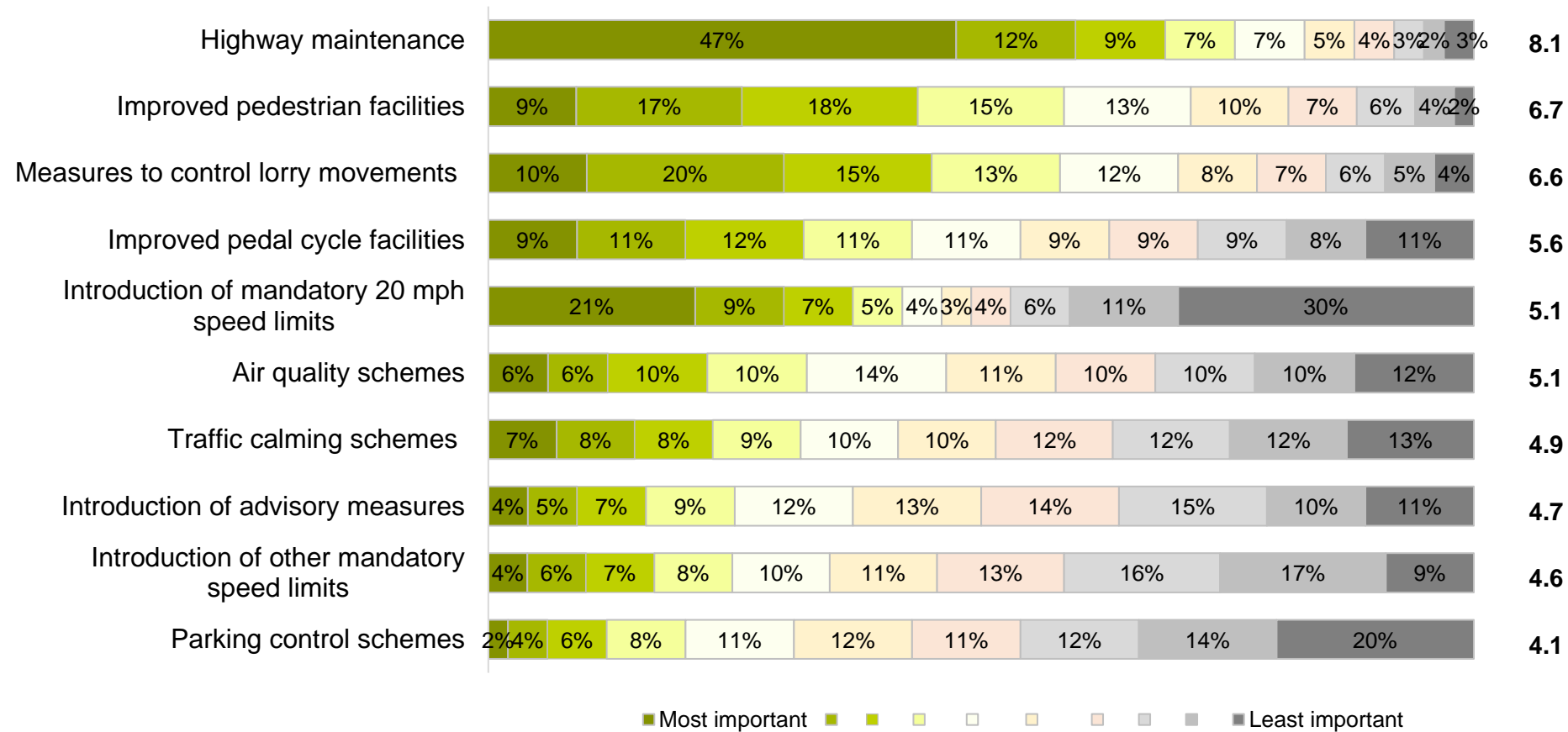
20s Plenty for Hampshire  
20s Plenty for Us (2)  
20s Plenty for Dorset  
Alton Community Speed Watch  
Bookends Of Emsworth  
Brockenhurst CE Primary and Pre School Governing  
body  
Chichester & District Cycle Forum  
Cycle Alton  
Cycle Whitchurch - Bicycle Users Group  
Cycling opportunities group for Salisbury  
East Hampshire District Council  
Emsworth Residents Association (3)  
Fleet Cycling  
Green Travel Hampshire and Cycle Hampshire  
Hampshire Association of Local Councils  
Harbridge Protection Society (2)  
Havant Green Party  
Hedge End Community Speedwatch Scheme  
Kings Barton Residents Association  
Lee Residents Association  
Neighbourhood Watch  
New Milton Cycling Club

North East Hampshire Badger Group  
Oakhanger Residents Traffic Group  
Petersfield Climate Action Network  
Picket Piece Residents' Association  
Professor Puzzle  
Reading Road Finchampstead  
Reading Road Residents  
Sense & Hearing  
South Ham Community Group  
Southampton Friends of the Earth  
Southampton Street Space  
St Johns church  
The British Horse Society  
Thundry Farm Training & Livery Yard  
Titchfield Village Trust  
Transport Action Fareham Gosport  
WinACC transport Group  
Winchester College  
Winchester Friends of the Earth  
Winchester Village Management Company Limited

**Importance of Highways activities:** Overall, respondents felt that highway maintenance should be the main priority for the Highways Team. Views on the introduction of 20mph speed limits were polarised, with a fifth of respondents citing this as their highest priority and a third as their lowest priority – making it the activity most frequently chosen as least important.

**Highways activities ranked in order of priority**

**MEAN** (Higher mean = higher priority)

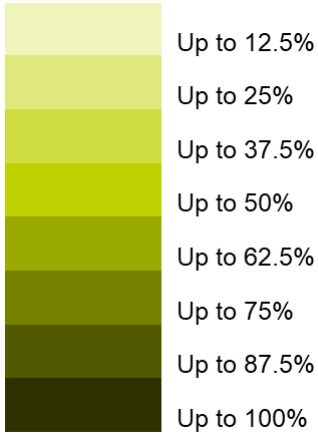
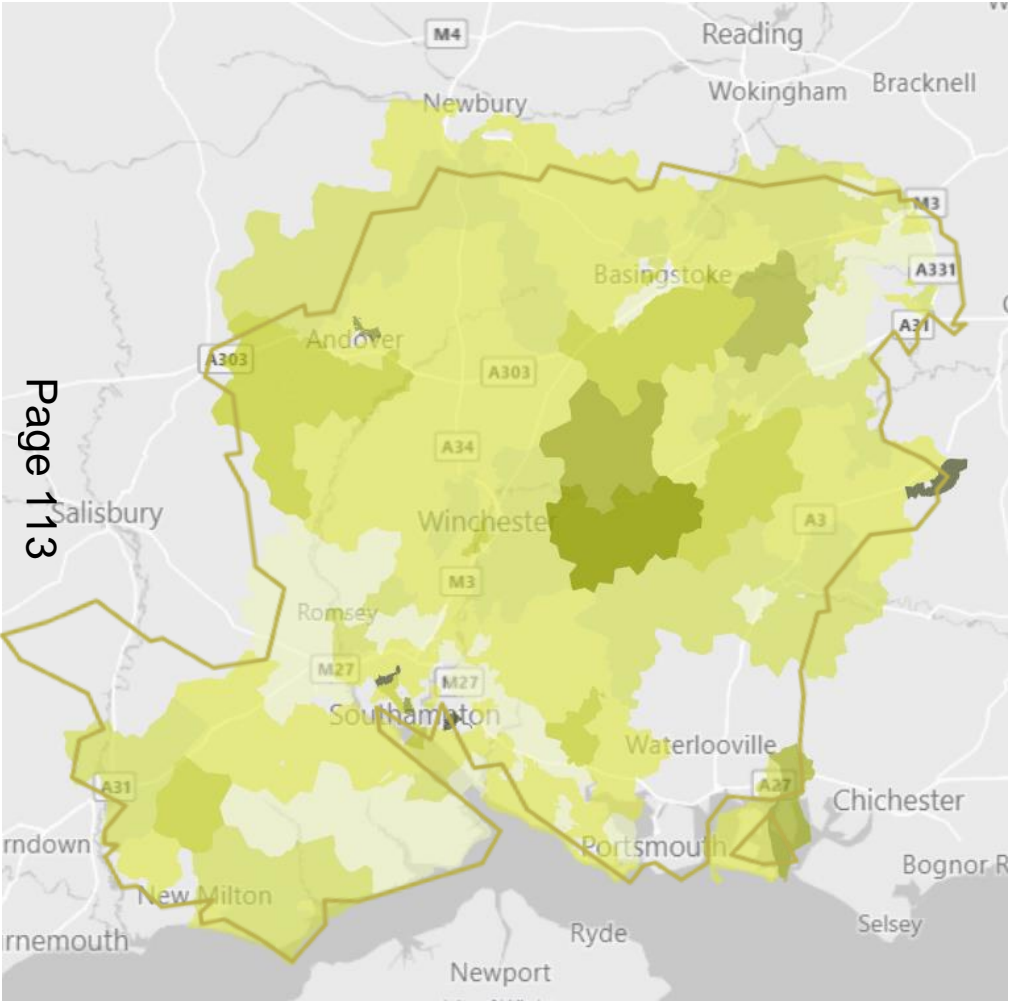


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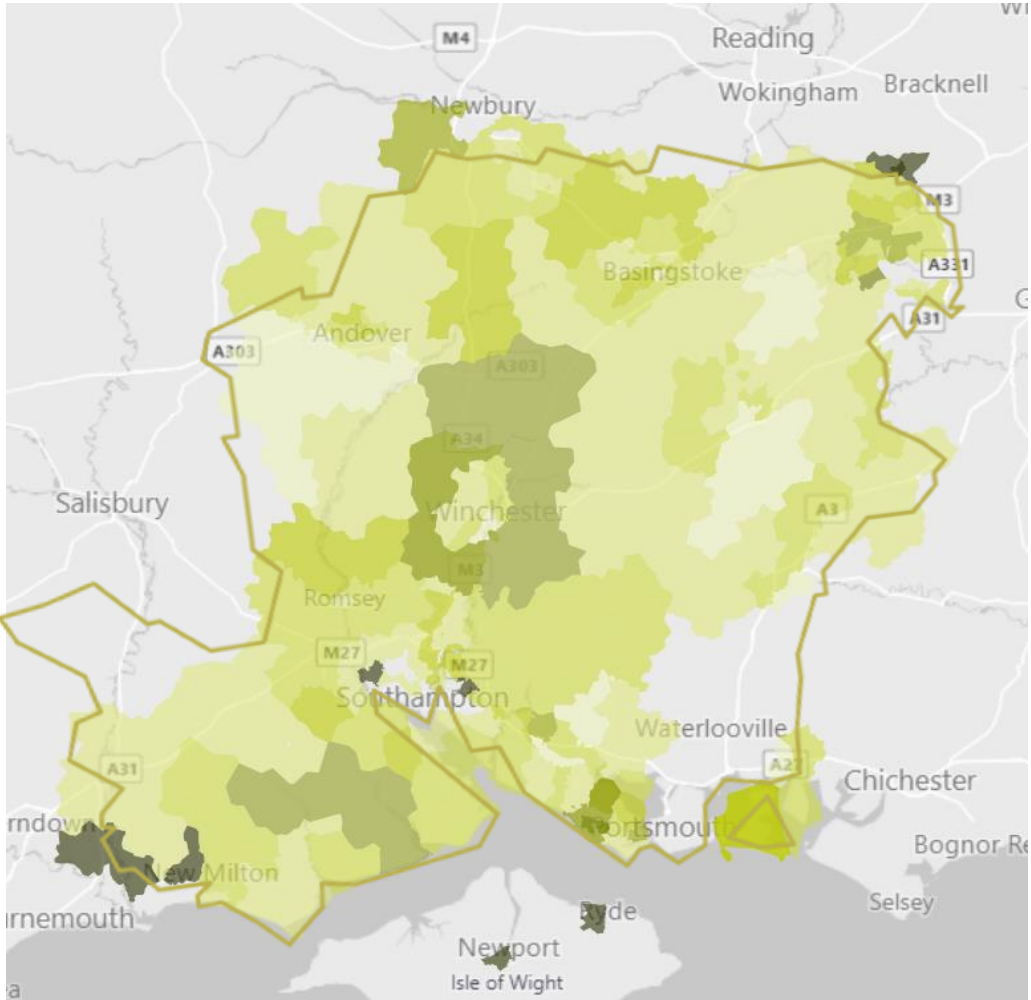
**Importance of Highways activities:** The maps below show the percentage of respondents in each postcode sector that selected 20mph speed limits as their highest and lowest Highways priorities, with darker shades showing higher proportions.

20mph as highest priority by postcode districts



Hampshire boundary (indicative)

20mph as lowest priority by postcode districts



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Q: Postcode sector is identified by the first part of the postcode, plus the next number (e.g. SO23 9). Please note that at this level base sizes can be small, and we may only have heard from one respondent in a postcode sector. Base sizes range from 1 to 79

## Importance of Highways activities: Views of 20mph speed limits varied by different respondent types

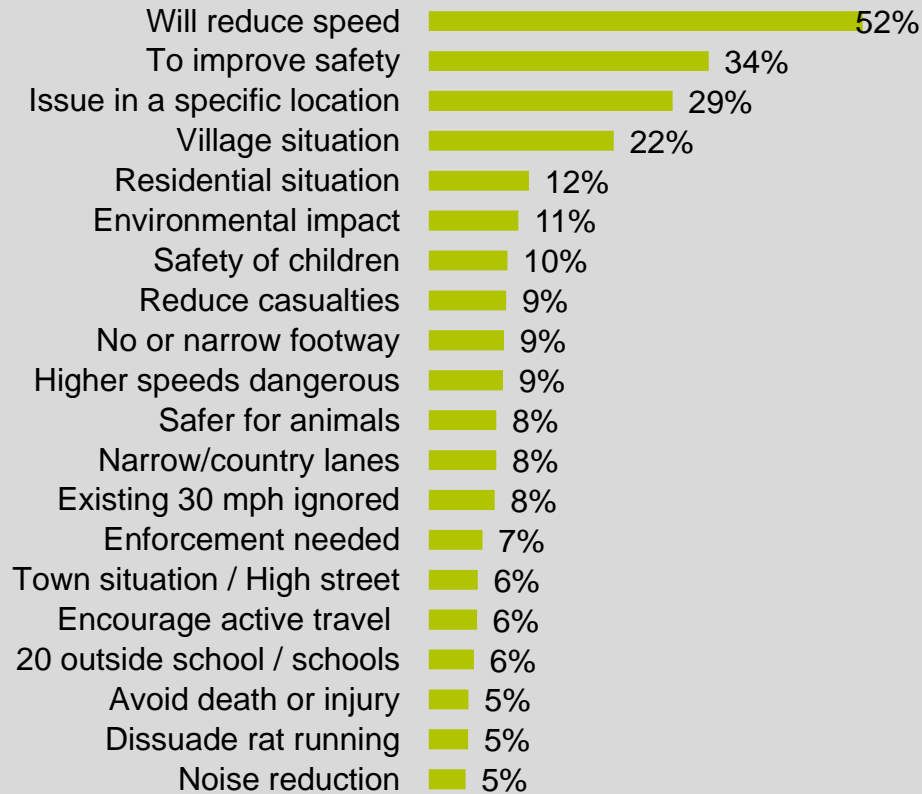
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- On average, responding councils and other groups, organisations and businesses chose the introduction of 20mph limits as their highest priority. Elected representatives ranked it 3<sup>rd</sup> and individual respondents 6<sup>th</sup> most important.
- Respondents currently living or based in 20mph and 30mph speed limits both ranked the introduction of 20mph speed limits as their 6<sup>th</sup> highest priority. However, those living in 40mph and 'other' (most likely higher) speed limits ranked 20mph limits as their 4<sup>th</sup> highest priority, and were also more in favour of other mandatory speed limits.
- Around half of residents who did not currently have a 20mph limit would support one in their local area. This rises to 92% amongst groups, organisations and businesses who responded.
- 69% of responding Elected Members and Councils would support a 20mph limit within their area, particularly in villages and residential spaces.

**Importance of Highways activities:** Respondents who ranked 20mph speed limits as their highest priority sought a reduction in speed and improvement in road safety. Many spoke of specific locations where 20mph could make a fundamental difference to how people travel, the local environment, and safety – particularly in villages and residential areas

### Why 20mph ranked as the highest priority



Page 115

*Because we need to slow drivers down.*

*Slowing speeds gives better survival rates in an accident, and also it is easier to stop suddenly.*

*Some areas need lower limits to ensure safety of vulnerable pedestrians and cyclists given blind corners, narrow pavements etc*

*Traffic is unsafe with drivers often not keeping to the limit in 30mph zones*

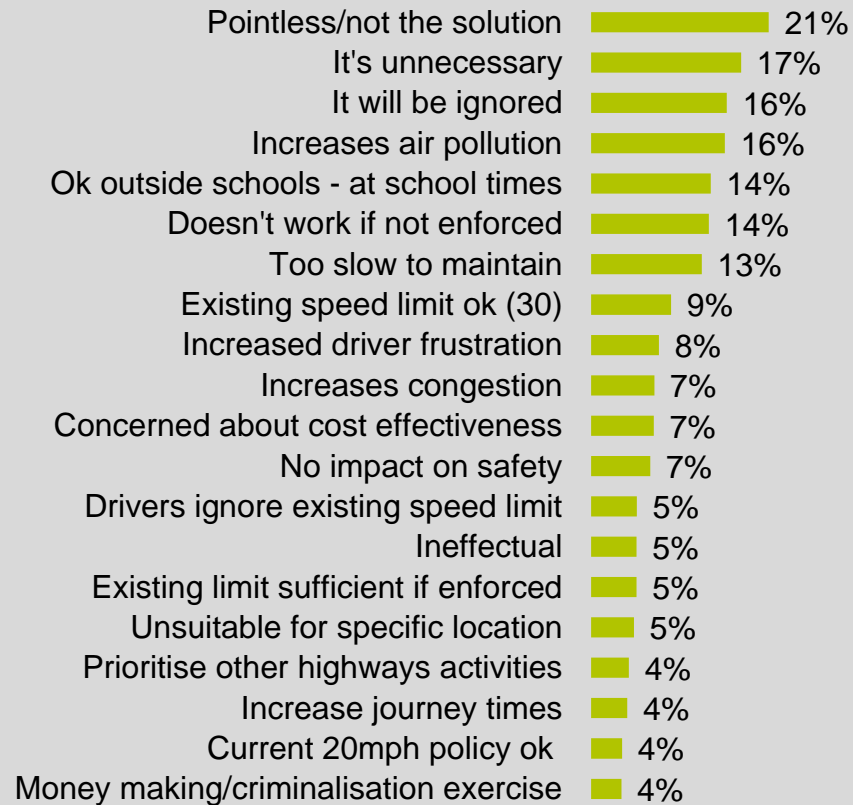
*Traffic traveling through a village should be made to go at no more than 20mph as people and children walk in road as most have no foot paths*

*To improve the overall quality of life in purely residential areas.*

*They cut motor traffic, CO2 emissions and air and tyre pollution*

**Importance of Highways activities:** Respondents who ranked 20mph speed limits as their lowest priority were unconvinced as to their benefit – particularly if unenforced – and objected to a blanket approach. They expressed concern about the effect on driver focus and the environmental impact of low speeds and increased congestion.

### Why 20mph ranked as the lowest priority



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*There is no good evidence that these help*

*20mph limits are unrealistic and unenforceable and will punish the majority of sensible motorists*

*They are not policed and people drive at the same speed that they have always driven at*

*It has been reported that traffic congestion and pollution increase when the speeds are lower*

*Important to highlight risk areas, such as schools. If imposed across the board it will negate the importance of these areas*

*These lower limits often lead to driver attention deficit, which is as dangerous or more so than the higher limit of 30 mph*

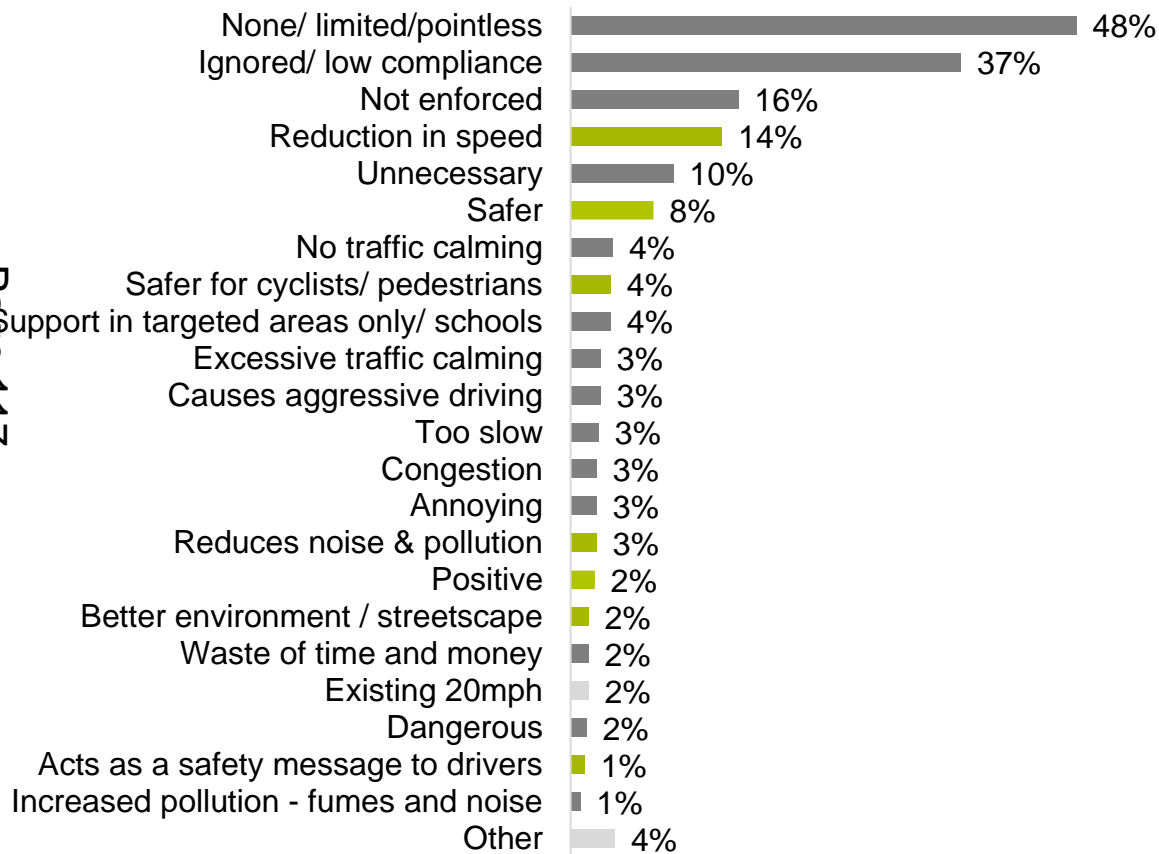
*Enforcement is the issue, not the speed limit. 30 would be fine in most places IF drivers actually stuck to it*

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**Impact of existing 20mph limits:** 6% of respondents currently lived in, worked in or represented an area with a 20mph limit. Around half felt they had no or limited impact due to low compliance and no enforcement. Only 14% noted a speed reduction.

### Impact of existing 20mph limits

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*Not much, as no one adheres to it*

*None. The people who drove 30 still drive 30*

*Very poor as not enforced and no traffic calming - these are essential*

*Not very much as there are cars parked either side of the road which slows the traffic anyway*

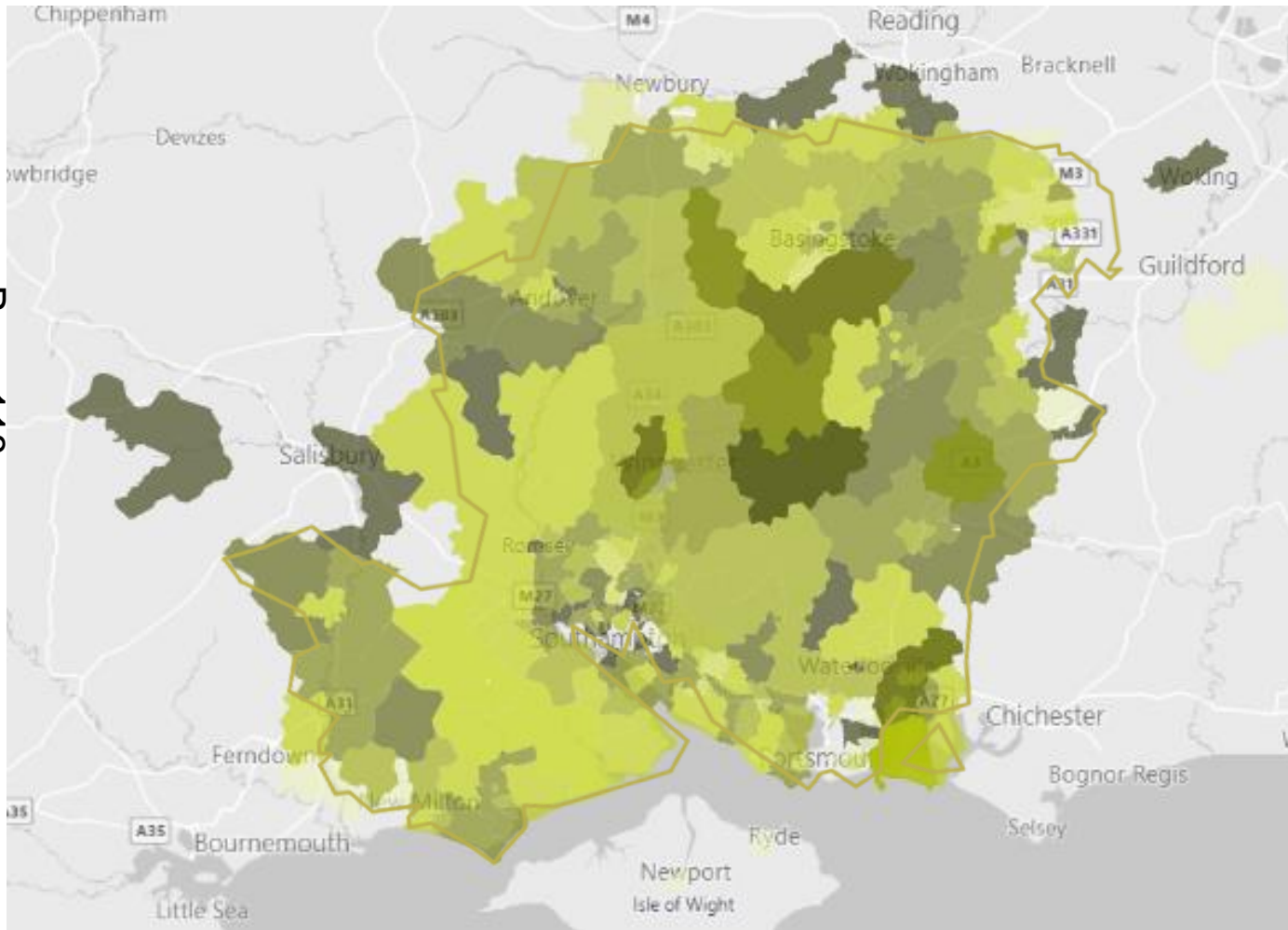
*Many drivers ignore it but it has largely made the village a quieter place and safer for the elderly*

*Reduction in speeding vehicles making the road safer to cross or to pull out of a junction. It's also safer to cycle down*

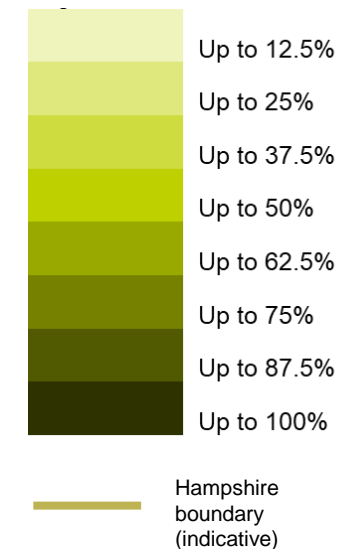
*It has reduced traffic speeds, not necessarily always to 20mph but they do at least tend to be below 30 now*

*Definitely reduced speed but the biggest impact came from traffic calming measures*

**Support for new 20mph speed limits locally:** Postcode sectors with over 50 responses and over 80% support for the introduction of new 20mph limits were PO17 5 (80%), PO7 4 (90%), RG29 1 (85%), SO23 9 (91%) and SP11 8 (82%) and SO24 0 (82%).



This map shows the proportion of respondents in each postcode sector that would be in favour of introducing 20mph speed limits in their local area, as follows

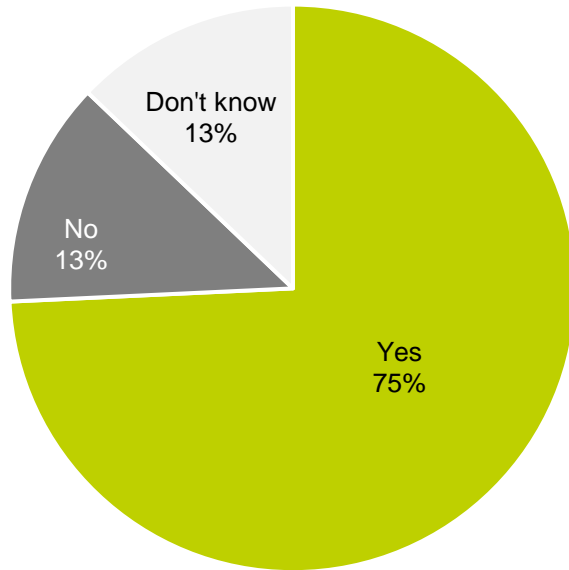


Q: Postcode sector is identified by the first part of the postcode, plus the next number (e.g. SO23 9). Please note that at this level base sizes can be small, and we may only have heard from one respondent in a postcode sector. Base sizes range from 1 to 129.

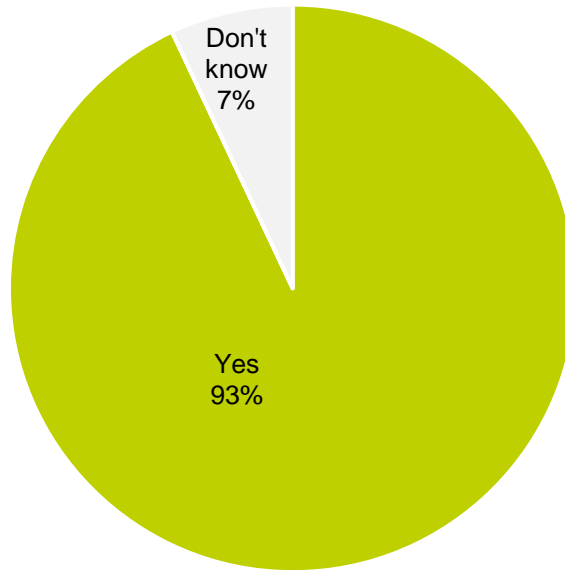
**Support for new 20mph speed limits locally:** Responding Town and Parish Councils (16) indicated a willingness to actively monitor local speed limits, in lieu of police enforcement. Half would be prepared to financially support a 20mph speed limit.

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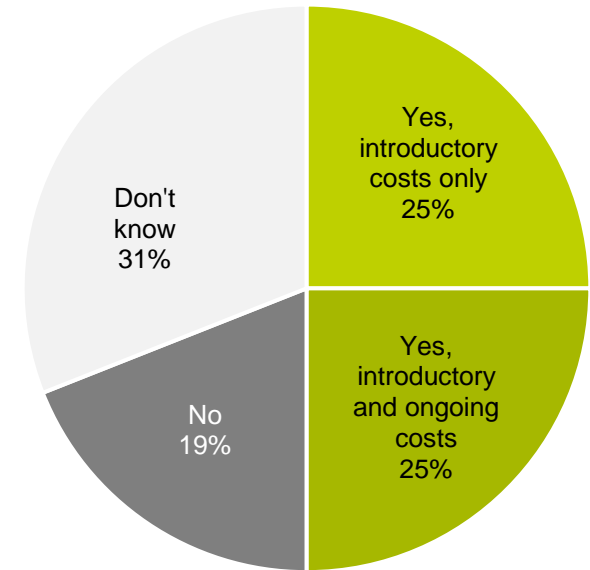
**Support 20mph without police enforcement?**



**Organise a community speed watch?**



**Financially support costs of a 20mph speed limit?**

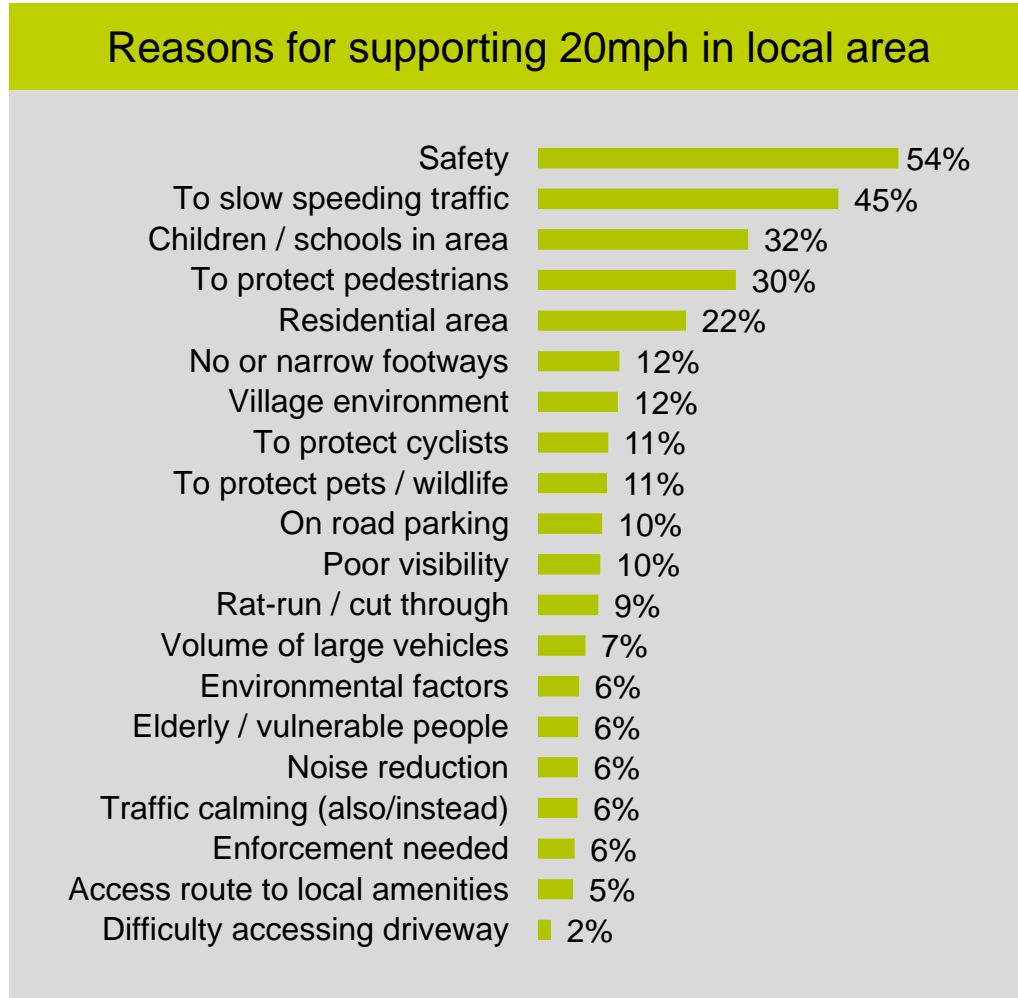


Q: Would your Parish/Town Council support the introduction of a 20mph speed limit without police enforcement? Respondent Base: 16

Q: Would your Parish/Town Council organise a community speed watch to help achieve compliance with a 20mph speed limit? Respondent Base: 15

Q: Would your Parish/Town Council financially support the introduction and future ongoing operational cost (such as maintenance of signs and road markings) of a 20mph speed limit? Respondent Base: 16.

**Reasons for support in local area:** Safety was a key driver of support for 20mph limits, with many respondents reporting accidents, near misses and concern for children and pedestrians in their local area under current speed limits.



*It's a residential area, with cars parked everywhere causing many blind spots. Have been several near misses, especially when it's used as a cut through, and many pets killed by cars*

*If it was reduced to 20 then cars may not keep to the limit but are likely to drive at less than 30. This could be life saving in the event of a pedestrian being hit*

*We have multiple schools where I live and it's a big estate with lots of children running around*

*Residential roads, lots of parking and pedestrian movements*

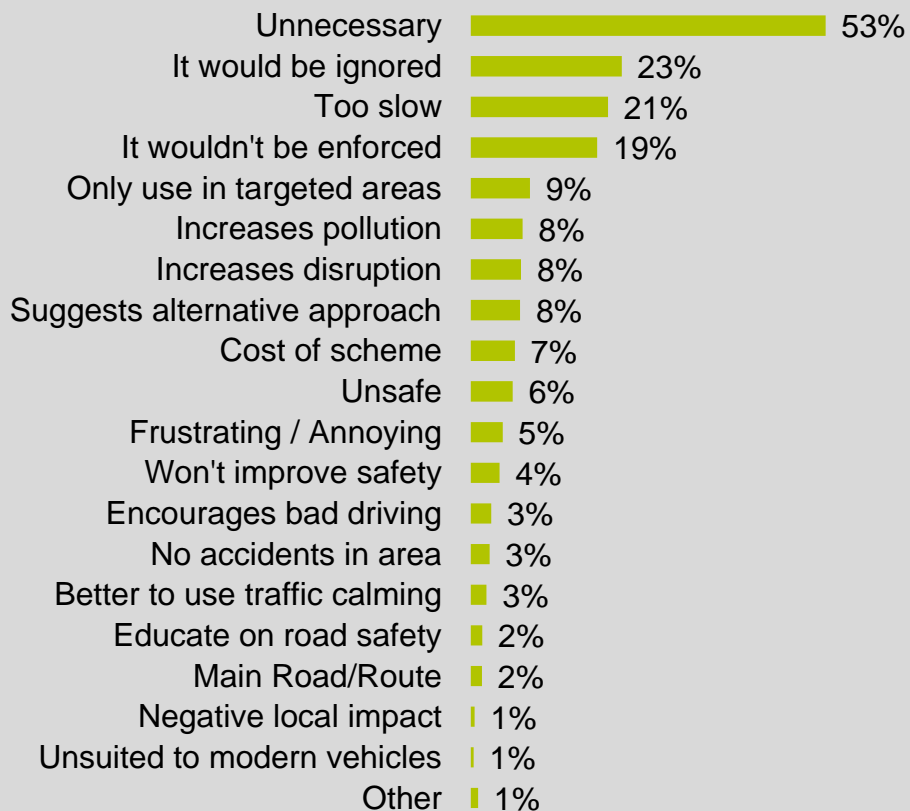
*Narrow road in village. No pavement. Primary school children have to walk in road. 30 is not safe*

*30mph is much too fast for a village centre with kids walking to school and houses opening out onto the road. Even when people do keep to the 30mph, this feels very fast and can be terrifying.*



**Reasons for non-support in local area:** Most respondents who opposed the introduction of 20mph speed limits felt that they were un-necessary in their local area, often as they felt speeding was not an issue and other factors such as parked cars or road layouts already prevented vehicles from moving too fast.

### Reasons for not supporting 20mph in local area



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*There isn't a problem with accidents, most traffic goes well under the speed limit anyway, so the cost of introducing a speed limit isn't justified.*

*Most people drive sensibly in accordance with the conditions - those that don't will ignore a 20mph limit as they already ignore the 30 mph and often any other road traffic law*

*30 mph is a fine compromise between safety and efficiency. 20 mph is just too slow on clear, long and straight roads*

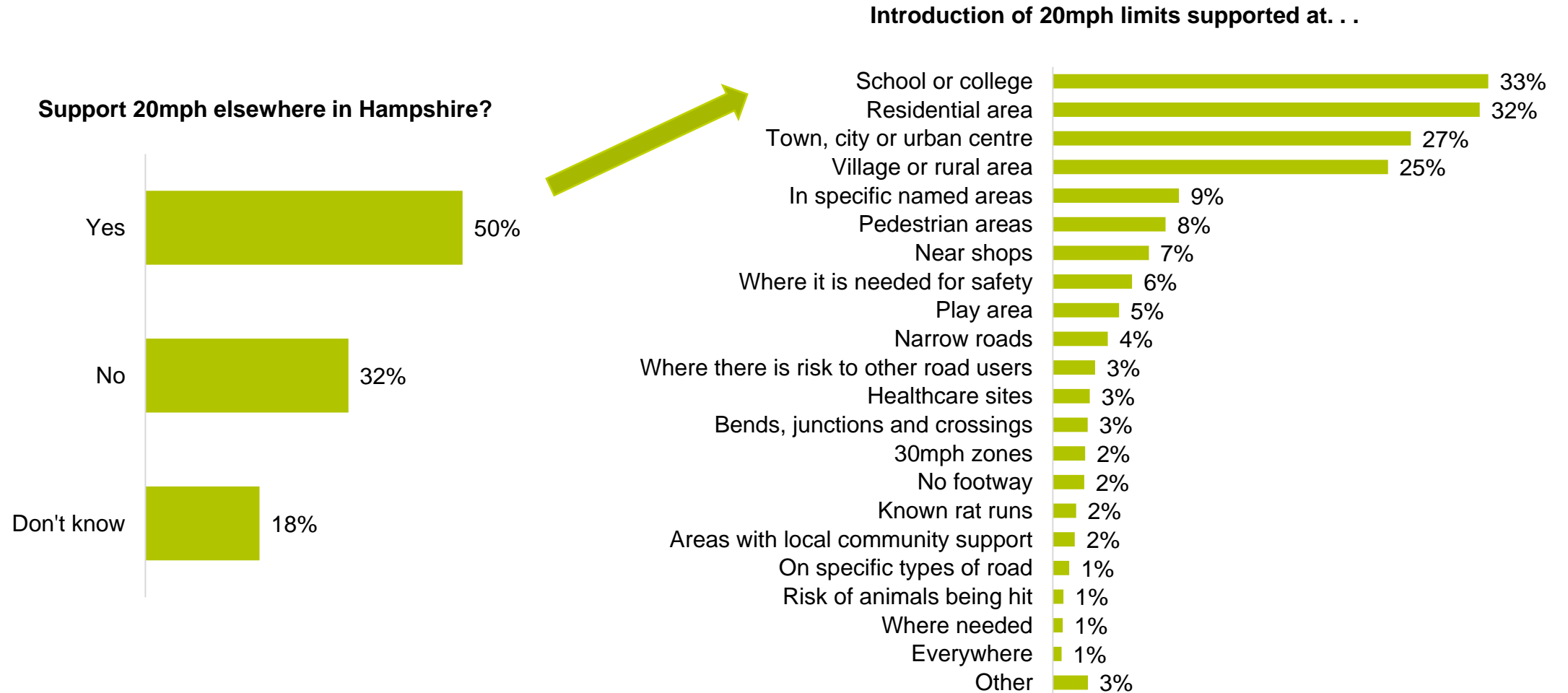
*No need to slow traffic any further. Help traffic to flow more freely and reduce congestion ,not slow things down*

*It's going to be impossible to uphold such a restriction*

*It's not needed. I would rather see better control of people exceeding the existing 30mph limit*

*Near schools, yes but in general, no*

**Support for 20mph speed limits in wider Hampshire:** Half of respondents would also support the introduction of 20mph speed limits outside of their local area – in particular around schools / colleges, in residential areas, villages, town and city centres



Q: Would you support the introduction of 20mph speed limits elsewhere in Hampshire? Respondent Base: 9227

Q: Whereabouts would you support the introduction of 20mph speed limits elsewhere in Hampshire? Quantified verbatim, multicode. Respondent Base: 4305

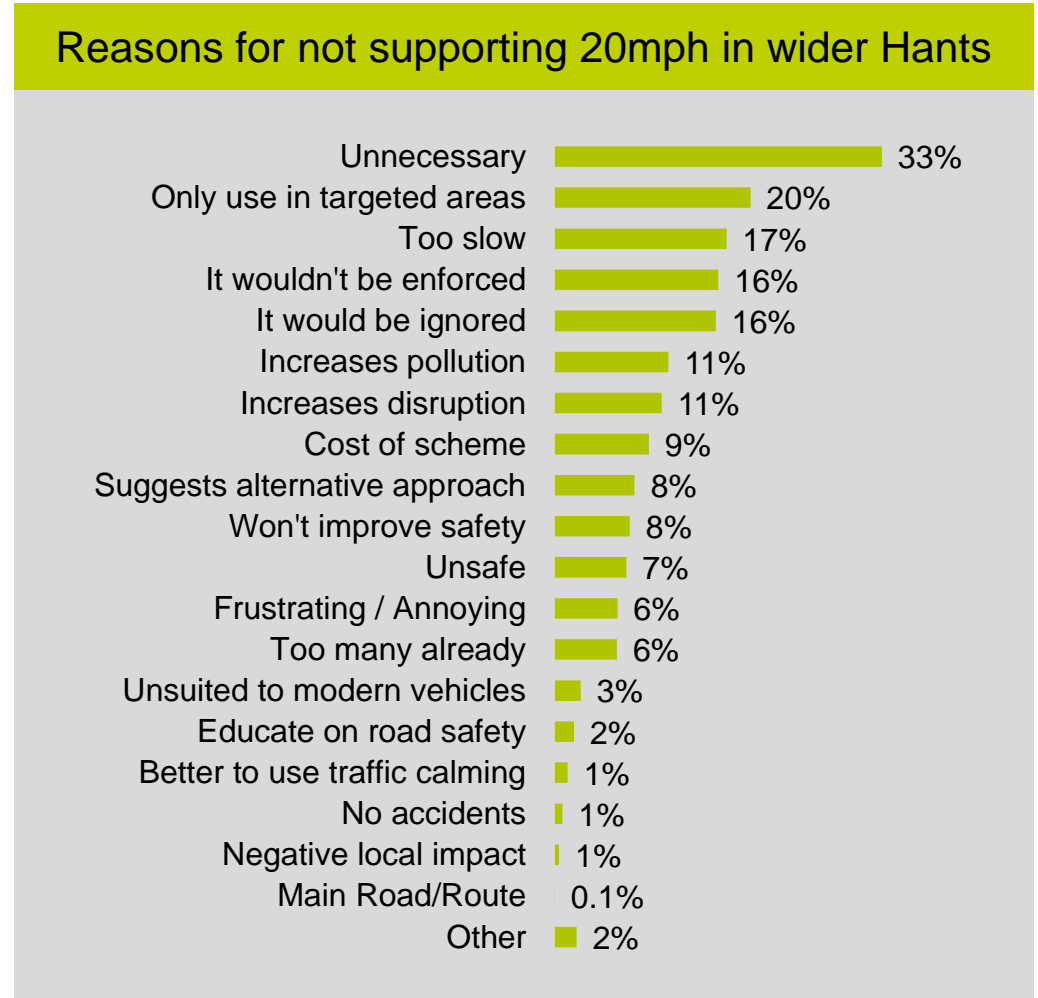
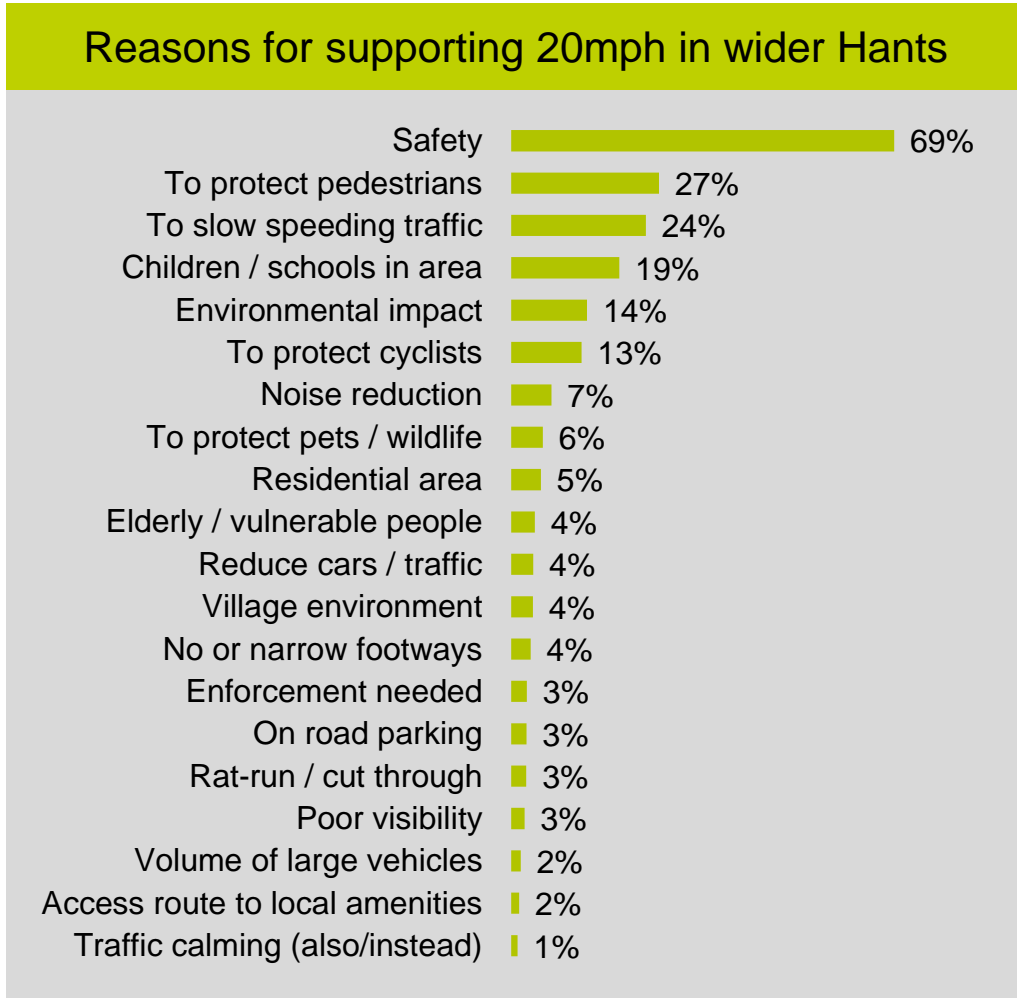
**Support for 20mph speed limits in wider Hampshire:** 406 people named a specific location in which they felt a 20mph speed limit could be introduced. There was particular interest in Winchester and the New Forest.

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Q: Whereabouts would you support the introduction of 20mph speed limits elsewhere in Hampshire? Illustrative example of named towns with multiple mentions (from 2 to 27, with larger words indicating higher mentions). A full list of named areas has been analysed and considered by the project team

**Support for 20mph speed limits in wider Hampshire:** Reasons for supporting and not supporting 20mph speed limits in other areas of Hampshire reflected the local rationale, supporters emphasising safety and detractors stressing that they are not needed in most areas.



Q: What are your reasons for supporting a 20mph speed limit elsewhere in Hampshire? Quantified verbatim, multicode. Respondent Base: 4299 (Excludes n/a)  
 Q: What are your reasons for not supporting a 20mph speed limit elsewhere in Hampshire? Quantified verbatim, multicode. Respondent Base: 2690 (Excludes n/a)  
 NB: top 20 reasons shown, all comments have been analysed and considered by the project team

**Unstructured responses:** 57 responses were submitted as emails, letters or other means which did not make use of the survey form.

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46 unstructured responses were from individuals, 10 from organisations and 1 from a democratically elected representative from Whitchurch and the Cleres.

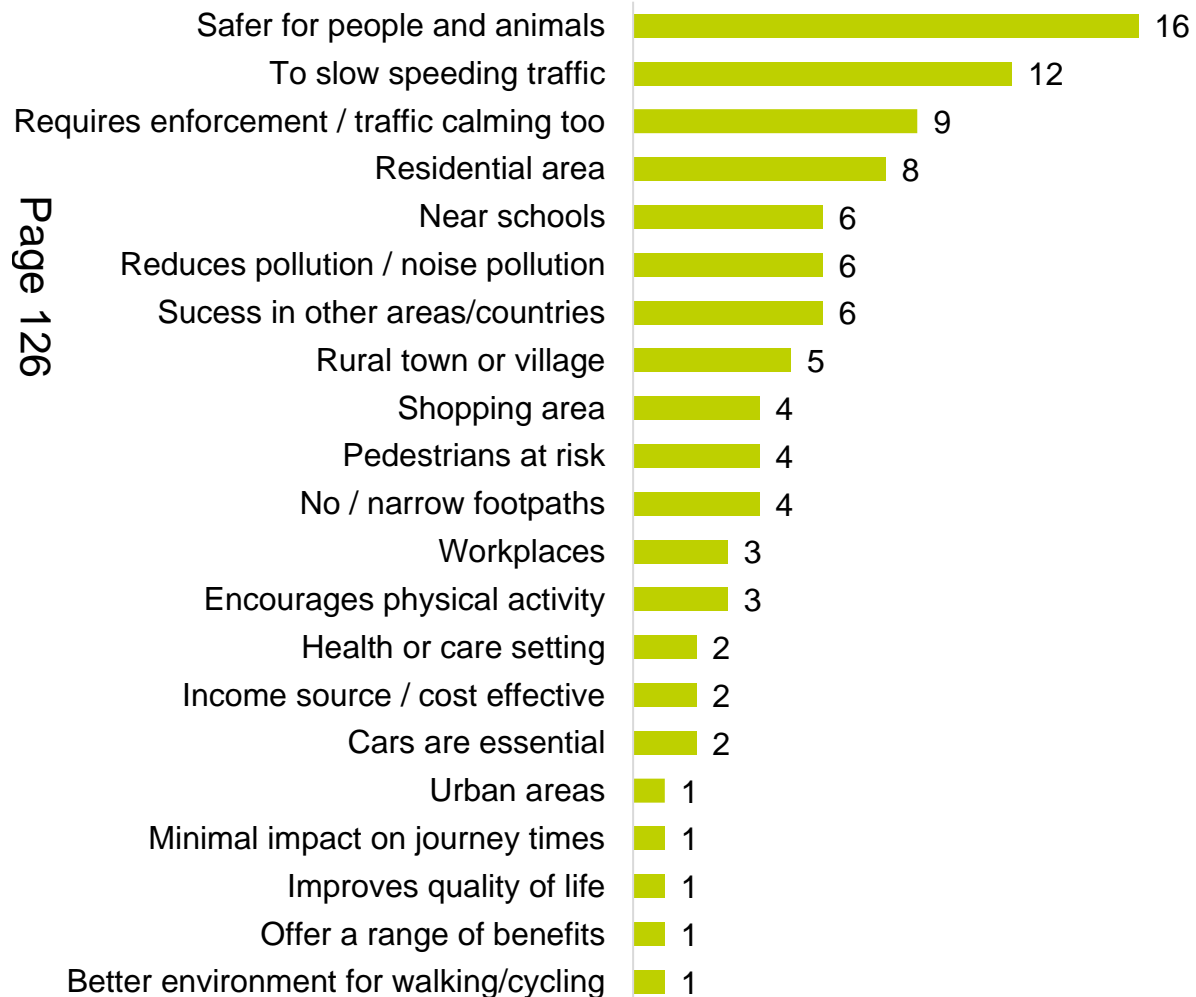
The organisations who submitted unstructured responses were:

- Eastleigh Borough Council
- Houghton Parish Council
- 20s Plenty
- Lyndhurst Council
- Whitchurch Town Council
- Lymington & Pennington Town Council
- Green Travel Hampshire & Cycle Hampshire
- Bentworth Parish Council
- Ringwood Town Council
- New Forest National Park Authority

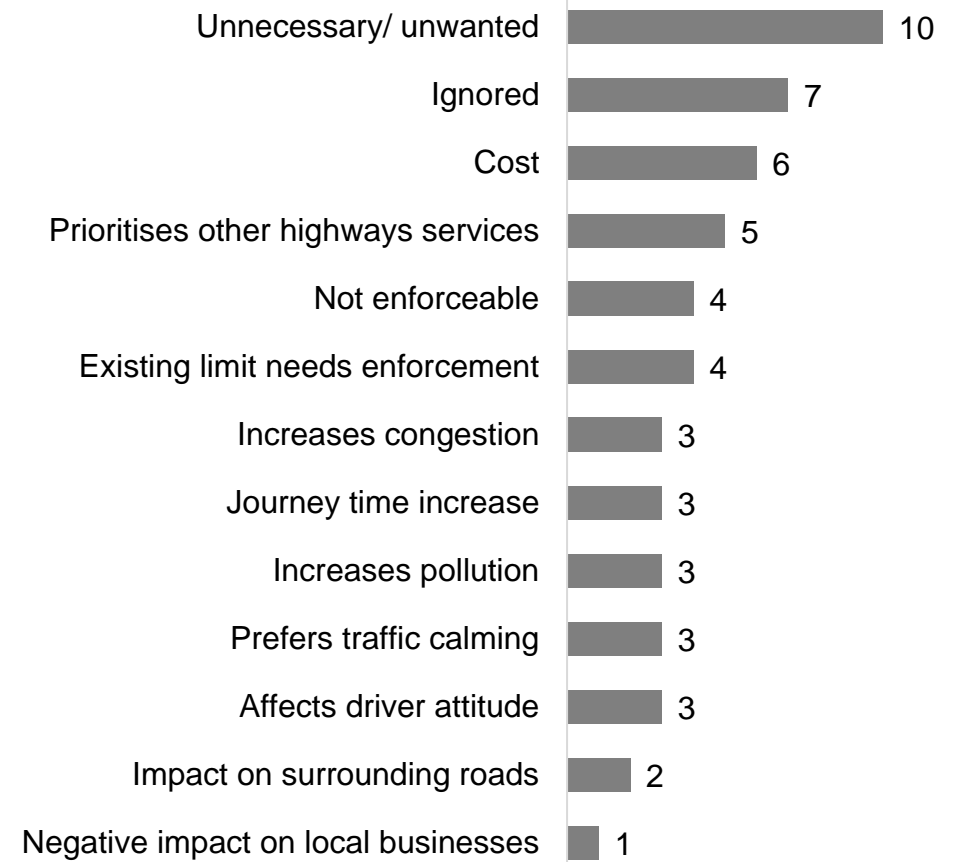
NB: 19 unstructured responses commented on the feedback process - in particular to flag that they were submitting a letter or email as they preferred not to prioritise all 10 Highways Activities, which was a mandatory requirement of the survey form.

**Unstructured responses:** Of those who specified, 29 commented in favour of 20mph limits and 19 in opposition. The main themes mirrored those received through the survey, with safety paramount for supporters and necessity, compliance and cost cited by those opposing their introduction

**Reasons for support**



**Reasons for opposition**



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## HAMPSHIRE COUNTY COUNCIL

### Report

<b>Committee:</b>	Universal Services - Transport and Environment Select Committee
<b>Date:</b>	23 January 2023
<b>Title:</b>	Work Programme
<b>Report From:</b>	Director of People and Organisation

**Contact name:** Katy Sherwood, Senior Democratic Services Officer

**Tel:** 01962 847347

**Email:** [katy.sherwood@hants.gov.uk](mailto:katy.sherwood@hants.gov.uk)

#### 1. Summary

1.1. The purpose of this item is to provide the work programme of future topics to be considered by this Select Committee and discuss any other items that may need to be added.

#### 2. Recommendation

That the Universal Services - Transport and Environment Select Committee discuss and agree potential items for the work programme that can be prioritised and allocated by the Director of Universal Services in consultation with the Chairman of the Select Committee.

**CORPORATE OR LEGAL INFORMATION:****Links to the Strategic Plan**

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

DocumentLocation

None

## **IMPACT ASSESSMENTS:**

### **1. Equality Duty**

1.1. 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 under the Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, gender and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

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

- a) The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- b) Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- c) 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.

### **1.2. Equalities Impact Assessment:**

1.3. This is a forward plan of topics under consideration by the Select Committee, therefore this section is not applicable to this report. The Committee will request appropriate impact assessments to be undertaken should this be relevant for any topic that the Committee is reviewing.

### **2. Impact on Crime and Disorder:**

2.1. This is a forward plan of topics under consideration by the Select Committee, therefore this section is not applicable to this report. The Committee will request appropriate impact assessments to be undertaken should this be relevant for any topic that the Committee is reviewing.

### **3. Climate Change:**

- a) How does what is being proposed impact on our carbon footprint / energy consumption?
- b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

This is a forward plan of topics under consideration by the Select Committee, therefore this section is not applicable to this report. The Committee will consider climate change when approaching topics that impact upon our carbon footprint / energy consumption.

**WORK PROGRAMME – UNIVERSAL SERVICES - TRANSPORT AND ENVIRONMENT SELECT COMMITTEE**

<b>Topic</b>	<b>Issue</b>	<b>Reason for inclusion</b>	<b>Status and Outcomes</b>	<b>13 March 2023</b>	<b>10 July 2023</b>	<b>18 September 2023</b>
Pre-Scrutiny	School Streets	Following pilot	Ahead of a report going to Cabinet	✓		
Pre-scrutiny	20mph Speed Limits	Following the T&F Group reporting back in January 2023	An officer report to be pre-scrutinised ahead of going to Cabinet	✓		

**Previously considered items:**

- County TRO presentation
- Active Travel update (following bid outcomes)
- Waste and Collaborative working