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NOTICE OF MEETING

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| Meeting | Universal Services Select Committee |
| Date and Time | Monday 10th July, 2023 at 10.00 am |
| Place | Ashburton Hall - HCC |
| Enquiries to | members.services@hants.gov.uk |

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

FILMING AND BROADCAST NOTIFICATION

This meeting may be recorded and broadcast live on the County Council's website and available for repeat viewing, it may also be recorded and filmed by the press and public. Filming or recording is only permitted in the meeting room whilst the meeting is taking place so must stop when the meeting is either adjourned or closed. Filming is not permitted elsewhere in the building at any time. Please see the Filming Protocol available on the County Council's website.

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 MEETINGS (Pages 5 - 14)

To confirm the minutes of the previous meetings of the Universal Services – Transport and Environment Select Committee and the Universal Services Countryside and Regulatory Services Select Committee.

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. INTRODUCTION TO UNIVERSAL SERVICES

To receive an introduction to the Directorate from the Director of Universal Services.

7. LOCAL TRANSPORT FUND (Pages 15 - 26)

To pre-scrutinise a report going to the Executive Lead Member for Universal Services on the Local Transport Fund.

8. UPDATE ON WASTE ARRANGEMENTS

To receive a presentation on waste arrangements in Hampshire.

9. WORK PROGRAMME (Pages 27 - 30)

To review the current work programme for the Universal Services 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 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.

Public Document Pack Agenda Item 3

AT A MEETING of the Universal Services - Transport and Environment Select Committee of HAMPSHIRE COUNTY COUNCIL held at The Castle, Winchester on Monday 23rd January, 2023

Chairman:

* Councillor Derek Mellor

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

*Present

1. APOLOGIES FOR ABSENCE

All Members were present and no apologies were noted.

2. 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.

3. MINUTES OF PREVIOUS MEETING

The minutes of the last meeting were reviewed and agreed.

4. DEPUTATIONS

The Select Committee received seven deputations at the meeting, all speaking with regards to item 8 on the agenda.

Dr Hannah Greenberg spoke about the health risks associated with pollution and confirmed that a Motion had been passed in some areas of Hampshire for a default of 20mph. It was felt that safety should be prioritised and it was important to consider vulnerable people that were travelling on foot and by bicycle.

Emma Street spoke on behalf of Cycle Winchester and asked the Select Committee to reject the report, feeling that it focused on reasons not to implement a 20mph speed limit and didn't focus on people.

Helena Dale and Tony Higginson addressed the Select Committee as local residents about the Twyford area and the dangers of walking alongside the roads. Mr Higginson spoke of the cycle bus arranged for the local school accepted that transformational change was difficult but essential in a climate emergency to achieve results.

Anne Sayer spoke as a local resident and cycling instructor and emphasised the importance of lowering speeds to get more people, and in particular, women cycling as the amount of traffic and speed was deterring a lot of people from trying. Ms Sayer also felt that a lot of supporting evidence for introducing a 20mph policy had been missed from the report.

Mark King spoke as a local resident from the New Milton area, where walking was dangerous due to the speed of traffic and lack of pavements alongside long stretches of road

Caroline Tomlinson and Andrew Smith spoke on behalf of residents from Appleshaw and Redenham and the concern over lack of pavements in the local area, making walking anywhere very dangerous. An action group had been formed by the local Parish Council, which had been very well attended by residents.

Wilf Forrow addressed the Select Committee on behalf of Green Travel Hampshire, sharing that he felt the findings in the report were incompatible with the LTP4 document released for consultation. It was accepted that 20mph speed limits would not be enough on their own, but would be a good first step whilst other elements were implemented.

County Councillor Mark Cooper thanked officers and Members for their work looking at the 20mph policy as part of the working group and hoped that the County Council would work closely with Parishes and Districts going forward in implementing pilots. Councillor Cooper also requested that target dates were shared to show that the matter was being taken forward and looked at seriously.

5. **CHAIRMAN'S ANNOUNCEMENTS**

There were no formal announcements.

6. **UNIVERSAL SERVICES PROPOSED CAPITAL PROGRAMME 2023/24, 2024/25 AND 2025/26**

The Select Committee considered a report from the Director of Universal Services and Director of Corporate Operations (item 6 in the minute book) on the Universal Services Capital Programme 2023/24, 2024/25 and 2025/26.

Members received a presentation that summarised the report, noting the importance of energy efficiency, reduction in funding and additional pressures including inflation.

During questions, the Select Committee learned:

- It was important to review bids that had been made, particularly where they had been unsuccessful, to understand how bids could be improved for the future;
- Bids would be coordinated by the Hampshire 2050 Directorate and potentially implemented by Universal Services depending on what the bid was for;
- Maintaining the highway network remained a priority;
- Further savings were anticipated following the establishment of the new Materials Recovery Facility (MRF) at Eastleigh and the capacity for third party sales

RESOLVED

The Select Committee supported the recommendations being proposed to the Executive Lead Member for Universal Services in the attached report.

7. 2023/24 REVENUE BUDGET REPORT FOR UNIVERSAL SERVICES

The Select Committee considered a report from the Director of Universal Services and Director of Corporate Operations (item 7 in the minute book) on the revenue budget, which was discussed alongside item 6 on the agenda.

RESOLVED

The Select Committee supported the recommendations being proposed to the Executive Lead Member for Universal Services in the attached report.

8. 20MPH TASK & FINISH GROUP: OUTCOMES

The Select Committee considered a report from 20mph Speed Limit Policy Task & Finish Group (item 8 in the minute book), that had been established in January 2022.

The report was summarised by officers, and it was highlighted that the Select Committee was not being asked to make any decisions on a final policy, only to make recommendations for further consideration following the research and learnings from the Task & Finish Group.

It was acknowledged that that ambitions summarised wouldn't be implemented all at once, and so would need to be prioritised. Achieving support from motorists would also be paramount in the success of any initiatives as there would always be an element of self-enforcement.

The Task & Group had researched other similar initiatives as part of its research,

and it was agreed that it was important to not make restrictions too difficult to implement, and to focus more on creating new normal ways of driving in order to encourage a gradual culture change on roads and in particular areas.

It was noted that some Members of the Task & Finish Group did not support the final recommendations as they felt that some elements were too restrictive.

Councillor Nick Adams-King thanked the Select Committee for its consideration of the policy and also the deputations and officers, and assured that time would be invested in looking at it further ahead of any final recommendations going to Cabinet later in the year.

RESOLVED

The Universal Services - Transport and Environment Select Committee endorsed the recommendations below for submission to the Director of Universal Services for further consideration:

- a) The County Council should encourage wider use of 20mph restrictions and ease back on the current casualty focused criteria for 20mph speed limits, with 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.

9. **WORK PROGRAMME**

The Work Programme was deferred to the next meeting of the Universal Services Transport and Environment Select Committee.

Chairman,

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AT A MEETING of the Universal Services - Countryside and Regulatory Services
Select Committee of HAMPSHIRE COUNTY COUNCIL held at The Castle,
Winchester on Friday 24th March, 2023

Chairman:

* Councillor Rob Mocatta

* Councillor Jackie Branson
Councillor Lulu Bowerman
Councillor Steven Broomfield
* Councillor Pamela Bryant
Councillor Peter Chegwyn
* Councillor Rod Cooper
* Councillor Alex Crawford
Councillor Barry Dunning

* Councillor Dominic Hiscock
* Councillor Hugh Lumby
Councillor Alexis McEvoy
* Councillor Tanya Park
* Councillor Stephen Reid
* Councillor Ann Briggs
* Councillor Michael Thierry

* Present

1. **APOLOGIES FOR ABSENCE**

Apologies were received from Councillors Lulu Bowerman, Steven Broomfield, Peter Chegwyn and Dominic Hiscock. Councillors Ann Briggs and Michael Thierry attended as deputies.

2. **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 Personal interest in a matter being considered at the meeting they considered whether such interest should be declared, and having regard to Part 5, Paragraph 5 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.

3. **MINUTES OF PREVIOUS MEETING**

The minutes of the Countryside, Culture and Communities Select Committee meeting held on 7 December 2022 were agreed as a correct record.

4. **DEPUTATIONS**

There were no deputations for the meeting.

5. CHAIRMAN'S ANNOUNCEMENTS

There were no formal announcements.

6. INCOME GENERATION TASK & FINISH WORKING GROUP - SUMMARY OF FINDINGS

The Select Committee considered a report from the Director of Universal Services (item 6 in the minute book), which highlighted the findings of the Income Generation Task and Finish Working Group.

The officer summarised the report and it was noted that the baseline income from the four outdoor centres had been £3.27 million rather than the £3 million quoted in paragraph 24, which was a welcomed increase.

During questions the Members noted that:

- No proposals had been received on Titchfield Haven during the moratorium period, which was due to end in June;
- Further work was due to be done on developing the relationship with Ancestry and the digitalising of archives;
- Planning permission restraints affected the ability to expand at some outdoor centres, particularly those in the New Forest;
- Whilst some outdoor centres could accommodate some public use, there was a lot of investment required to make them more suitable for public use;
- Manydown Country Park continued to be developed, but would fall under the Hampshire 2050 Directorate remit;

Councillor Russell Oppenheimer, the Executive Member for Countryside and Regulatory Services confirmed to Committee that Cabinet was also more widely looking at income generation and a lot had been achieved so far, meaning that many areas were self-funding and in a strong position.

The Task & Finish Group and supporting officers were thanked for their investment and input into the working group.

RESOLVED

The Universal Services – Countryside and Regulatory Services Select Committee endorsed the findings of the Income Generation Task and Finish Working Group.

7. WORK PROGRAMME

The Select Committee discussed the work programme and allocated upcoming items accordingly:

- Basingstoke canal and future management would go on the Select Committee agenda for July 2023;

- The Byways Open to All Traffic (BOAT) 5yr strategy would go on the Select Committee agenda for September 2023;
- Facilities management and operational delivery would go on the Select Committee agenda for November 2023

Potential future items included working alongside the Portal Trust, Registration Services and Calshot Outdoor Centre following the completion of the current work being undertaken on maintenance and improvements.

It was also noted that an additional meeting may be set up for the end of July to look at Titchfield Haven following the end of the moratorium period, but this would be monitored by officers.

Chairman,

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HAMPSHIRE COUNTY COUNCIL

Report

| | |
|---------------------|-------------------------------------|
| Committee: | Universal Services Select Committee |
| Date: | 10 July 2023 |
| Title: | Local Transport Fund |
| Report From: | Director of Universal Services |

Contact name: Lisa Cook

Tel: **Email:** Lisa.cook@hants.gov.uk

Purpose of Report

1. For the Universal Services Select Committee to pre-scrutinise the proposals for the local administration of the Department for Transport Local Transport Fund grant issued to all Local Transport Authorities (see report attached due to be considered at the decision day of the Executive Lead Member for Universal Services at 2.00pm on 10 July 2023).

Recommendation

2. That the Universal Services Select Committee:

Either:

Supports the recommendations being proposed to the Executive Lead Member for Universal Services in paragraphs 2 - 5 of 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

| | |
|------------------------|--|
| Decision Maker: | Executive Lead Member for Universal Services |
| Date: | 10 July 2023 |
| Title: | Local Transport Fund |
| Report From: | Director of Universal Services |

Contact name: Lisa Cook

Tel:

Email: Lisa.cook@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to set out the arrangements for the local administration of the Department for Transport Local Transport Fund grant issued to all Local Transport Authorities.

Recommendations

2. That the Executive Lead Member for Universal Services approves the continued use of the methodology set out in this report for allocating the Local Transport Fund (LTF).
3. That the Executive Lead Member for Universal Services gives authority to spend and enter into contractual arrangements (in consultation with the Head of Legal Services) with qualifying local bus operators in Hampshire in accordance with the approved methodology up to the value of grant awarded to the County Council by the Department for Transport (DfT) to be funded from the LTF.
4. That if the LTF is not wholly utilised in offsetting the shortfall in revenue experienced by the operators of tendered local bus services, 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 spend and enter into contractual agreements with transport providers for any claim that meets the DfT criteria outlined in Appendix One of this report.
5. That authority is delegated to the Director of Universal Services, in consultation with the Executive Lead Member for Universal Services, to award and administer any subsequent tranches of LTF (or successor funding streams that have the same terms, conditions and objectives) that may be awarded to Hampshire County Council, up to the value of such awards and in accordance with the terms of the award.

Executive Summary

6. This paper seeks to continue the approach that the County Council has applied to the funding issued by DfT for the support of bus services since the outset of the Covid-19 pandemic.
7. This follows on from a report taken to the Executive Member for Economy, Transport and Environment on 28 August 2020, setting out the proposed arrangements for how government funding, aimed at supporting the local bus industry, would be applied in Hampshire.
8. Since this time, the County Council has continued in its role as the link between DfT and operators of tendered bus services and has administered all government grants in line with the mechanisms set out in August 2020.
9. Given the change to the internal structure of Hampshire County Council in January 2023, this paper is being brought to Decision Day to ensure that the authority is still in place for the County Council to administer LTF, and any potential successors to this scheme.

Contextual information

10. It is proposed that the same methodology approved for the original Covid-19 Bus Service Support Grant funding be applied to the Local Transport Fund.
11. This methodology is as follows:
 - identify the percentage each eligible contract (those which operated within the period) makes up of the total spent on eligible services per annum; and
 - apply this percentage to the LTF to calculate an allocation per contract.
12. A small-scale informal consultation was carried out with the local bus operators who provide the majority of the authorities' contracted services which ensured that this methodology was fit for purpose.
13. This process was also audited by Southern Internal Audit Partnership in summer 2020 to ensure it was fit for purpose.
14. If the amount of LTF exceeds the claims for lost revenue from Hampshire's local bus operators, then it is proposed that any remaining funding is allocated as per the permitted uses of LTF outlined in the DfT Terms and Conditions of the Local Transport Fund (Appendix 1 of this report).

Finance

15. The table below sets out the instalments of LTF that have been received to date.

| Date | LTF Grant |
|-------------------------|-------------|
| April – September 2022 | £891,619.00 |
| October – December 2022 | £445,809.50 |
| January – March 2023 | £445,809.50 |

| | |
|-------------------|-------------|
| April – June 2023 | £461,992.38 |
|-------------------|-------------|

Performance

16. Payments have been made to operators following submission of a form demonstrating the lost revenue they have experienced based on comparable pre Covid-19 data.
17. This process is subject to an audit to ensure that all funding allocated and payments made to operators are carried out within the terms and conditions of the grant agreement.
18. Operators are subject to terms and conditions for how this funding is spent which are set by the DfT.

Consultation and Equalities

19. A small-scale informal consultation has been carried out with the local bus operators who provide the majority of the authorities' contracted services. This ensured that the methodology was fit for purpose for all stakeholders.
20. The decisions within this report will have a neutral impact on those people with protected characteristics as they propose continuing with the current process of supporting local bus providers and are not anticipated to lead to changes to services.

Climate Change Impact Assessments

21. 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.
22. These tools are not relevant to this decision as they are not built to measure the carbon emissions of a public transport service over a private vehicle.
23. Public transport offers an alternative to individuals travelling in a private car thus can help reduce carbon emissions on Hampshire's roads.
24. Work will be undertaken to ensure that services are well publicised and promoted within their relevant communities to ensure that as many people as possible benefit from their positive climate credentials.

Conclusions

25. The continued administration of this government grant stream in Hampshire meets both the priorities of the DfT and the County Council.

26. This support has been vital for the stability of Hampshire's bus services since March 2020 and continues to make an important contribution to the finances of the bus sector today.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

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

Other Significant Links

| | |
|--|----------------------------|
| Links to previous Member decisions: | |
| <u>Title</u> Covid-19 Bus Provision and Payments-2020-08-28-EMETE Decision Day (hants.gov.uk) | <u>Date</u> 28 Aug 2020 |
| Direct links to specific legislation or Government Directives | |
| <u>Title</u> | <u>Date</u> |

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

EQUALITIES IMPACT ASSESSMENT:

1. Equality Duty

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

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

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

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

2. Equalities Impact Assessment:

The decisions within this report will have a neutral impact on those people with protected characteristics as they propose continuing with the current process of supporting local bus providers and are not anticipated to lead to changes to services.

Annex A: Terms and Conditions

Definitions

In this Agreement, except where the context otherwise requires:

“**Deliverables**” means the requirements set out above a further below.

“**Grant**” means the amount up to and not exceeding the amount allocated to each Local Transport Authority, totalling **£29.996m** provided by the Secretary of State for the purpose of the Deliverables.

“**Grant Recipient**” means the LTA which, having accepted this offer of Grant, is responsible for receiving, expending and accounting for funds paid under it for the purposes of the Deliverables and for ensuring compliance with all the terms and conditions of this Agreement.

“**Local Authority**” means a Local Transport Authority in England, outside London.

“**Service Providers**” means those responsible for the delivery of bus services.

Purpose of the Grant

The purpose of the Grant is to allow the Grant Recipient to deliver the Deliverables set out in the ‘Deliverables’ section of this Agreement.

The Department reserves the right to amend these terms and conditions at its discretion.

Network Provision

Whilst in receipt of the LTF, LTAs must ensure their local transport network provision meets local needs. This process should have regard to the objectives of the National Bus Strategy and locally agreed Bus Service Improvement Plans.

Local network provision means socially necessary bus services but does not mandate a specific or minimum level.

Eligible use of funding

The LTF **can** be used:

- (a) For claims for tendered services procured by the LTA that are valued at £29,999 or more, irrespective of the size of the LTA’s supported bus services budget;
- (b) To cover losses where an LTA, or lower tier authority, takes the revenue risk on a tendered service;
- (c) To cover losses where an operator takes the revenue risk on a tendered service;
- (d) To ensure the provision of a replacement service where a commercial service has been withdrawn, subject to prior agreement with the Department;
- (e) To provide additional tendered services or to alter existing tendered services;
- (f) To support community transport services;
- (g) To provide bespoke support such as rates relief to individual bus operators where the LTA believes that additional support is required, and withdrawal of services by a specific operator would result in increased costs to the taxpayer.

The LTF **must not** be used for:

- (h) activities of a political or exclusively religious nature;
- (i) input VAT reclaimable by the Grant recipient from H.M. Revenue & Customs and for the avoidance of doubt any irrecoverable VAT associated with the scheme will be met with this Grant;
- (j) gifts;
- (k) entertaining;
- (l) statutory fines, criminal fines, or penalties.

Grant recipients and/or service providers are permitted to make an operating surplus whilst in receipt of LTF funding.

Grant recipients and/or service providers are permitted to make changes to their current fares and fare structures.

LTAs should work with operators to ensure that funding continues to be used efficiently.

LTAs/operators must clear any outstanding debts with the Department before accessing this Grant.

LTAs/operators must maintain and operate effective monitoring and financial management systems for the Deliverables to ensure that the application of the Grant for delivering the Deliverables can be clearly identified.

Data Provision

LTAs will be asked to provide DfT with information on the services that the Grant has been used to support. This will include:

- Bus services supported by the Grant, including the financial contribution (as appropriate);
- Frequency of service/service level or kilometres operated (as appropriate);
- Patronage levels on a monthly basis.

DfT will request this data, and any additional information that may be required by the Department on reasonable notice, toward the end of the LTF scheme.

DfT reserves the right to carry out an open book reconciliation exercise with operators should the Department need to seek clarity on the financial impact of the LTF as well as to assure future forecasts. Operators/ LTAs will be required to cooperate with the Department and its advisors, including all reasonable data requests, as part of any reconciliation exercise.

DfT reserves the right to amend the information being requested from operators.

DfT reserves the right to use this information to inform the broader Government local Public Transport policy.

All deadlines for data provision are final. Submissions after the deadline may result in no further funding being provided and will only be accepted in exceptional circumstances and at the discretion of the DfT.

Payment arrangements

Subject to the conditions set out in this Agreement the Secretary of State's funding will be paid by Grant to the Grant Recipient.

Payments will be made in one instalment, in arrears in April 2023.

The Grant Recipient/s are required to sign and return to the team leader of the Bus Recovery Division of the Department for Transport this Agreement.

If a Grant Recipient/s fails to comply with any of the conditions contained within this Agreement, the Minister of State may:

- a) reduce, suspend or withhold grant; or
- b) by notification in writing to the authority, require the repayment of the whole or any part of the grant.

Conflicts of interest and financial or other irregularities

Officers, members, and employees of the Grant Recipient must be careful to avoid conflicts of interest. The Grant Recipient must set up formal procedures to require all such persons to declare any personal or financial interest in any matter concerning the Deliverables and to be excluded from any discussion or decision-making relating to the matter concerned.

If the Grant Recipient has any grounds for suspecting financial irregularity in the use of any Grant paid under this Agreement, they must notify the Secretary of State immediately, explain what steps are being taken to investigate the suspicion, and keep the Secretary of State informed about the progress of the investigation. For these purposes "financial irregularity" includes fraud or other impropriety, mismanagement, and the use of the Grant for purposes other than the purposes of the Deliverables.

VAT

The Grant Recipient shall not charge the Secretary of State VAT in respect of any expenditure made to deliver the Deliverables as grants are outside the scope of VAT.

Escalation of disputes

In the event of a dispute about the Grant or the payment of the Grant, the matter will be referred to the Department's Deputy Director, Bus Recovery and the Grant Recipient's Chief Financial Officer who will work together to resolve the dispute.

Invoicing

Appropriate independent evidence, as reasonably specified by the Secretary of State, of the delivery of the Deliverables is required to support any Grant claimed via the invoicing process for the associated Deliverable. Invoicing will take place following completion of the Deliverables.

Appropriate independent evidence as reasonably specified by the Secretary of State will be sent with the invoice requesting payment linked to those Deliverables.

Compliance

The Grant Recipient will comply with all applicable procurement laws when procuring goods and services in connection with the grant and the Department shall not be liable for the LTA failure to comply with its obligations under any applicable procurement laws.

The Grant Recipient will ensure that its use of the funding complies with State Aid laws, the UK's international obligations in relation to subsidy control and any UK subsidy control legislation.

The Grant Recipient will maintain appropriate records of compliance with the relevant subsidy control regime and will take all reasonable steps to assist the Department to comply with the same and respond to any proceedings or investigation(s) into the use of the funding by any relevant court or tribunal of relevant jurisdiction or regulatory body.

The Grant Recipient acknowledges and represents that the funding is being awarded on the basis that the use of the grant will not affect trade in goods and electricity between Northern Ireland and the European Union and shall ensure that the funding is not used in way that affects any such trade.

The Secretary of State may require repayment of any of the grant already paid, together with interest from the date of payment, if the Secretary of State is required to do so as a result of a decision of the European Commission or the Court of Justice of the European Union by reason of a breach of State Aid Law through its application under Article 10 of the Northern Ireland Protocol and/or a decision of a court, tribunal or independent body or authority of competent jurisdiction by reason of breach of the UK's obligations under the Trade and Co-operation Agreement or the terms of any UK subsidy control legislation.

The Grant Recipient will ensure they comply with the 2010 Equality Act and the Public Sector Equality Duty. This includes considering impacts of the project on protected characteristic groups in the monitoring and evaluation stage.

HAMPSHIRE COUNTY COUNCIL

Report

| | |
|---------------------|-------------------------------------|
| Committee: | Universal Services Select Committee |
| Date: | 10 July 2023 |
| Title: | Work Programme |
| Report From: | Director of People and Organisation |

Contact name: Katy Sherwood, Senior Democratic Services Officer

Tel: 01962 847347

Email: 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 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 Universal Services Select Committee.

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

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

Section 100 D - Local Government Act 1972 - background documents

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

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 SELECT COMMITTEE

| Topic | Issue | Reason for inclusion | Status and Outcomes | 18 September 2023 | 27 November 2023 | 15 January 2023 |
|--------------|---|--|---|-------------------|------------------|-----------------|
| Pre-Scrutiny | Budget consultation | | Following the closing of the public budget consultation | ✓ | | |
| Pre-Scrutiny | 20mph Speed Limit Policy | Returning after further work by officers | Research done by the ETE/UST&E Task and Finish Group | ✓ | | |
| Pre-Scrutiny | Titchfield Haven (TBC) | | Following going to Select Committee in 2022 and the moratorium ending | ✓ | | |
| For review | Byway Open to All Traffic (BOAT) 5yr Strategy | | | | ✓ | |
| For Review | Basingstoke Canal Future Management | | | | ✓ | |

Page 28

Potential future items:

- | | |
|---|---|
| <ul style="list-style-type: none"> - Waste and Collaborative working - Calshot - Community Funded Initiatives - Parish management | <ul style="list-style-type: none"> - Verge cutting and landscape management - US Communications strategy - Review of Project Integra Governance - On-street Parking |
|---|---|