

# Public Document Pack



## NOTICE OF MEETING

<b>Meeting</b>	Universal Services Select Committee
<b>Date and Time</b>	Monday 27th November, 2023 at 10.00 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

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 MEETING (Pages 3 - 6)

To confirm the minutes of the meeting that took place on 18 September 2023.

**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. HIGHWAYS – STRONGER ROADS TODAY SERVICE UPDATE**  
(Pages 7 - 22)

To pre-scrutinise a report for the Executive Lead Member for Universal Services on the proposals for the strategy for the Stronger Roads Today campaign.

**7. MANAGEMENT OF BYWAYS OPEN TO ALL TRAFFIC (BOAT) UPDATE** (Pages 23 - 36)

To pre-scrutinise a report for the Executive Lead Member for Universal Services on the proposals for the management of Byways Open to All Traffic (BOATs)

**8. TASK AND FINISH WORKING GROUP PROPOSAL** (Pages 37 - 42)

To consider a report from the Director of Universal Services regarding a Task & Finish Working Group to oversee and scrutinise the County Council's stage 2 consultations relating to specific Universal Services savings proposals.

**9. WORK PROGRAMME** (Pages 43 - 46)

To review the current work programme for the Universal Services Select Committee.

**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 Universal Services Select Committee of HAMPSHIRE COUNTY COUNCIL held at the Castle, Winchester on Monday 18th September, 2023

Chairman:

\* Councillor Rob Mocatta

* Councillor Jackie Branson	Councillor Rupert Kyrle
* Councillor Lulu Bowerman	* Councillor Sarah Pankhurst
* Councillor Rod Cooper	* Councillor Stephen Parker
* Councillor Debbie Curnow-Ford	* Councillor Stephen Reid
* Councillor David Drew	Councillor Kim Taylor
* Councillor Barry Dunning	* Councillor Rhydian Vaughan MBE
* Councillor Michael Ford	* Councillor Martin Tod
* Councillor Tim Groves	* Councillor Alex Crawford
* Councillor Dominic Hiscock	
* Councillor Wayne Irish	

Also present with the agreement of the Chairman: Councillor Nick Adams-King, Executive Lead Member for Universal Services and Councillor Russell Oppenheimer, Executive Member for Countryside and Regulatory Services

## 18. APOLOGIES FOR ABSENCE

Apologies were received from Councillor Kim Taylor and Councillor Rupert Kyrle. Councillors Alex Crawford and Martin Tod attended as deputies.

## 19. 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 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.

## 20. MINUTES OF PREVIOUS MEETING

The minutes of the last meeting were reviewed and agreed.

## 21. DEPUTATIONS

There were no deputations for the meeting.

## 22. CHAIRMAN'S ANNOUNCEMENTS

There were no formal announcements.

## 23. SAVINGS PROGRAMME TO 2025 - REVENUE SAVINGS PROPOSALS

The Committee considered a report from the Director of Universal Services and Director of Corporate Operations (item 6 in the minute book), which detailed the £19,279 million of savings across 16 proposals for SP25.

The officers summarised the report confirming that £105 million had been saved since 2010, with the majority being saved through the highways, engineering and transport areas of the Directorate. It was also highlighted that the consultation undertaken earlier in the year had been widely promoted to residents and stakeholders, who had provided views on a range of high-level options that could help to address the shortfall, so that the County Council could take residents' needs in to account when considering the way forward.

During questions on the report, Members learned the following:

- HWRC's were currently separate from the budget proposals, but this would be looked at again going forward. Savings around the new Materials Recovery Facility (MRF) had been included in the previous savings programmes.
- The Council would continue to wait for further funding from central government towards highways maintenance.
- Paragraph 31 in the report discussed the School Crossing Patrols (SCPs) and officers confirmed that the £1.1 million savings was a maximum, and would enable there to be a full review of where these services were still needed. The County Council would always look to provide a safe provision for school travel, but this could include various options as well as SCPs.
- Energy contracts were being looked at, but energy had always been sourced in an economic way. Energy use was being looked at in terms of reduction and utilising solar panels and grants.
- The highway network would be reassessed to help prioritise roads for winter maintenance, as an assessment hadn't been done since 1999 and there were a lot of legacy roads from old bus routes and previously heavily used roads that were no longer considered a priority.
- A pilot would take place looking at enforcement and patrol of highway signs in 2024, the results of which would likely go to a Member Briefing.

During debate, Councillor Stephen Reid proposed recommending that the allocated maximum of £1.1 million savings from the review of the SCP service be removed from the Executive Member report. It was felt that the amount quoted would cause residents to fear losing a significant number of SCP's across the County and this proposal was seconded by Councillor Alex Crawford. Officers reassured Members that the amount stated was a maximum and meant that the service could be reviewed to see whether better alternatives (like automated

pedestrian crossings or built-out kerbs) would be more suited in some areas. Other Members on the Committee acknowledged the concerns around the public perception of the proposed savings, but agreed that overall a review would be beneficial and the £1.1 million was a maximum saving subject to further review. The Committee voted on Councillor Reid's proposal to remove the stated £1.1 million, but this was not supported.

Councillor Nick Adams-King thanked the Committee for looking at the proposals, accepting that no-one wanted to have to reduce services, but it was an opportunity to look at how some services were provided and see whether there was a better alternative.

RESOLVED

The Universal Services Select Committee supported the recommendations being proposed to the Executive Lead Member for Universal Services in paragraph 2 of the main report.

#### 24. **WORK PROGRAMME**

Members looked at the Work Programme (item 7 in the minute book), and it was agreed that an item would be added to look at utility companies and highway works and how the relationship could be strengthened for efficiency on work taking place.

Councillor Crawford proposed looking at the bus station closure in Aldershot, but it was confirmed that Hampshire County Council had little input and influence over what was happening at the present time and it was not something the Select Committee could scrutinise.

RESOLVED

The Universal Services Select Committee discussed and agreed potential items for the work programme to be prioritised and allocated by the Chairman of the Universal Services Select Committee in consultation with the Director of Universal Services.

---

Chairman,

This page is intentionally left blank



This page is intentionally left blank



## HAMPSHIRE COUNTY COUNCIL

### Executive Decision Record

<b>Decision Maker:</b>	Executive Lead Member for Universal Services
<b>Date:</b>	27 November 2023
<b>Title:</b>	Highways – Stronger Roads Today Service Update
<b>Report From:</b>	Director of Universal Services

**Contact name:** Peter Rooney

**Tel:** **Email:** peter.rooney@hants.gov.uk

#### 1. The decision:

- 1.1. That the Executive Lead Member for Universal Services notes the work that the Highways service has already undertaken in response to the severe weather experienced over the 2022/23 winter season and approves the proposed delivery strategy for the *Stronger Roads Today* campaign, which utilises the additional £22.5m that has been allocated for reactive highway maintenance over the next three years.
- 1.2. That the Executive Lead Member for Universal Services approves a deferral of the full implementation of the Highway Network Recovery Strategy until 2025/26 at the earliest, subject to a further review in Autumn 2024.

#### 2. Reasons for the decision:

- 2.1. To provide the Executive Lead Member for Universal Services with details of the work that has already been undertaken by the County Council's Highways service in response to the severe weather experienced over the past winter season and seek approval for the proposed short/medium/longer term delivery strategy for arresting the accelerated deterioration of the highway network, utilising the additional funding allocated as part of the *Stronger Roads Today* campaign.
- 2.2. The Highway Network Recovery Strategy was first approved in March 2022 by the Lead Executive Member but due to external events the full implementation of this strategy was deferred. The focus and priorities for the highways service has been forced to change to respond to the events of the past winter and therefore full implementation of the Highway Network Recovery Strategy needs to be deferred until 2025/26 at the earliest, subject to review in Autumn 2024, and confirmation of future Department for Transport block funding arrangements beyond 2024/25.

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

- 3.1. To continue to deliver highway maintenance in a similar manner to previous years, albeit with additional funding. This option was rejected as it would not

provide the immediate targeted response and repairs required following the winter damage. Continuing with the normal strategies for highway maintenance would not provide the necessary focus on carriageway maintenance that is required and would arguably expose the road network to further deterioration and insufficient resilience for the coming winter season.

3.2. The option to proceed with full implementation of the Highway Network Recovery Strategy from 2024/25 was rejected as it would not focus service delivery in the right areas of need given the current priorities and could expose the County Council to additional risks and reputational damage.

**4. Conflicts of interest:**

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

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

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

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

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

<b>Approved by:</b>  -----  <b>Executive Lead Member for Universal Services Councillor Nick Adams-King</b>	<b>Date:</b>  <b>27 November 2023</b>
--	---

# HAMPSHIRE COUNTY COUNCIL

## Decision Report

<b>Decision Maker:</b>	Executive Lead Member for Universal Services
<b>Date:</b>	27 November 2023
<b>Title:</b>	Highways – Stronger Roads Today Service Update
<b>Report From:</b>	Director of Universal Services

**Contact name:** Peter Rooney

**Tel:**                                      **Email:** [peter.rooney@hants.gov.uk](mailto:peter.rooney@hants.gov.uk)

### Purpose of this Report

1. The purpose of this report is to outline the challenges facing the highways maintenance service and the proposed strategy for the *Stronger Roads Today* campaign, which has been developed to address the increased deterioration in the condition of the highway network due to the severe weather experienced during the 2022/23 winter season.

### Recommendations

2. That the Executive Lead Member for Universal Services notes the work that the Highways service has already undertaken in response to the severe weather experienced over the 2022/23 winter season and approves the proposed delivery strategy for the Stronger Roads Today campaign, which utilises the additional £22.5m of funding that has been allocated for reactive highway maintenance over the next three years.
3. That the Executive Lead Member for Universal Services approves a deferral of the full implementation of the Highway Network Recovery Strategy until 2025/26 at the earliest, subject to a further review in Autumn 2024.

### Executive Summary

4. This report seeks to provide an overview of the challenges facing the highways maintenance service in Hampshire over recent years, and in particular the impacts of Winter 2022/23 and the detrimental effect this has had, and is continuing to have on the condition of the highway network.
5. The devastating impact of the winter weather has generated unprecedented levels of enquiries, pothole reports, other defects and damage claims, as well as dramatically accelerating the deterioration in the condition of the highway network.
6. In recognition of the long-term underfunding for highway maintenance at a national level and the negative impact this has had on Hampshire’s network condition, the County Council has substantially increased the funding for

highway maintenance over recent years and the most recent contribution to this has been the commitment of an additional £22.5m over the next three years, targeted at reactive repairs, i.e. potholes and other carriageway defects.

7. The report outlines the strategy for how the additional funding, in conjunction with normal funding allocations will be used to, as a minimum, slow down, and at best, arrest the deterioration in the condition of the highway network. The new *Stronger Roads Today* campaign, launched alongside the most recent funding allocation, will initially target potholes and other road defects and this report includes details of what has been done already in the immediate aftermath of the winter season, what is planned in the medium term ahead of the coming winter and what is planned for the future years of the additional funding allocation. The measures include additional frontline resources and new innovative ways of working to increase productivity and improve public perception.
8. Hampshire's Highways service has proactively responded to the challenges and already implemented new ways of working that not only provide greater productivity but improve delivery of the highway maintenance service for future years. The short- and medium-term plans outline how additional resources will be utilised to undertake large programmes of reactive carriageway repairs, which in the longer-term will be protected by increased programmes of surface treatments, i.e. surface dressing and micro asphalts, to improve the longevity and resilience of the repairs, prolonging the life of the road network. This is in-keeping with the County Council's longstanding asset management delivery of highway maintenance to ensure the right treatments are targeted at the right time to provide maximum benefit and value.
9. Despite the significant work that will be delivered as part of the *Stronger Roads Today* campaign, it should be noted that the road network is still in a fragile state and if another harsh winter is experienced in the coming season Hampshire could encounter very similar levels of impacts in terms of defects, public enquires, correspondence and claims.

### **Contextual information**

10. The decline in the condition of the local road network has been a challenge that has been affecting most highway authorities across the country, including Hampshire. The 2023 Annual Local Authority Road Maintenance (ALARM) report stated that the backlog in carriageway maintenance for England and Wales was £14.2bn, which is an 11% increase over the past year and does not take into account the impact of the past winter. In Hampshire the backlog is estimated at £400million.
11. Several reports have been previously approved by the Executive Lead Members for Economy, Transport and Environment, and Universal Services over recent years, outlining the pressures and challenges facing the highways service. The underlying cause of this is due to under-investment at a national level over many years and the financial shortfall has been compounded by a series of events such as Brexit, Covid, and the war in Ukraine.
12. In March 2022 the Highway Network Recovery Strategy was approved. This set out a 10-year plan to arrest the deterioration of the highway network condition and was approved just as the war in Ukraine started. Since then the highways

service has been significantly impacted by market volatility and spiralling inflation, which has particularly impacted the construction industry. In response to these pressures the Executive Lead Member for Universal Services approved a postponement to the full implementation of the Network Recovery Strategy to at least 2024/25. Given the challenges posed by the recent weather events, the priority for the highway maintenance service needs to focus on restoring the roads and, particularly, repairing potholes. Therefore, it is recommended that implementation of the Network Recovery Strategy is further postponed, until the 2025/26 financial year at the earliest, but this can be reviewed again in the Autumn of 2024.

13. Over the past winter Hampshire experienced a very mild but wet start to the season but from early December an onset of prolonged, heavy freezing conditions prevailed, mixed with further wet periods. This weather had a catastrophic effect on the already deteriorating highway network, which generated unprecedented numbers of carriageway defects such as potholes, cracking and structural failure.
14. Reflecting the numbers of carriageway defects, the County Council also received exceptional numbers of public enquiries, correspondence, and third-party damage claims. Included within Appendix A is a graph that illustrates the number of pothole related enquiries received in 2023 in comparison with the previous 5 years. The data for 2023 shows that by the end of July 2023 the County Council had already received 45% more enquires than for the whole of 2018, which was the worst year previously recorded. Similarly for third-party claims made against the County Council, the total number received by April 2023 had already exceeded the total number received for the whole of 2022.

## Finance

15. In a previous report approved by the Executive Lead Member for Universal Services (*Highway Network Recovery Strategy – Update for 2023/24*) the highway maintenance backlog in Hampshire for all highway assets was estimated to be £377m, however this figure was produced before the recent increases in inflation and the current value is now likely to be around £500m.
16. The Government recognised the impact of the winter weather on the condition of the local road network and in the Spring 2023 Budget announced an additional £200m for highway maintenance, with the County Council's share being £5.9m. Whilst additional Government investment in highway maintenance is always welcomed and much needed, the levels are significantly lower than required to make a substantial difference.
17. Hampshire County Council has recognised the challenges posed by the deteriorating network over the years and has made several financial interventions to mitigate the impact of the under-investment at a national level. Since 2010 the County Council has provided an additional £10 million of revenue funding per year, which is capitalised for structural planned maintenance activities such as carriageway resurfacing and other surface treatments . In 2021 the County Council committed an additional £7 million per year for routine highway maintenance activities.

18. It is important to highlight that an element of the additional £10 million of funding (added in 2010) is subject to further public consultation as part of the County Council's savings proposals for 2025.
19. In July 2023 the County Council approved a further £22.5 million over the next three years as part of the *Stronger Roads Today* campaign to provide a direct response to the deterioration of the highway network following the severe weather experienced over the past winter.

### **Stronger Roads Today - Strategy**

20. In response to the problems caused by the past winter's weather and the additional financial support as part of the *Stronger Roads Today* campaign, a strategy has been collaboratively developed with Milestone (the County Council's term highway maintenance contractor) to arrest the deterioration in the condition of the highway network. Due to the significant deterioration across the Hampshire network some elements of the strategy have already been implemented, at pace, to address the most urgent areas and to take advantage of the drier weather and longer daylight hours. The strategy includes:
  - a. Details of the immediate response to the winter of 2022/23.
  - b. Medium term steps – preparing for 2023/24 winter season, and.
  - c. Developing innovative and proactive approaches to maintaining the network in future years.
21. Following the exceptional high demand experienced by the highways service caused by the winter conditions of 2022/23, frontline operational resources have been significantly increased and changes to working practices implemented to provide a swift response to reported defects and maintain safety for highway users. This has included:
  - a. The mobilisation of 23 Rapid Repair Teams, essentially focussed on safety defects but empowered to proactively repair all defects in an area to speed up the repair process. This has delivered the repair of over 8000 defects in 8 weeks, a considerable increase in productivity levels in comparison with the traditional approach to reactive repairs.
  - b. Introduction of a "Find & Fix App" to allow Milestone's frontline teams to complete repairs without the need for a separate task order.
  - c. Allocating customer enquiries directly to Milestone gangs who attend and repair or make safe whatever they find. This provides a quicker response to reports received and creates additional capacity for HCC staff.
  - d. Mobilising additional spray injection patching machines, such as Dragon Patchers, with up to six on the network.
  - e. An on-going programme of drainage work including CCTV surveys to identify blocked or damaged surface water drainage assets in need of repair or replacement.
  - f. Trialling different carriageway repair systems such as thermal patching, which not only provides additional resources but provides a

reduction in carbon emissions through the re-use of existing carriageway materials and significant reductions in waste.

- g. The introduction of geographic scheduling trials to improve customer perception and productivity in repairs of safety defects. This approach focuses a resource to a single location that repairs as much as possible whilst there. This new way of working in conjunction with the Find & Fix App reduces repeat visits to repair individual defects and improves customer perception as most defects within a location are addressed at the same time.
- h. The re-programming of less-urgent work to allow the resources to concentrate on filling potholes and responding to safety defects.
- i. Staff from non-highway maintenance teams within the Universal Services Directorate have been repurposed to assist with highways operations including frontline activities and support services such as damage claims management.

22. For the medium-term, the campaign funding will be used to ensure the Highways service is better prepared for the 2023/24 winter season. Collaborative working groups have already been established that are assessing what needs to be done to deliver the next phase of the *Stronger Roads Today* campaign. As part of this work, asset management condition data is being used in conjunction with other data collected from various sources such as the Find & Fix App, task orders and public enquiries to develop programmes of structural patching repairs using a variety of resources and treatment options, including:

- a. An increase in the number of traditional two-person small hand patch repair teams, working daily from the local highway depots to repair potholes and other defects.
- b. Investing in additional proactive larger hand patching gangs, increasing to six gangs across the network.
- c. Increasing the fleet of spray injection patching machines, i.e. Dragon Patchers and Jet Patchers, to specifically target rural roads for potholes, cracks and other defects.
- d. Mobilising a larger machine patching gang to deliver a programme that will resurface larger areas of the carriageway, where smaller individual patches are not suitable, or uneconomic.
- e. Continuing with geographic scheduling and repairing everything in an area in one visit, where practicable, with a higher percentage of structural patching repairs.
- f. Trailing new equipment to increase productivity for the proactive patching gangs and quality of repairs.
- g. Deployment of additional drainage jetting machines to provide more resilience to current resources, enabling timely responses to flooding areas.

23. Longer-term the Highways team will learn and build on the trials and innovations developed and will look at:

- a. Increased targeted carriageway patching programmes.
  - b. Increased programmes of surface treatments and preservation techniques such as surface dressings and micro asphalts. These treatments are essential following the extensive patching programmes that are being undertaken in order to prevent further accelerated deterioration.
  - c. Development in the materials and products produced at the County Council's materials recycling facility in Micheldever. An ambition is to produce a fully recycled surface course that can be used on carriageways.
  - d. Continue to work with Milestone and supply chain partners to identify new innovations that will improve the quality and delivery of the service such as exploring the use of vehicle-based AI technology to monitor the condition of the network and more efficiently target interventions and predict future maintenance requirements.
24. The strategy will help to demonstrate that the County Council's Highways team has acted swiftly to respond to the events of the previous winter and is effectively planning ahead to ensure the right treatments are delivered to provide maximum benefit and value.
25. Whilst this report outlines the response and plan to mitigate the effects on the condition of the highway network, it should be recognised that the local road network is still in an extremely fragile state. The implementation of the *Stronger Roads Today* campaign will help to repair much of the damage following the last winter season but if further challenging winter periods are encountered it is likely to have a further detrimental impact across network, leading to similar problems as those experienced this year.
26. The optimal long-term solution is for Government to recognise the significant long term investment that is needed to restore the local road network to a more serviceable and resilient state.

### **Consultation and Equalities**

27. Due to the nature of the approval sought for this report, limited consultation has been undertaken. However, the Highways team, Milestone and the wider supply chain are closely involved in actively and dynamically managing the situation and the associated risks and impacts.
28. The decision sought in this report will not reduce the scope of the service provided or have any impact on service users or individuals working on the service, so has been assessed as having a neutral impact on groups with protected characteristics. Approval is sought for service adjustments to accommodate and address pressures and it is not anticipated that these proposals will have a direct impact on people with protected characteristics. Rather, they are intended to maintain service delivery for all highway users and help maintain and/or improve safety.



### **Climate Change Impact Assessments**

29. 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 Adaption**

30. Adaptions will continue to be made, as part of routine service delivery, to reduce the highway network's vulnerability to climate change by reducing flooding on the highway caused by heavy rainfall.

### **Carbon Mitigation**

31. In light of the additional work that will be undertaken on the highway network as part of the *Stronger Roads Today* campaign, new innovative ways of delivering the work have been developed to increase productivity, reduce travel time and reduce repeat visits to the same road. The longer-term strategy will involve targeted surface treatments which will prolong the life of the road structure and reduce the level of reactive maintenance that is required. The County Council's materials recycling facility at Micheldever will be an ongoing and sustainable source of materials that have lower carbon emissions over traditional materials and further development will be undertaken to identify new carbon saving products and materials.

### **Conclusions**

32. The past winter season has had a devastating effect on the condition of the UK highway network, which has led to unprecedented numbers of defects, public enquiries, correspondence, and third-party claims. The County Council has recognised the impact of this and acted swiftly to provide additional financial support to address the situation.
33. The strategy that has been developed to deliver the new *Stronger Roads Today* campaign has already provided an immediate response to the effects of the previous winter season. The collaborative response and development of this strategy has produced new innovate ways of working that will not only deliver this programme of work but will benefit the future delivery of the highways service.



**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>
Highway Network Recovery Strategy – Update 2023/24	12/2/23
The Impact of Inflationary Pressures on the Delivery of the Highway Maintenance Service	12/5/22

**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:**

The decision sought in this report will not change the scope of the service provided or have any impact on service users or individuals working on the service, so has been assessed as having a neutral impact on groups with protected characteristics. Approval is sought for service adjustments to accommodate current pressures and it is not anticipated that these proposals will have a direct impact on people with protected characteristics. Rather, they are intended to minimise disruption to all highway users arising from the current challenges and help maintain highway safety.

**Appendix A – Numbers of pothole related enquiries received 2018 – July 2023**

This page is intentionally left blank



This page is intentionally left blank





6. An outline of the progress being made to undertake the work funded from the current capital programme is summarised, together with a high level view of the audit being undertaken on all 352 BOATs for suitability to install gates. Gating is used to support the current closure programme, which is used to mitigate routes against damage in the wetter periods of the year and allow for surface recovery.
7. The paper outlines some proposed changes that will be made to the BOP, including the introduction of a summer closure process using <sup>1</sup>TTROs linked to Met Office Weather Warnings, and the ability to monitor / re-audit and close some Amber routes, if they start to deteriorate during winter closure period. Improved signage and web-based information linked to temporary closures are also highlighted in the paper.
8. Finally, the paper outlines the need to continue to refine our approach to management of the BOAT network with any lessons learnt from a more extensive review of the BOP over the winter months. The development of a new work programme for 2025-2030 will form the basis of a further paper for consideration by Executive Member for Countryside and Regulatory Services Decision Day, in early 2024.

### Contextual information

9. Hampshire County Council has statutory responsibility as the Highway Authority for the management and maintenance of 2,883 miles (4,639km) of Public Rights of Way (PROW). The network is made up of the following categories:

Code	Category	Legitimate users	Miles	No. Routes	%
FP	Footpaths	Walkers only	2,070	5,883	72%
BW	Bridleways	Horse Riders, Cyclists & Walkers	476	970	17%
RB	Restricted Byways	Carriage Drivers, Horse Riders, Cyclists and Walkers	157	261	5%
BOAT	Byway Open to All Traffic	Motorised Vehicles, Carriage Drivers, Horse Riders, Cyclists and Walkers	180	352	6%
			2,883	7,466	100%

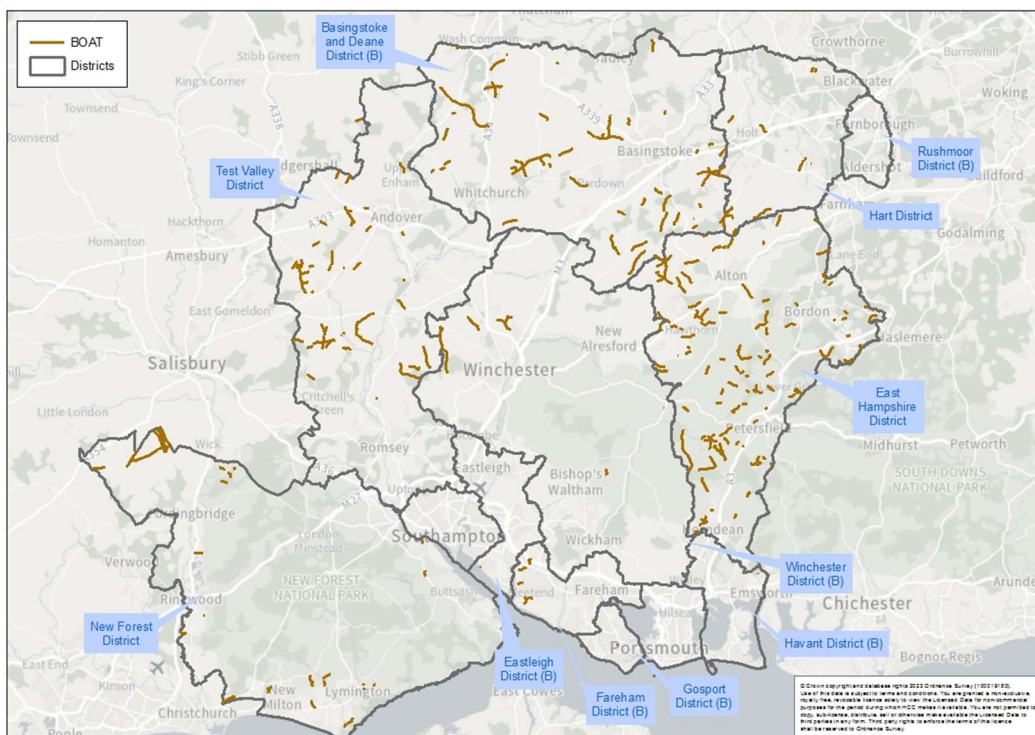
10. The County Council's statutory responsibility for Public Rights of Way falls into two main areas.
  - a. The management of the legal records, the definitive map and statement. These documents record the status, width, alignment, and limitations on individual paths. It should be noted that these are generally 'public rights' that exist across private land.
  - b. To assert and protect public access through the management and maintenance of rights of way. To ensure that routes are available for safe use by the public, the council has specific duties to manage signage, surfaces, and bridges.

---

<sup>1</sup> TTRO Temporary Traffic Regulation Orders

11. The legal definition of a BOAT is defined by *Section 66(1) of the Wildlife and Countryside Act 1981* which defines a byway open to all traffic (“BOAT”) as: “a highway over which the public have a right of way for vehicular and all other kinds of traffic, but which is used by the public mainly for the purpose for which footpaths and bridleways are so used”.
12. Although there is a relatively low number of BOATs in the county, due to the use of the routes by motorised vehicles, they have a converse effect on the scale and frequency of issues and associated complaints. Complaints are mainly from communities impacted, concerning noise, safety and surface damage which can reduce use by other users and impact on the connectivity of the wider network.
13. The costs of repairing and maintaining BOATs is higher than other routes as more expenditure is required for maintenance, repairing drainage and surfacing. It should be noted that average costs for surfacing have increased over the last 3 years rising from £77 per linear metre in 2020 to £110 per linear metre, a 42% increase in costs in 2023.

### The Network of Byways Open to all Traffic



14. Due to the relatively high number of BOATs within the South Downs National Park (SDNPA), the Council works closely and in partnership with SDNPA. There are particular issues here due to the soil type, ground conditions and drainage, and the potential for noise disturbance within the National Park. This year the SDNPA are funding (£30,000) the provision of new information panels on BOATs to raise awareness of the national park, encourage safe and responsible use of the byway network, whilst also directing (Via QR Codes) users to more information and live information on seasonal closures.
15. The Executive Member for Recreation and Heritage approved a report [[Draft Hampshire County Council Policy Regarding the Use and Management of Motor Vehicles on Rights of Way and unsurfaced Roads in the Countryside](#)] in

November 2007 which set out the County Council policies for managing BOAT's and established a clear and defensible approach to the management of access to the countryside by lawful motorised users.

16. This paper and policy, set out:

- a) An understanding that the use of countryside paths and tracks by motor vehicles is an emotive subject. Some people feel strongly about their historic rights of access, whilst others object strongly to such use on the grounds of its impact. As the County Council has the legal duty to record and maintain these routes, it is important for all concerned to know what to expect from the County Council when problems arise and for the County Council to act fairly and consistently.
- b) The statutory role that the County Council has, requires asserting and protecting the public's legal rights to use and enjoy the public rights of way network, including motorised vehicles which are taxed, tested and insured on the byway network. It also highlighted the need to not conflate damage to the highway by private vehicles who have a private right of access (e.g. Farmers) or illegal use by untaxed / insured vehicles which is a criminal offence.
- c) It highlights that the Council would not proactively encourage motorised vehicles, and that the council would take action to limit or prevent access for motorised vehicles if this was resulting in damage to the route, environment or the ability of other users to exercise their rights.
- d) It commits the County Council to consider each route on its own merit.
- e) To prioritise repairs to benefit non-motorised users.
- f) And to encourage responsible behaviours.

17. The Executive Member for Culture, Recreation and Countryside approved a report in October 2016 titled Byways Update – Traffic Regulation Orders 2016. This report outlined the outputs and lessons learnt from an Experimental Traffic Regulation (ETRO) programme, which was operated in 2014/15 and recommended the need to establish a more evidenced led and agile way of managing the county's network of Byways resulted in the development of the Byway Operational Procedure (BOP).

18. The BOP assists the County Council with the decision-making process in the management of the BOAT network through gathering evidence and taking action to mitigate damage to the routes.

19. Annual inspections are undertaken on routes that are identified as having concerns (prioritised on reports received and local teams' knowledge). These inspections generate a score and allocate the routes into one of three categories;

- **Green** (No action required),
- **Amber** (Moderate damage identified). Minor maintenance as required. Monitor for defined period,
- **Red** (Significant Damage). Major maintenance required. Voluntary Restraint or Temporary Closure needed. Monitor for defined period. Further Mitigation if needed.

20. Temporary Traffic Regulation Orders (TTROs) are used to support a programme of winter closures in order to undertake minor works, prevent further damage during our wettest seasons and to allow the routes to rest and reconstitute themselves. The use of TTROs allows a more dynamic approach, as the statutory process for these closures is more concise. This approach has generally been welcomed by the communities and user groups. Development stalled slightly during the pandemic, but last year was the first year that gates were introduced to physically close the routes to prevent illegal use.
21. The 352 Byways in the county all have now been assessed, of these 12 have been identified as Red (11 of these will be closed under this Winter's closure programme), 91 Amber and 249 Green.
22. The County Council is halfway through a 3-year (2022/23/24) capital investment programme which has focused on the resolution of health and safety issues concerning bridges and associated infrastructure and on maintaining Byways. To date this programme has seen capital investment on 4 Byways and completion of BOP Audits by staff on all 352 byways, and installation of 20 gates to be used as part of the seasonal closure programme.
23. Hampshire County Council has been working positively with the South Downs National Park Authority (SDNPA) and with affected communities and user groups. Work with the SDNPA has resulted in a refreshed commitment to collaborate and support the County Council on Byways, and through working with communities has resulted in new membership to the Hampshire Countryside Access Forum (HCAF<sup>2</sup>) which in part represents impacted communities and motorised user interests.

**Trial improvements to current operating procedure.**

24. It is proposed to review and update the BOP to support Hampshire County Council's need to mitigate the damage to BOATs so that it reduces the need for repair and keeps the routes open for use as much as possible.
25. Currently only routes classified as 'Red' are closed as part of the County Council's seasonal (winter) closure programme. It is proposed to trial 'Amber' routes that are observed during the Winter (October – May) period, as deteriorating and following rapid assessment to be added to the closure list. This amendment to procedure will reduce the risk of routes deteriorating further in the winter season.
26. Weather has a significant impact on the surface of a route, and this is exacerbated on Byways which are used by motorised vehicles, cyclists, horses, and pedestrians. Over recent years the frequency of heavy rain fall over the summer months has increased with some substantial weather events occurring over the summer months. It is proposed that a summer closure process be introduced in the BOP process, linked to Met Office weather warnings. On

---

<sup>2</sup> Note the Countryside Access Forum is a statutory forum (Crow Act 2000), to advise the local authority on matters associated with access to the countryside.

reviewing summer weather patterns over the previous 3 years this is likely to be only one or two occasions each year across the network and any occasion would be limited to a 5 day period following rainfall.

27. A programme of work linked to the installation of refreshed / new onsite signage at the entrances to BOAT's (with gates for closure) is progressing. Signage will include information about the route, why closures are occasionally necessary and where to find the latest information about the status of the BOAT online using QR codes and weblinks.
28. Improvements to the online information that clarifies the process for the escalation of mitigations through TTRO and TRO will be completed to assist with transparency to all users and communities.
29. We are also researching the options for introducing an advisory speed limit for vehicles using unsurfaced roads.

### **Delivery Programme 2025-2030**

30. There is currently a capital allocation for the management of the rights of way network. This allocation is used primarily associated with the management of Health and Safety (H&S) requirements of the Bridges on the network, but also includes the maintenance of the surface of paths (including Byways). A further allocation of £800,000 is budgeted 2024/25. A further delivery programme is required to determine the future resource requirements to meet the County Council statutory requirements in the management of Rights of Way and BOATs. This will be included in a work programme for 2025-2030 to be approved at a future Decision Day.
31. The whole network of unsurfaced public highways<sup>3</sup> will be considered to determine the most cost effective and sustainable management of Byways and other unsealed routes used by motor vehicles.
32. The delivery programme will seek to identify the annual maintenance needed on the byway network to ensure effective water, drainage, air and light management.
33. It will establish priority areas and a more robust programme of annual assessment and review (BOP), with a view to speeding up mitigation.
34. The review will refresh the County Council's commitment to work closely with communities including working with HCAF. It will also outline a desire to engage in an extended partnership with the National Parks and with District and Borough Councils to assist with enhancements that will increase the quality of access to the countryside and access to nature. An initial focus will be with the SDNPA and with East Hants District Council.

### **Finance**

35. The Council is halfway through a £600,000 3-year capital investment programme funded from local resources, which has focused on the resolution of

---

<sup>3</sup> This includes 'T'- Roads as recorded on the Highways List of streets.

health and safety issues concerning bridges and associated infrastructure and on maintaining Byways. To date this programme has focused the capital investment on 4 Byways and progressed the completion of BOP Audits by staff on all 352 byways resulting in the installation of 20 gates to be used as part of the seasonal closure programme.

<b>Delivery plan for investment in Byways</b>	<b>2020/23 Actuals £'000</b>	<b>2023/24 Forecast £'000</b>	<b>2024/25 Forecast £'000</b>	<b>Total £'000</b>
Spend	80	270 <sup>4</sup>	250	600

36. Maintenance costs are increasing. In 2019 the County Council was paying £77 per linear metre - over the last 2 years we have completed surfacing works on 4 routes at a cost of £110 per linear metre (a 42% increase in costs).
37. During 2023/4 the SDNPA has allocated a £30,000 contribution towards the County Council's work on Byways. These funds will be used to provide new information panels on BOATs to raise awareness of the national park and safe and responsible use of the byway network, whilst also explaining our management and directing (Via QR Codes) users to live web-based information on seasonal closures.

### **Performance**

38. The completion of the initial audits of all 352 Byways has resulted in an increase in the number of assessed routes in the Red and Amber categories, it has also shown that some routes that were initially classed as Red (2019 / 22) have now been reclassified as Amber or Green following the investment in surface improvements.
39. A good example of this work is the effect of surfacing on Snailing Lane, Hawkley 25. This route deteriorated extremely quickly, but after closing and undertaking works, it is now used frequently by walkers, cyclists and horse riders. This was classified as Red and following works is now an extremely well-used Green route (see pictures before and after on the next page):

---

<sup>4</sup> £175,000 already committed with a further £95,000 currently being considered for works in 23/24



40. The list below, were all once classified as RED

Wield 19 (Green)	Wield 20 (Amber)
Selborne 67/ Worldham 38 (Amber/Green)	Ellisfield 13 (amber)
Selborne 66 (G)	Chawton 9 (green)
Upton Grey 19 (green)	Tunworth 7 (green)
Hawkey 745 (amber)	Worldham 40 (amber)
Bentworth 23 (green)	Bentworth 27 & 28 (Green)



41. Works completed as part of capital programme and work planned for 24/25<sup>5</sup>

<b>Works Completed on BOATs or due to be complete 2022 / 24</b>	<b>Works listed on BOATs projects planned for 2024/25</b>
Wield. 17	East Meon. 41 (also 45, 46 and 48)
East Meon. 47	Burghclere. 40
East Meon. 49	Bramshott and Liphook. 44
Langrish. 14 (work underway)	Horndean. 46
<sup>6</sup> Colemore and Priors Dean. 22	

### Consultation and Equalities

42. The nature of this decision is procedural and will not have any direct impact on protected characteristics itself, but any decision on future investment priorities will be assessed as they are developed. Consultation will be undertaken on proposals that will follow in the new year, when updating the Byways Operational Procedure and developing the 2025 / 30 work programme.
43. During 2023 the Hampshire Countryside Access Forum has refocused its attention to help advise the County Council and other authorities on matters relating to access to the countryside. The forum has membership representing communities, businesses, landowners and users (including accessibility). At the last meeting the forum (3/10/23) agreed to establish an advisory group to support the review of the BOP and the development of the work programme.

### Climate Change Impact Assessments

44. 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.
45. The use of the climate change tools is not considered relevant for this paper as it is not relating to any specific projects for delivery. A future report will utilise the tools to assess the impact on the type of material used and construction process for the wider programme of works.

---

<sup>5</sup> To identify the route location online go to <https://maps.hants.gov.uk/rightsofwaydefinitivemap/>

<sup>6</sup> Potentially brought forward to into 2024/25

## **Climate Change Adaptation**

46. The unsealed surface of Byways means that wet weather can have a considerable impact on the surface, with both susceptibility to erosion and level of water retention linked to drainage and ability to soakaway. In some areas of the county, particularly in the South Downs, the soil type combined with the high levels of use within the National Park exacerbate these issues. This is why a process of winter closures was initially instigated, and why we this is being extended to include new summer closures linked with MET Office weather warnings. These allow the routes to prevent excessive damage, rest and drain before been re-opened.

## **Carbon Mitigation**

47. The carbon mitigation tool and/or climate change adaptation tool were not applicable because this is an overview and update paper of existing work with minor changes to an existing procedure, the tools will be used when producing the follow up paper, to be produced during 2024.

## **Conclusions**

48. There are several challenges associated with the management of Byways Open to All Traffic (BOATs) in Hampshire. This paper outlines the service approach to the management of the routes and use of the Byways Operational Procedure (BOP) and clarifies the priorities for intervention and mitigation.
49. The audit of all 352 Byways has resulted in an increase in the number of assessed routes in the Red and Amber categories, it has also shown that some routes that were initially classed as Red (2019 / 22) have now been reclassified as Amber or Green following the investment in surface improvement.
50. The report recommends that Executive Member for Countryside and Regulatory Services approves the trial review of procedures and the development of a work programme for 2025-2030 to be approved at a future Executive Member Decision Day in 2024.

**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>
<b>Direct links to specific legislation or Government Directives</b>	
<u>Title</u>	<u>Date</u>

<b>Section 100 D - Local Government Act 1972 - background documents</b>	
<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 nature of this decision is procedural and will not have any direct impact on protected characteristics itself, but any decision on future investment priorities will be assessed as they are developed. Consultation will be undertaken on proposals that will follow in the new year, when updating the Byways Operational Procedure and developing the 2025/30 work programme.

## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Committee</b>	Universal Services Select Committee
<b>Date:</b>	27 November 2023
<b>Title:</b>	Task and Finish Working Group Proposal
<b>Report From:</b>	Director of Universal Services

**Contact name:** Patrick Blogg

**Email:** [Patrick.blogg@hants.gov.uk](mailto:Patrick.blogg@hants.gov.uk)

#### **Purpose of this Report**

1. The purpose of this report is for the Universal Services Select Committee to consider a Task and Finish Working Group to oversee and scrutinise the County Council's stage 2 consultations relating to specific Universal Services savings proposals.

#### **Recommendation(s)**

2. That the Universal Services Select Committee:
  - a. Set up a Task and Finish Working Group to oversee and scrutinise the approach and outcomes of the County Council's stage 2 consultation relating to specific Universal Services savings proposals.
  - b. Agree the Terms of Reference for the Working Group as set out in Appendix 1.
  - c. Agree the membership of the Working Group.

#### **Contextual information**

4. In November 2023, as part of the Medium Term Financial Strategy, the County Council approved a number of service-specific savings proposals subject to further consultation.
5. Of these savings proposals, specific stage 2 consultations will be required for the following Universal Services proposals:
  - a. Proposals to reduce planned highways maintenance, with planned maintenance activity continuing at reduced levels until government funding allows it to be reinstated;
  - b. Proposals to reduce the cost of the Highways winter service by reviewing current provision against statutory requirements and seeking innovations which can further reduce costs;

- c. Withdrawal of all remaining funding on non-statutory public transport provision;
- d. Proposals to develop criteria to identify countryside carparks where charging could be introduced;
- e. Proposals to extend the existing dimming and part-night streetlight switch off time in residential streets, where appropriate and based on local evidence;
- f. Proposal to review the School Crossing Patrol service to determine whether alternative safe measure could be put in place; and
- g. Proposals to review the existing 24 Household Waste Recycling Centres (HWRCs) service provision to inform a revised strategy for service delivery, taking account of best practice across the country and national guidance and enabling the provision of more modern, accessible sites. The revised service could include varying the opening hours of HWRCs, reducing the number of existing HWRCs, building new HWRCs or extending capacity of existing HWRCs, and/or introducing new charges for discretionary services at HWRCs.

### **Proposal**

- 6. It is proposed that a Task and Finish Working Group be created which would give an opportunity to see the finalised stage 2 consultation documents, receive updates on the consultation process and coverage for engagement of key stakeholders, and provide feedback on the presentation of the findings of the stage 2 consultation process.
- 7. The Task and Finish Working Group will be able to make independent recommendations to the Select Committee to inform scrutiny of the final savings proposals put forward for consideration by the Executive Members.
- 8. It is recommended that the Select Committee set up a Task and Finish Working Group for this purpose, review and approve the attached terms of reference, and agree membership.
- 9. Following confirmed nominations in accordance with the membership set out in the terms of reference, it is proposed that the working group will hold an initial meeting prior to launch of the consultation.

**UNIVERSAL SERVICES SELECT COMMITTEE  
TASK AND FINISH WORKING GROUP ON THE DIRECTORATE SP25  
PROPOSALS THAT REQUIRE A STAGE 2 CONSULTATION.**

**TERMS OF REFERENCE**

**1. Introduction**

1.1 This Task and Finish Working Group is being established to assist the Universal Services Directorate with the decision-making process in respect of its SP25 proposals and the associated Stage 2 Consultations.

**2. Role and Purpose of the Task and Finish Working Group**

2.1 The Task and Finish Working Group is a working group of the Universal Services Select Committee and is appointed in accordance with the Constitution of Hampshire County Council.

2.2 The Task and Finish Working Group's purpose is to oversee and scrutinise the approach and outcomes of the Stage 2 Consultation in relation to the following SP25 Proposals:

- I. Proposals to reduce planned highways maintenance, with planned maintenance activity continuing at reduced levels until government funding allows it to be reinstated;
- II. Proposals to reduce the cost of the Highways winter service by reviewing current provision against statutory requirements and seeking innovations which can further reduce costs;
- III. Withdrawal of all remaining funding on non-statutory public transport provision;
- IV. Proposals to develop criteria to identify countryside car parks where charging could be introduced;
- V. Proposals to extend the existing dimming and part-night streetlight switch off time in residential streets, where appropriate and based on local evidence;
- VI. Proposal to review the School Crossing Patrol service to determine whether alternative safe measure could be put in place; and
- VII. Proposals to review the existing 24 Household Waste Recycling Centres (HWRCs) service provision to inform a revised strategy for service delivery, taking account of best practice across the country and national guidance and enabling the provision of more modern, accessible sites. The revised service could include varying the opening hours of HWRCs, reducing the number of existing HWRCs, building new HWRCs or extending capacity of existing HWRCs, and/or introducing new charges for discretionary services at HWRCs.

2.3 The Task and Finish Working Group will assist the Directorate by giving feedback on the overall approach to engagement with key stakeholder groups and will review and provide feedback on the presentation of the outcome of the Stage 2 Consultation process.

- 2.4 The Task and Finish Working Group will provide a report on its activities to the Universal Services Select Committee for consideration.

### **3. Objectives**

- 3.1 To support the Directorate with the approach to engagement and consultation with key stakeholder groups.
- 3.2 To review feedback from engagement and formal public consultation with a wide range of stakeholders, in relation to the Directorate Stage 2 Consultations listed above.
- 3.3 To consider and provide comment on impact assessments.

### **4. Outcomes**

- 4.1 To provide updates to the Universal Services Select Committee on the progress of the Stage 2 Consultations listed above.
- 4.2 To provide feedback regarding the Stage 2 Consultation to the Directorate.
- 4.3 To submit a report to the Universal Services Select Committee to be considered alongside any Officer Recommendations before the Committee for pre-decision scrutiny.

### **5. Method**

- 5.1 The Task and Finish Working Group will meet with Directorate Officers to consider the evidence from the presentation of the outcome of the Stage 2 Consultation process leading to recommendations for decisions on the proposed savings proposals.
- 5.2 At each meeting, the Task and Finish Working Group will provide feedback to Officers on the stated objectives of the review.
- 5.3 Where the Task and Finish Working Group reasonably requires further information in order to meet its objectives such information will be provided by Officers.

### **6. Membership**

- 6.1 The Task and Finish Working Group shall be a cross party group made up of Members of the Universal Services Select Committee (consisting of a total of 8 Members: 5 Conservative Group, 2 Liberal Democrat Group, and either 1 Labour Group or 1 Independent Group).

### **7. Meetings**

- 7.1 The Working Group will hold an initial meeting in advance of the consultation going public to review the finalised consultation document and to also understand the timeline for reviewing and making recommendations on the presentation of the outcomes of the planned formal public consultation.
- 7.2 At its initial meeting the Task and Finish Working Group shall appoint a Chairman from among its Members.



- 7.3 The Working Group will meet once during the consultation to provide feedback on the process of the consultation, including coverage and key stakeholders group engagement
- 7.4 The Task and Finish Working Group will meet after the Stage 2 Consultation to provide feedback to Officers on the presentation of the outcome of the Stage 2 Consultation process and to agree its report to the Universal Services Select Committee. The content of the Report will be agreed by consensus.
- 7.5 Meetings of the Task and Finish Working Group can be either in person, remote or hybrid.
- 7.6 Following the submission of the Report, the Task and Finish Working Group will cease to exist.

## **8. Code of Conduct**

- 8.1 Elected Members of the Working Group shall comply with the Hampshire County Council's Code of Conduct for Members.

This page is intentionally left blank

## HAMPSHIRE COUNTY COUNCIL

### Report

<b>Committee:</b>	Universal Services Select Committee
<b>Date:</b>	27 November 2023
<b>Title:</b>	Work Programme
<b>Report From:</b>	Director of People and Organisation

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

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

**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 SELECT COMMITTEE**  
 (Red = changes/additions since last meeting)

Topic	Issue	Reason for inclusion	Status and Outcomes	15 January 2023	1 July 2024	21 October 2024
Pre-Scrutiny	20mph Speed Limit Policy	Returning after further work by officers. Also to touch upon community funded initiatives.	Research done by the ETE/UST&E Task and Finish Group.	✓		
Pre-Scrutiny	2023/24 Revenue Budget for Universal Services	Pre-scrutiny of the revenue programme to go on to Cabinet.		✓		
Pre-Scrutiny	Universal Services Proposed Capital Programme for 2023/24 2024/25 and 2025/26	Pre-scrutiny of the capital programme to go on to Cabinet.		✓		

Page 46

**Potential future items:**

- Waste and Collaborative working
- US Communications strategy/customer contact
- Basingstoke Canal Future Management

- Verge cutting and landscape management
- Review of Project Integra Governance
- Utilities and highway works

**Longer term following work by H2050:**

- Carbon management
- Calshot