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NOTICE OF MEETING

Meeting	Economy, Transport and Environment Select Committee
Date and Time	Tuesday, 19th September, 2017 at 10.00 am
Place	Wellington Room, Elizabeth II Court South, The Castle, Winchester
Enquiries to	members.services@hants.gov.uk

John Coughlan CBE
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. The meeting may also be recorded and broadcast by the press and members of the public – 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 the circumstances described in 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 Non-Pecuniary interest in a matter being considered at the meeting should consider whether such interest should be declared, and having regard to Part 5, Paragraph 2 of the Code, consider whether it is appropriate to leave the meeting while the matter is discussed, save for exercising any right to speak in accordance with the Code.

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

To confirm the minutes of the previous meeting

4. DEPUTATIONS

To receive any deputations notified under Standing Order 12.

5. CHAIRMAN'S ANNOUNCEMENTS

To receive any announcements the Chairman may wish to make.

6. TRANSFORMATION TO 2019 – REVENUE SAVINGS PROPOSALS (ECONOMIC DEVELOPMENT) (Pages 9 - 22)

For the Select Committee to scrutinise the revenue savings proposals for the Economic Development function under the Transformation to 2019 programme, in advance of consideration by the Executive Member for Economic Development on the afternoon of 19th September 2017.

7. TRANSFORMATION TO 2019 - REVENUE SAVINGS PROPOSALS (ENVIRONMENT AND TRANSPORT) (Pages 23 - 76)

For the Select Committee to scrutinise the proposals for revenue savings for areas within the Environment and Transport portfolio under the Transformation to 2019 programme, in advance of consideration by the Executive Member for Environment and Transport on the afternoon of 19th September 2017.

8. STRATEGIC TRANSPORT - HAMPSHIRE'S PRIORITIES (Pages 77 - 90)

For the Select Committee to scrutinise a report regarding major transport schemes and strategies, in advance of its consideration for a decision by the Executive Member for Environment and Transport on the afternoon of 19th September 2017.

9. ROAD SAFETY TASK AND FINISH GROUP (Pages 91 - 96)

To agree arrangements for a Task and Finish Working Group on the topic of Road Safety.

10. WORK PROGRAMME (Pages 97 - 102)

To consider the work programme for the Economy Transport and Environment Select Committee.

ABOUT THIS AGENDA:

On request, this agenda can be provided in alternative versions (such as large print, Braille or audio) and in alternative languages.

ABOUT THIS MEETING:

The press and public are welcome to attend the public sessions of the meeting. If you have any particular requirements, for example if you require wheelchair access, please contact members.services@hants.gov.uk 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.

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Agenda Item 3

AT A MEETING of the Economy, Transport and Environment Select Committee
of HAMPSHIRE COUNTY COUNCIL held at The Castle, Winchester on
Friday, 30th June, 2017

PRESENT

Chairman:

p Councillor Floss Mitchell

Vice Chairman:

p Councillor Charles Choudhary

p Councillor John Bennison
p Councillor Roland Dibbs
a Councillor Edward Heron
a Councillor Geoffrey Hockley
p Councillor Gary Hughes
p Councillor Rupert Kyrle
p Councillor Derek Mellor

p Councillor Stephen Philpott
p Councillor David Simpson
p Councillor Martin Tod
p Councillor Michael White
a Councillor Bill Withers Lt Col (Retd)

1. **APOLOGIES FOR ABSENCE**

Apologies for absence were received from Councillor Geoff Hockley, Councillor Bill Withers and Councillor Edward Heron. The conservative substitute member Councillor Jan Warwick had been invited but had also given apologies.

Councillor Rob Humby, Executive Member for Environment and Transport, had a standing invitation to attend to observe, and had given apologies.

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 Economy Transport & Environment Select Committee meeting held on 19 January 2017 were reviewed and agreed.

4. **DEPUTATIONS**

No deputations were received on this occasion.

5. **CHAIRMAN'S ANNOUNCEMENTS**

The Chairman thanked the previous Chairman and Vice Chairman of the Economy Transport and Environment Select Committee, and welcomed new Members on the committee. The Chairman spoke of her intended approach to Chairing the committee, and invited all Members present to introduce themselves and any relevant background or experience.

6. **NEW ADMINISTRATION: INTRODUCTION TO SCRUTINY**

The Select Committee received a presentation from a Legal Services Officer and the Democratic and Member Services Officer supporting the committee, on behalf of the Director of Transformation and Governance (see Item 6 in the Minute Book), providing an introduction to the scrutiny function at Hampshire County Council.

Members requested further information on the topics this Select Committee had previously scrutinised. It was agreed to circulate further details to Members following the meeting.

RESOLVED:

The Economy Transport and Environment Select Committee note the content of the presentation.

7. **NEW ADMINISTRATION: INTRODUCTION TO ECONOMY TRANSPORT AND ENVIRONMENT DEPARTMENT FUNCTIONS**

The Select Committee received a presentation from the Director of the Economy Transport and Environment Department (see Item 7 in the Minute Book) regarding the functions and services provided by that department and within the remit of this Select Committee.

Members heard that:

- A review was due to be undertaken of the 20mph pilot schemes. The outcomes of this review could be shared with the Select Committee, prior to any decisions being taken by the Executive Member for Environment and Transport
- One of the key challenges for this administration was to consider the next generation of waste management infrastructure
- 72% of the Department's revenue spend was through contracts, which had already been retendered, extended or re-negotiated recently. This made it challenging to identify areas to provide the 19% revenue savings required under the 'transformation to 2019' programme

- It was planned to invest in technology to make services more efficient e.g. remote monitoring to reduce the need for inspections, use of analytics to predict maintenance need etc
- Due to the funding available, current spend on highways maintenance was less than what was needed to maintain the current condition of the highways. This would be an issue across the country, due to reductions in local government grant
- The flooding experienced a few years ago had caused an estimated £36 million of damage to the highways. Funding had been received from central government in response but only for £18 million, leaving the shortfall to be met from the operational maintenance budgets, causing further pressure on lower priority repairs work programmes.

RESOLVED:

The Economy Transport and Environment Select Committee note the content of the presentation.

8. **WORK PROGRAMME**

The Select Committee considered the proposed work programme of topics for consideration by this Select Committee (see Item 8 in the Minute Book). The Chairman reported that the intention was to start with a light work programme, to allow space for new topics to be suggested.

However, under the previous administration a Task and Finish Group had been planned to look into Road Safety. This topic had arisen at the recent Policy & Resources Select Committee meeting, and been referred to this Select Committee for further investigation. Therefore, the Chairman proposed to bring the draft terms of reference for this piece of work to the Select Committee's next meeting for approval. It was agreed that in the meantime, this be circulated to committee members so that they could consider whether to put themselves forward to be on this group.

It was noted that the focus of the next scheduled meeting in September 2017 would be outline proposals for savings under the 'transformation to 2019' programme for the Economy Transport and Environment Department.

The Chairman highlighted that the previous Select Committee Members had also planned to hold a Task & Finish Group to consider the future of the Parish Lengthsmen Scheme. It was agreed that it was not necessary to take this up at this time, as no immediate changes to the scheme were planned. It was suggested that information about the scheme be circulated to Members for information, for the benefit of new Members.

Cllr Kyrle requested the topic of Waste be considered by the Select Committee in future. He declared an interest as he sat on the Project Integra Board for Eastleigh Borough Council.

Cllr Kyrle also requested the topic of air pollution/air quality.

Cllr Tod requested the review of the 20mph schemes come to the Select Committee.

Cllr Tod also requested a longer term item to review the Walking and Cycling strategies that were brought in in 2016.

It was noted that a Member Briefing was scheduled on the new highway contract.

Cllr Bennison requested an update on fly tipping be considered in future.

Cllr Mellor suggested consideration of a policy structure for community funded traffic measures e.g. parishes wishing to fund highways schemes from their precept.

Cllr Simpson queried the process followed in awarding the new highway contract to Skanska, as an element (Vehicle Fleet) had been sub contracted to Hampshire Transport Management. The Chairman suggested that an issue relating to contracts should be referred to the Policy & Resources Select Committee.

Cllr Kyrle suggested a topic of the impact of brexit on the Hampshire economy.

Cllr Hughes requested further investigation of the impact of managing a declining highway asset.

The Chairman agreed to consider the suggestions made in consultation with officers, and update the work programme ready for the next meeting.

RESOLVED:

That the Work Programme is agreed, subject to any amendments made at this meeting.

Chairman,

HAMPSHIRE COUNTY COUNCIL

Report

Committee:	Economy, Transport & Environment Select Committee
Date:	19 September 2017
Title:	Transformation to 2019 – Economic Development Revenue Savings Proposals
Report From:	Director of Economy, Transport and Environment and Director of Corporate Resources – Corporate Services

Contact name: David Fletcher

Tel: 01962 846125

Email: David.fletcher@hants.gov.uk

1. Purpose of Report

- 1.1. For the Select Committee to scrutinise the attached Executive Decision Report in advance of its consideration for a decision by the Executive Member for Economic Development on the afternoon of 19th September 2017.
- 1.2. The attached report seeks the Executive Member's approval of the outline the savings proposals for the Economic Development function within the Economy, Transport and Environment Department that have been developed as part of the Transformation to 2019 Programme, prior to the proposals being submitted to Cabinet in October and, subject to its approval, to Full Council in November.

2. Recommendation

That the Economy, Transport and Environment Select Committee:

2.1. Either:

Support the submission to Cabinet of the proposed savings options contained in the attached report

Or:

Agree any alternative recommendations to the Executive Member for Economic Development, with regards to the proposals set out in the attached report.

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economic Development
Date:	19 September 2017
Title:	Transformation to 2019 – Revenue Savings Proposals
Report From:	Director of Economy, Transport and Environment and Director of Corporate Resources – Corporate Services

Contact name: David Fletcher

Tel: 01962 846125

Email: david.fletcher@hants.gov.uk

1. Executive Summary

- 1.1. The purpose of this report is to outline the savings proposals for the Economic Development function within the Economy, Transport and Environment Department that have been developed as part of the Transformation to 2019 Programme.
- 1.2. The Executive Member is requested to approve the detailed savings proposals for submission to Cabinet and then full County Council in November.

2. Contextual information

- 2.1. Members will be fully aware that the County Council has been responding to reductions in public spending, designed to close the structural deficit within the economy, since the first reductions to government grants were applied in 2010/11 and then as part of subsequent Comprehensive Spending Reviews.
- 2.2. Reductions in government grant together with inflationary and service pressures, notably within social care areas, have created an average budget gap of around £50m per year, meaning that circa £100m has needed to be saved every two year cycle.
- 2.3. This position has been exacerbated following the changes announced in the Local Government Settlement in February 2016 which provided definitive figures for 2016/17 and provisional figures for the following three years to 2020. The settlement included a major revision to the methodology for distributing Revenue Support Grant (RSG) which had a major impact on Shire Counties and Shire Districts and also reflected a clear shift by the government in council tax policy.
- 2.4. Consequently, even after allowing for council tax increases over the settlement period, the forecast gap for the two years to 2019/20 is £140m, and after allowing for 'housekeeping savings' of £20m, targets were set for Departments based on a reduction of approaching 19% in cash limited spend.

- 2.5. One of the key features of the County Council's well documented financial strategy and previous savings programmes has been the ability to plan well in advance, take decisions early and provide the time and capacity to properly implement savings so that a full year impact is derived in the financial year that they are needed.
- 2.6. This approach has also meant that savings have often been implemented in anticipation of immediate need and this has provided resources both corporately and to individual departments to fund investment in capital assets and to fund further change and transformation programmes to deliver the next wave of savings. This approach has enabled the County Council to cushion some of the most difficult implications of the financial changes.
- 2.7. Whilst this has been a key feature of previous cost reduction programmes it was recognised without doubt that the Transformation to 2019 (Tt2019) Programme, the fourth major cost reduction exercise for the County Council since 2010, would be significantly more challenging than any previous transformation and efficiency programme against the backdrop of a generally more challenging financial environment and burgeoning service demands.
- 2.8. Departments have looked closely at potential opportunities to achieve the required savings and unsurprisingly the exercise has been extremely challenging because savings of £340m have already been driven out over the past seven years, and the fact that the sheer size of the 19% target requires a complete "re-look"; with previously discounted options having to be re-considered. It has been a significant challenge for all Departments to develop a set of proposals that, together, can enable their share of the Tt2019 Programme target to be delivered.
- 2.9. The opportunity assessment and planning work has confirmed the sheer complexity and challenge behind some of the proposals as a consequence of which in a number of areas significantly more than two years will be required to develop plans and implement the specific service changes
- 2.10. The cashflow support required to manage the extended delivery timetable will in the most part be met from departmental cost of change reserves and further contingency options to cover any shortfall will be considered as part of the updated Medium Term Financial Strategy (MTFS) that will be reported in October.
- 2.11. The County Council undertook an open public consultation called *Serving Hampshire – Balancing the Budget* which ran for six weeks from 3 July to 21 August. The consultation was widely promoted to stakeholders and residents and asked for their views on ways the County Council could balance its budget in response to continuing pressures on local government funding, and still deliver core public services.
- 2.12. Responses to the consultation will help to inform the decision making by Cabinet and Full Council in October and November of 2017 on options for delivering a balanced budget up to 2019/20, which the Authority is required by law to do.
- 2.13. In addition, Equality Impact Assessments have also been produced for all of the detailed savings proposals and these together with the broad outcomes of the consultation and the development work on the overall Transformation to 2019 Programme have helped to shape the final proposals presented for approval in this report.

3. Budget Update

- 3.1. The savings targets that were set for Departments were based on forecasts produced over the summer of 2016 and included a wide range of variable assumptions to arrive at the total predicted gap of £140m.
- 3.2. Last year the Local Government Finance Settlement provided definitive figures for 2016/17 and provisional figures for local authorities for the following three years to aid financial planning for those authorities who could 'demonstrate efficiency savings'. Following acceptance by the Department for Communities and Local Government (DCLG) of the County Council's Efficiency Plan for the period to 2019/20 the expectation is for minimal change.
- 3.3. The offer of a four year settlement provided greater but not absolute funding certainty. However, following the Queen's speech to Parliament in June this year, the planned changes to implement 100% business rate retention by 2019/20 are effectively suspended with no indication of when this might be resumed although the Government has just invited applications for pilots to operate during 2018/19, the detail of which will be considered in due course. Work to carry out a fair funding review is set to continue as it does not require legislation.
- 3.4. An updated MTFs will be presented to Cabinet in October and then the County Council in November and we will continue to review our assumptions on an ongoing basis in light of information that is made available.

4. Transformation to 2019 – Economic Development

- 4.1. The Economic Development function has been positively transformed in the last 5 years, to ensure that the County Council plays a significant and valuable role in supporting the economy and prosperity of Hampshire. Our key priorities now include:
 - Business Growth – supporting indigenous growth and enabling the attraction of inward investment into Hampshire, with a specific focus on key sectors including aerospace & defence, marine & maritime, financial services and digital;
 - Regeneration and Development – facilitating transformational regeneration projects such as the Solent Enterprise Zone (Daedalus) and the new Farnborough International Conference and Exhibition Centre;
 - Tourism – being a key sector for Hampshire, the County Council is the primary tourism promotion organisation for the county, through our Visit Hampshire service.
- 4.2. The Economic Development function also works closely with other County Council services, particularly around skills and the development of infrastructure to ensure that we support the local economy in a coherent and co-ordinated manner.
- 4.3. We have also worked hard to develop more meaningful engagement with the private sector, both through direct business engagement and also through strategic relationships with Business South and the Hampshire & Isle of Wight Business Alliance, for example.

- 4.4. In 2012, the Economic Development budget amounted to just over £1.0M, and in the current financial year (2017/18) this is now at a reduced level, through appropriate previously secured savings, of £791,000 (within which £70,000 relates to corporate annual contributions to the Solent and Enterprise M3 LEPs).
- 4.5. By 2019, we are aiming to reduce the Economic Development budget by a further 20% to a revised cash limit of £633,000. Measures proposed to achieve this include:
- Reduction of core funded posts within the Economic Development structure, primarily through removal of currently vacant posts;
 - Innovative approaches to other posts such as an Internationalisation post, the costs of which are shared between the Enterprise M3 LEP, Hampshire County Council and Surrey County Council, and a Senior Business Engagement Officer post, to which HIBA will be making a contribution to the costs;
 - Where appropriate, making use of funded graduate placements to augment resources;
 - Even greater prioritisation of activity spend, with continued innovative approaches to delivery of events to minimise costs through sponsorship and hosting by the private sector;
 - In terms of LEP support, we are proposing to reduce our overall level of cash contributions, the impact of which will be mitigated by the fact that the LEPs are now in a much more stable financial position than when the current level of support was originally committed. The activity is therefore expected to continue despite reduced County Council funding contributions.
- 4.6 We also continue to pursue other proposals which could realise enhanced utilisation and/or sharing of resources with partner organisations, including:
- Potential service provision arrangements with certain District Councils;
 - Potential joint venture economic development delivery models with Business South.

5. Summary Financial Implications - ETE

- 5.1. The savings target that was set for the Economy, Transport and Environment Department was £19.005m and a separate Decision Report has been prepared in relation to the wider ETE savings proposals, for the Executive Member for Environment & Transport.
- 5.2. The savings proposals within this report form part of the overall savings target of £19.005m for ETE.

6. Workforce Implications

- 6.1. As previously stated, the savings proposals for Economic Development are, from a workforce perspective, primarily focused on removal of vacant core funded posts within the organisation structure.

- 6.2. We anticipate, excluding the Assistant Director and PA support posts, a reduction of posts from 13 FTE to 10 FTE.

7. Consultation, Decision Making and Equality Impact Assessment,

- 7.1. As part of its prudent financial strategy, the County Council has been planning since February 2016 how it might tackle the anticipated deficit in its budget by 2019/20. As part of the Medium Term Financial Strategy, which was last approved by the County Council in July 2016, initial assumptions have been made about inflation, pressures, Council Tax levels and the use of reserves. Total anticipated savings of £140m are required and of this sum, savings targets to the value of £120m were set for departments as part of the planning process for balancing the budget.
- 7.2. The proposals in this report represent suggested ways in which departmental savings could be generated to meet the target that has been set as part of the Transformation to 2019 Programme. Individual Executive Members cannot make decisions on strategic issues such as Council Tax levels and use of reserves and therefore, these proposals, together with the outcomes of the *Serving Hampshire - Balancing the Budget* consultation exercise outlined below, will go forward to Cabinet and County Council and will be considered in light of all the options that are available to balance the budget by 2019/20.
- 7.3. The County Council undertook an open public consultation called *Serving Hampshire – Balancing the Budget* which ran for six weeks from 3 July – 21 August. The consultation was widely promoted to stakeholders and residents through all available channels, including online, via the County Council’s website; Hampshire media (newspapers, TV and radio); and social media. Hard copies were also placed in Hampshire libraries and alternative formats, such as easy read, were made available on request.
- 7.4. The *Serving Hampshire – Balancing the Budget* consultation asked for residents’ and stakeholders’ views on ways the County Council could balance its budget in response to continuing pressures on local government funding, and still deliver core public services. Specifically, views were invited on several high level options as follows:
- reducing and changing services;
 - introducing and increasing charges for some services;
 - lobbying central government for legislative change;
 - generating additional income;
 - using the County Council’s reserves;
 - increasing Council Tax; and
 - changing local government arrangements in Hampshire.
- 7.5. A total of 3,770 responses were received to the consultation. The key findings from consultation feedback are as follows:
- The majority of respondents (65%) agreed that the County Council should continue with its financial strategy.

- Responses were relatively evenly split between those who tended to support changes to local services and those who did not (50% agreed, 45% disagreed and 5% had no view either way).
 - Of all the options, this was respondents' least preferred.
 - Two thirds of respondents (67%) agreed that the County Council should raise existing charges or introduce new charges to help cover the costs of running some local services.
 - Over half of respondents (57%) agreed that the County Council should lobby the Government to vary the way some services are provided, and enable charging where the County Council cannot levy a fee due to statutory restrictions.
 - Of all the options presented, generating additional income was the most preferred option.
 - On balance, the majority of respondents (56%) agreed that the County Council should retain its current position not to use reserves to plug the budget gap.
 - Of all the options, this was respondents' second least preferred.
 - Respondents would prefer the County Council to continue with its plans to raise Council Tax in line with Government policy (50% ranked this as their preferred approach to increasing Council Tax).
 - Of all the options, increasing Council Tax was respondents' second most preferred.
 - More than half of those who responded (64%) agreed that the County Council should explore further the possibility of changing local government structures in Hampshire.
- 7.6. Executive Lead Members and Chief Officers have been provided with the key findings from the consultation to help in their consideration of the final savings proposals. In particular, as a result of the feedback on service issues, the County Council will seek wherever possible to:
- minimise reductions and changes to local services, and continue to ensure that resources are prioritised on those who need them most, i.e. vulnerable adults and children;
 - increase and introduce charges to cover the costs of some local services. Where the County Council is unable to charge for services due to statutory restrictions, the County Council will continue to lobby the Government for legislative change;
 - maximise further income generation opportunities.
- 7.7. The proposals set out in this report have, wherever possible, been developed in line with these principles but inevitably the effect of successive reduction programmes over a 9 year period will begin to have an impact on the services that can be provided.
- 7.8. In addition to the consultation exercise an Equality Impact Assessment has been produced for the detailed savings proposals outlined in the report and it has been provided for information in Appendix 1. This, together with the

broad outcomes of the consultation, has helped to shape the final proposals presented for approval in this report.

8. Recommendation

- 8.1. To approve the submission of the proposed savings options contained in this report to the Cabinet.

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:	no
People in Hampshire enjoy a rich and diverse environment:	yes
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:

A full Equalities Impact Assessment is included as a separate appendix to this report.

2. Impact on Crime and Disorder:

2.1 No impact on crime and disorder is anticipated from this decision.

3. Climate Change:

a) How does what is being proposed impact on our carbon footprint / energy consumption?

The creation of new jobs in the local economy may assist in decreasing the need for local residents to commute significant distances to access appropriate employment opportunities.

b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

No impact on the County Council's ability to adapt to climate change is anticipated from the recommendations included in this report.

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Equality Impact Assessment

Name of project/proposal	T19 Economic Development Operating Model
Originator	Poyntz-Wright, Patrick
Email address	Patrick.Poyntz-Wright@hants.gov.uk
Department	Economy, Transport and Environment
Date of Assessment	21 Aug 2017

Description of Service / Policy

The Economic Development function plays a significant and valuable role in supporting the economy and prosperity of Hampshire. Key priorities include:

- Business Growth – supporting indigenous growth and enabling the attraction of inward investment into Hampshire, with a specific focus on key sectors including aerospace & defence, marine & maritime, financial services and digital;
- Regeneration and Development – facilitating transformational regeneration projects such as the Solent Enterprise Zone (Daedalus) and the new Farnborough International Conference and Exhibition Centre;
- Tourism – being a key sector for Hampshire, the County Council is the primary tourism promotion organisation for the county, through the Visit Hampshire service. Geographical impact*

Description of proposed change

Reduce department-wide staff revenue costs whilst still delivering good quality core services for customers. The new Operating Model will introduce new ways of working, including digital approaches, across all of the Department's services. This will primarily impact on staff, the precise nature of which is to be confirmed but likely to be medium. It remains too early at this stage to determine what impact there will be on service users and partners. Further equalities impact assessments will be carried out as appropriate when proposals become clearer, including where necessary taking into consideration the profile of staff in affected areas to determine likely impact upon people with protected characteristics..

Engagement and consultation

Has engagement or consultation been carried out? Planned

No specific consultation has been carried out on this proposal. However, the County Council carried out a major consultation exercise over the Summer of 2017 on a range of options for finding further budget savings, including increasing council tax, using reserves and making changes to the way services are delivered, which may mean reducing or withdrawing services, or indeed making revised charges. The outcome of this consultation will be reported to Cabinet in October 2017.

When decisions are made to pursue the options, further specific consultation will be carried out with stakeholders on the detailed options where required.

Impacts of the proposed change

This impact assessment covers

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HCC Staff (and partners)

Statutory considerations	Impact
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Age	Neutral
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Disability	Neutral
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Sexual Orientation	Neutral
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Race	Neutral
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Religion and Belief	Neutral
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Gender Reassignment	Neutral
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Gender	Neutral
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Marriage and civil partnership	Neutral
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Pregnancy and Maternity	Neutral
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Other policy considerations	
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Poverty	Neutral
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Rurality	Neutral
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Neutrality Statement	At present, there is no reason to think that emerging proposals will result in disproportionate impacts upon people with protected characteristics. However, as proposals develop, further impact assessments will be undertaken as appropriate to inform decision making, and where necessary this will involve reference to staff profiles to determine the impact upon people with protected characteristics.
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Additional Information

The savings proposals for Economic Development have been deliberately designed so as to absolutely minimise the impact on our effectiveness to deliver services which support the economy in Hampshire. This will be primarily achieved through greater pooling of resources with partner organisations, and continued focus on those activities which have maximum positive economic impact.

HAMPSHIRE COUNTY COUNCIL

Report

Committee:	Economy, Transport & Environment Select Committee
Date:	19 September 2017
Title:	Transformation to 2019 – Revenue Savings Proposals (Environment and Transport)
Report From:	Director of Economy, Transport and Environment

Contact name: Stuart Jarvis

Tel: 01962 845260

Email: stuart.javis@hants.gov.uk

1. Purpose of Report

- 1.1. For the Select Committee to scrutinise the attached Executive Decision Report in advance of its consideration for a decision by the Executive Member for Environment and Transport on the afternoon of 19th September 2017.
- 1.2. The attached report seeks the Executive Member's approval of detailed savings proposals set out in the report and which, subject to his approval, will be submitted to Cabinet in October 2017 and, subject to its approval, be considered by Full Council in November 2017.
- 1.3. The Select Committee will wish to note the attached report also includes details of the Equality Impact Assessments (EIAs) that have been produced in respect of the savings proposals. It also provides information about the public consultation exercise that was carried out over the summer and how this has impacted on the proposals set out in the report, and makes reference to further future public consultation on the detailed savings proposals for the Department, as part of the Transformation to 2019 Programme.

2. Recommendation

That the Economy, Transport and Environment Select Committee:

2.1. Either:

Support the submission to Cabinet of the proposed savings options contained in the attached report and its Appendix 1

Or:

Agree any alternative recommendations to the Executive Member for Environment and Transport, with regards to the proposals set out in the attached report.

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Environment and Transport
Date:	19 September 2017
Title:	Transformation to 2019 – Revenue Savings Proposals
Report From:	Director of Economy, Transport and Environment and Director of Corporate Resources – Corporate Services

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1. Executive Summary

- 1.1. The purpose of this report is to outline the detailed savings proposals for the Economy, Transport and Environment Department that have been developed as part of the Transformation to 2019 Programme.
- 1.2. The report also provides details of the Equality Impact Assessments (EIAs) that have been produced in respect of these proposals and highlights where applicable, any key issues arising from the public consultation exercise that was carried out over the summer and how these have impacted on the final proposals presented in this report.
- 1.3. The Executive Member is requested to approve the detailed savings proposals for submission to Cabinet in October and then full County Council in November, recognising that there will be further public consultation for some proposals.

2. Contextual information

- 2.1. Members will be fully aware that the County Council has been responding to reductions in public spending, designed to close the structural deficit within the economy, since the first reductions to government grants were applied in 2010/11 and then as part of subsequent Comprehensive Spending Reviews.
- 2.2. Reductions in government grant together with inflationary and service pressures, notably within social care areas, have created an average budget gap of around £50m per year, meaning that around £100m has needed to be saved every two year cycle.
- 2.3. This position has been exacerbated following the changes announced in the Local Government Settlement in February 2016 which provided definitive figures for 2016/17 and provisional figures for the following three years to 2020. The settlement included a major revision to the methodology for distributing Revenue Support Grant (RSG) which had a significant impact on Shire Counties and Shire Districts and also reflected a clear shift by the Government in council tax policy.

- 2.4. Consequently, even after allowing for council tax increases over the settlement period, the forecast gap for the two years to 2019/20 is £140m, and after allowing for 'housekeeping savings' of £20m, targets were set for Departments based on a reduction of approaching 19% in cash limited spend.
- 2.5. One of the key features of the County Council's well documented financial strategy and previous savings programmes has been the ability to plan well in advance, take decisions early and provide the time and capacity to properly implement savings so that a full year impact is derived in the financial year that they are needed.
- 2.6. This approach has also meant that savings have often been implemented in anticipation of immediate need and this has provided resources both corporately and to individual departments to fund investment in capital assets and to fund further change and transformation programmes to deliver the next wave of savings. This approach has enabled the County Council to cushion some of the most difficult implications of the financial changes.
- 2.7. Whilst this has been a key feature of previous cost reduction programmes it was recognised without doubt that the Transformation to 2019 (Tt2019) Programme, the fourth major cost reduction exercise for the County Council since 2010, would be significantly more challenging than any previous transformation and efficiency programme against the backdrop of a generally more challenging financial environment and burgeoning service demands.
- 2.8. Departments have looked closely at potential opportunities to achieve the required savings and unsurprisingly the exercise has been extremely challenging because savings of £340m have already been driven out over the past seven years, and the fact that the sheer size of the 19% target requires a complete "re-look"; with previously discounted options having to be re-considered. It has been a significant challenge for all Departments to develop a set of proposals that, together, can enable their share of the Tt2019 Programme target to be delivered.
- 2.9. The opportunity assessment and planning work has confirmed the sheer complexity and challenge behind some of the proposals as a consequence of which in a number of areas significantly more than two years will be required to develop plans and implement the specific service changes.
- 2.10. The cashflow support required to manage the extended delivery timetable will in the most part be met from departmental cost of change reserves and further contingency options to cover any shortfall will be considered as part of the updated Medium Term Financial Strategy (MTFS) that will be reported in October.
- 2.11. The County Council undertook an open public consultation called *Serving Hampshire – Balancing the Budget* which ran for six weeks from 3 July to 21 August. The consultation was widely promoted to stakeholders and residents and asked for their views on ways the County Council could balance its budget in response to continuing pressures on local government funding, and still deliver core public services.
- 2.12. Responses to the consultation will help to inform the decision making by Cabinet and Full Council in October and November of 2017 on options for delivering a balanced budget up to 2019/20, which the Authority is required by law to do.

- 2.13. In addition, Equality Impact Assessments have also been produced for all of the detailed savings proposals and these together with the broad outcomes of the consultation and the development work on the overall Transformation to 2019 Programme have helped to shape the final proposals presented for approval in this report.

3. Budget Update

- 3.1. The savings targets that were set for Departments were based on forecasts produced over the summer of 2016 and included a wide range of variable assumptions to arrive at the total predicted gap of £140m.
- 3.2. Last year the Local Government Finance Settlement provided definitive figures for 2016/17 and provisional figures for local authorities for the following three years to aid financial planning for those authorities who could 'demonstrate efficiency savings'. Following acceptance by the Department for Communities and Local Government (DCLG) of the County Council's Efficiency Plan for the period to 2019/20 the expectation is for minimal change.
- 3.3. The offer of a four year settlement provided greater but not absolute funding certainty. However, following the Queen's speech to Parliament in June this year, the planned changes to implement 100% business rate retention by 2019/20 are effectively suspended with no indication of when this might be resumed although the Government has just invited applications for pilots to operate during 2018/19, the detail of which will be considered in due course. Work to carry out a fair funding review is set to continue as it does not require legislation.
- 3.4. An updated MTFs will be presented to Cabinet in October and then the County Council in November and we will continue to review our assumptions on an ongoing basis in light of information that is made available.

4. Transformation to 2019 – Departmental Context

- 4.1. The Economy Transport and Environment (ETE) Department is responsible for a range of services, including highways maintenance and improvement, traffic management, subsidised public and community transport, waste disposal and recycling, minerals and waste planning, flood risk management, economic development and specialist environmental services. Most of these services are statutory i.e. required by law.
- 4.2. ETE has already made savings since 2011 totalling £40.7m including reductions of 217.7 permanent Full Time Equivalent (FTE) posts. The requirement for 2019 is to identify and deliver a further £19.005m of savings against the net budget of £108.014m approved in February 2017.
- 4.3. External spend, i.e. money paid to third parties to provide services, accounts for over 70% of the Department's gross spend including amounts payable under the Concessionary Fares scheme. For the 2017 savings programme, the Department's strategy was to maximise savings from external spend. This proved successful, with 71% (over £10.5m) of the savings coming from this workstream whilst still delivering good services. This involved either renegotiating, re-letting or refinancing all of our major contracts, including highways, waste disposal, Household Waste Recycling Centre management,

street lighting, Intelligent Transport Systems, bus subsidies, and all our District Agency Agreements. This collective scale of savings can not be achieved again until the contracts are renewed, and this will take us into the mid 2020s onwards.

- 4.4. As a result of the changes and savings already made from 2011-2017, the Department's scope to secure further savings is essentially focused on staffing and operational budgets together with further exploring options for additional income generation. The proposals for 2019 include service reductions that will directly affect the public and all three of the proposals outlined in paragraphs 4.6-4.15 would require a detailed stage two public consultation before any decisions could be made on them.
- 4.5. All budgets have been looked at and details of the savings proposals under consideration for 2019 are shown in the rest of this section. The proposals and their potential impact are also set out in Appendix 1 and the references to individual proposals (e.g. E1) are included in the following paragraphs where applicable.
- 4.6. In relation to public bus services, the key legislation is section 63 of the Transport Act 1985. Section 63(1)(a) provides that:
 - “(1) In each non-metropolitan county of England and Wales it shall be the duty of the county council to secure the provision of such public passenger transport services as the council consider it appropriate to secure to meet any public transport requirements within the county which would not in their view be met apart from any action taken by them for that purpose.”
- 4.7. The duty set out above is not absolute; it is a duty to secure such services as the council considers “appropriate” to meet the requirements of the county or area where these would not otherwise be met. Thus the question of what it will be appropriate to secure is for the County Council to determine, once it has established what the public transport requirements of the county are. In determining what is appropriate to meet the identified needs, a council will be entitled to take into account the funds available. The Act also sets out the need for local authorities “to have regard to the transport needs of members of the public who are elderly or disabled” and it is on this basis that many local authorities support the provision of community transport services.
- 4.8. The Transport Act 2000 addresses information provision and requires the County Council to implement the mandatory travel concession as set out in the Transport Act 2000 as amended by the Concessionary Bus Travel Act 2007. The statutory scheme, which the council is required to operate, should provide for free travel between 0930 and 2300 on Monday to Friday, and at all times on weekends and on Bank Holidays, for eligible older and disabled persons.
- 4.9. The County Council's Concessionary Fares Scheme already provides only the minimum statutory provision relating to older people. While modest enhancements for disabled people are still incorporated in the Scheme the County Council believes its duties under the Equalities Act 2010 mean these cannot be reduced. Further administrative savings can be secured against the Concessionary Fares budget (these are proposed in 4.22 but it is not felt possible to make any additional reductions against the Concessionary Fares operational budget. The Concessionary Fares budget makes up 73% of the total budget for Public Transport.

- 4.10. The County Council has previously undertaken reviews of Bus Subsidy in 2011 and Passenger Transport (incorporating bus subsidy, community transport and the Hampshire Concessionary Fares Scheme) in 2014 in both cases considering how best to use reducing revenue resources to ensure the provision of transport considered appropriate to meet the requirements of the area. In parallel during the same time period the County Council has sought to encourage a sustainable increase in the commercially viable bus network for example by utilising Bus Service Operator Grant (BSOG) to provide match funding for bus operators to help fund improvements such as contactless payment, onboard WiFi, next stop announcements, USB chargers and real time passenger information. Since 2011 the percentage of bus journeys in Hampshire provided on a fully commercial basis has risen from 72% to 87%.
- 4.11. In this context a sum of £4m is proposed to be saved from bus subsidies and community transport which involves stopping community transport services (e.g. Dial-a-Ride and Call and Go) and withdrawal of remaining bus subsidies (which cover 13% of all Hampshire services at present) – see Appendix 1 E12.
- 4.12. The County Council has a statutory duty under the Environmental Protection Act 1990 to arrange for the disposal of waste collected by District Councils and to provide places for, and dispose of, waste deposited by householders resident in the County Council area. Hampshire County Council provides more Household Waste Recycling Centres (HWRCs) than other county councils and almost 85% of the population is currently within five miles of an HWRC.
- 4.13. The County Council is permitted to charge householders for depositing non-household waste at HWRCs and also to charge householders living outside the County Council area for using an HWRC. The County Council has already taken decisions to charge in these two areas as part of the two previous savings programmes (Transformation to 2015 and Transformation to 2017).
- 4.14. Current legislation prevents local authorities from charging residents to deposit household waste. In the absence of being legally able to introduce a nominal universal access charge to HWRCs and already having previously made significant savings in 2015 and 2017 while avoiding the need for site closures, it is proposed to save £1.2m by closure of up to half the HWRC network (the saving is approximately £100,000 per site) plus the potential for amended opening hours (up or down) on the remaining sites – see Appendix 1 E14. It is acknowledged that this proposal would mean significantly greater travel requirements for some Hampshire residents to reach a site.
- 4.15. It is proposed to save £1.2m from the School Crossing Patrol budget either by maintaining a County Council managed service paid for by other organisations (e.g. schools or possibly Parish Councils) or by full withdrawal of the service, or by a combination of these options based on revised criteria for where patrols are provided – see Appendix 1 E7. The arrangement made by local authorities for school crossing patrols is not a statutory responsibility and remains a permissive function, which means that it is carried out at the discretion of the County Council. The responsibility for any child's safety on the way to and returning from school is that of the parents or the carer of the child.

- 4.16. Two proposals will impact directly on District Councils through the removal of Agency Arrangements (£0.5m) – see Appendix 1 E9 - and, in the case of On Street Parking and other Parking Charges (£0.9m), the County Council taking over civil parking enforcement and management of on street parking services – see Appendix 1 E8.
- 4.17. Renegotiation of the Waste Disposal Contract has previously achieved £4.851m of savings towards 2015 and 2017 savings programmes. To 2019, a further £3.675m of savings proposals are predicated on effective, Hampshire wide co-operation between authorities and partners, as well as public engagement with the main saving based on behavioural change, i.e. Hampshire households generating less waste and recycling more. This opportunity includes increased capture of dry mixed recyclable goods and glass – see Appendix 1 E13.
- 4.18. The focus in reducing Highways Maintenance operational budgets in previous savings programmes in 2011, 2015 and 2017 has been on maximising efficiencies from external spend and has involved re-letting or re-financing the major highways maintenance, Intelligent Transport Systems and street lighting contracts.
- 4.19. Four savings relating to the Highways service are proposed, two of which are likely to impact on members of the public. A saving of £0.5m against the Winter Maintenance budget is proposed which would mainly be achieved by optimising the use of new technology but would see the potential reduction in Priority One salting routes – see Appendix 1 E5. It is also proposed to save £0.525m from the Street Lighting budget by reducing the energy requirements from a) further dimming of street lights & b) switching off the street lights in some areas in the middle of the night, e.g. 1am to 4am – see Appendix 1 E6.
- 4.20. The County Council has a statutory obligation to maintain public highways and ensure safe passage. The Highways Maintenance budget has already found savings of £4.6m as part of the 2017 savings proposals on top of savings of £2m and £3.505m in 2011 and 2015 respectively. Further revenue savings of £0.2m can be delivered through service efficiencies and a new fully integrated operating model between the County Council and our new ‘Hampshire Highways’ delivery partner – see Appendix 1 E4. However following these earlier reductions the service is now operating at a level below which it would be at risk of not meeting statutory obligations. Further reduction of the highways maintenance service is therefore not envisaged.
- 4.21. Some highways maintenance works currently charged to revenue will in future be charged to capital (£0.455m) to reflect revised accounting guidance. There would be no impact on service delivery however, a coherent approach will be needed to ensure that best value is still achieved from the Council’s capital spend and that off setting revenue budgets in this way does not have a negative impact upon overall capital scheme delivery – see Appendix 1 E10.
- 4.22. A further £1m of proposed efficiency savings is to come from the Concessionary Fares budget by capitalising on changes in contract arrangements, national trends and other minor opportunities. All these changes revolve around efficiencies, so there will be minimal impact on users – see Appendix 1 E11.

- 4.23. Three ETE proposals rely on either reducing or offsetting through income the net revenue spend on staff. The Trading proposal seeks additional income of £1.5m from increasing the net contribution from ETE's trading offer to external organisations, thereby helping to retain capacity and capability for the benefit of Hampshire – see Appendix 1 E3. The more that can be achieved through this proposal, the less that will need to be made from the Operating Model (see 4.24-4.25 below) and vice versa.
- 4.24. The ETE Operating Model saving (£1.55m) envisages a reduced headcount of revenue-funded staff by 30-50 full time equivalent posts based on average budgeted salary costs – see Appendix 1 E1. The Department would seek to minimise the impact on staff through the use of vacancy management, redeployment of staff where possible and exploring voluntary redundancy where appropriate. Both the Operating Model and the Trading proposal would need to be underpinned by further increases in productivity from, for example, applying further digital tools and business process reviews.
- 4.25. Over recent years the Department has become increasingly innovative in both resource allocation and, through digital solutions across the Department, enabling teams to become more productive with less resource. In Highways, for example, improved mobile working with the Confirm IT system was introduced in 2013. More recently the service redesigned its operating model to introduce more central enquiry management and resource deployment through the new Highways Operations Centre, reducing demand on the area based professional teams.
- 4.26. The Charging proposal (£1.8m) would see the introduction of a full-cost recovery 'pay-as-you-go' model for discretionary activities via a) reviewing current charges, b) introducing charges for eligible services currently provided free of charge, & c) potentially introducing new chargeable services – see Appendix 1 E2.
- 4.27. The proposals set out in paragraphs 4.6-4.26 above combine to make the £19.005m target for ETE. Two of these service areas have a saving that could be added to, or replaced by, further benefits subject to legislative change. They are therefore not included in Appendix 1.
- 4.28. For Concessionary Fares, £5.2m could potentially be achieved from introducing a nominal fare of 50p for all journeys using older persons concessionary travel passes. This would allow the County Council to retain bus subsidies thus replacing most of the savings against Bus Subsidies and Community Transport with additional income.
- 4.29. The proposal for HWRCs set out in 4.12-4.14 above would be more than offset if there were a change in the law to allow a nominal universal access charge to HWRCs. It is estimated that an additional net benefit of £1.3m could be achieved from introducing a nominal site access fee of £1. This would be a net benefit from a total of £2.5m, as it would no longer be necessary to go ahead with site closures (£1.2m) as a result. While a universal access charge is not currently allowed under the law a trial to explore the potential benefits of asking for voluntary contributions for using HWRCs could also be explored.

5. Summary Financial Implications

- 5.1. The savings target that was set for the Economy, Transport and Environment Department was £19.005m and the detailed savings proposals that are being put forward to meet this target are contained in Appendix 1.
- 5.2. The emerging benefits realisation profile reveals £16.130m of ETE's £19.005m target delivered by the 2019/20 target date with the later delivery of benefits offset by early savings, a strategy that has served ETE well to date. However, this profile is highly provisional and we fully expect to make changes and re-profile this after the consultation. It is quite possible the later savings could ultimately exceed the early ones.

6. Workforce Implications

- 6.1. Appendix 1 also provides information on the estimated number of reductions in staffing as a result of implementing the proposals.
- 6.2. For the School Crossing Patrol proposal the impact on the staff providing the service would depend on whether or not alternative sources of funding for the service can be secured. The figure of 63 included in the appendix represents the maximum reduction of full time equivalent (i.e. 37 hour week) posts including current vacancies but it should be noted that average weekly hours worked by staff in this service are lower than this so the number of individuals potentially affected is correspondingly higher at 210. However, if alternative funding sources are confirmed the reductions will be lower or potentially not required at all.
- 6.3. The anticipated level of reduction required from the Operating Model proposal is between 30-50 full time equivalent (fte) posts based on an average budgeted salary cost per fte. The Department would seek in the first instance to achieve any required reductions in posts through vacancy management however it is not expected that this will be sufficient to achieve the overall level of reduction required.
- 6.4. The County Council's approach to managing down staff levels in a planned and sensitive way through the use of managed recruitment, redeployment of staff where possible and exploring voluntary redundancy where appropriate will be continued. The County Council will ensure appropriate consultation with staff and trade unions about workforce implications at the appropriate time and in accordance with County Council policies and procedures.
- 6.5. The Department will seek to release capacity by further productivity improvements, e.g. through effective use of digital tools and re-profiling overall staff numbers for example fewer specialist technical and professional staff focussing more closely on activities appropriate to their skills and expanding the flexible deployment of staff with transferable skills on a matrix basis. This will also mitigate the impact on service provision and staff to the extent that this capacity can be redeployed in providing traded services.

7. Consultation, Decision Making and Equality Impact Assessments

- 7.1. As part of its prudent financial strategy, the County Council has been planning since February 2016 how it might tackle the anticipated deficit in its budget by 2019/20. As part of the Medium Term Financial Strategy, which was last approved by the County Council in July 2016, initial assumptions

have been made about inflation, pressures, Council Tax levels and the use of reserves. Total anticipated savings of £140m are required and of this sum, savings targets to the value of £120m were set for departments as part of the planning process for balancing the budget.

- 7.2. The proposals in this report represent suggested ways in which departmental savings could be generated to meet the target that has been set as part of the Transformation to 2019 Programme. Individual Executive Members cannot make decisions on strategic issues such as Council Tax levels and use of reserves and therefore, these proposals, together with the outcomes of the *Serving Hampshire - Balancing the Budget* consultation exercise outlined below, will go forward to Cabinet and County Council and will be considered in light of all the options that are available to balance the budget by 2019/20.
- 7.3. The County Council undertook an open public consultation called *Serving Hampshire – Balancing the Budget* which ran for six weeks from 3 July – 21 August. The consultation was widely promoted to stakeholders and residents through all available channels, including online, via the County Council’s website; Hampshire media (newspapers, TV and radio); and social media. Hard copies were also placed in Hampshire libraries and alternative formats, such as easy read, were made available on request.
- 7.4. The *Serving Hampshire – Balancing the Budget* consultation asked for residents’ and stakeholders’ views on ways the County Council could balance its budget in response to continuing pressures on local government funding, and still deliver core public services. Specifically, views were invited on several high level options as follows:
- reducing and changing services;
 - introducing and increasing charges for some services;
 - lobbying central government for legislative change;
 - generating additional income;
 - using the County Council’s reserves;
 - increasing Council Tax; and
 - changing local government arrangements in Hampshire.
- 7.5. A total of 3,770 responses were received to the consultation. The key findings from consultation feedback are as follows:
- The majority of respondents (65%) agreed that the County Council should continue with its financial strategy.
 - Responses were relatively evenly split between those who tended to support changes to local services and those who did not (50% agreed, 45% disagreed and 5% had no view either way).
 - Of all the options, this was respondents’ least preferred.
 - Two thirds of respondents (67%) agreed that the County Council should raise existing charges or introduce new charges to help cover the costs of running some local services.
 - Over half of respondents (57%) agreed that the County Council should lobby the Government to vary the way some services are provided, and

enable charging where the County Council cannot levy a fee due to statutory restrictions.

- Of all the options presented, generating additional income was the most preferred option.
 - On balance, the majority of respondents (56%) agreed that the County Council should retain its current position not to use reserves to plug the budget gap.
 - Of all the options, this was respondents' second least preferred.
 - Respondents would prefer the County Council to continue with its plans to raise Council Tax in line with Government policy (50% ranked this as their preferred approach to increasing Council Tax).
 - Of all the options, increasing Council Tax was respondents' second most preferred.
 - More than half of those who responded (64%) agreed that the County Council should explore further the possibility of changing local government structures in Hampshire.
- 7.6. Executive Lead Members and Chief Officers have been provided with the key findings from the consultation to help in their consideration of the final savings proposals. In particular, as a result of the feedback on service issues, the County Council will seek wherever possible to:
- minimise reductions and changes to local services, and continue to ensure that resources are prioritised on those who need them most, i.e. vulnerable adults and children;
 - increase and introduce charges to cover the costs of some local services. Where the County Council is unable to charge for services due to statutory restrictions, the County Council will continue to lobby the Government for legislative change;
 - maximise further income generation opportunities.
- 7.7. The proposals set out in Appendix 1 have, wherever possible, been developed in line with these principles but inevitably the effect of successive reduction programmes over a 9 year period will begin to have an impact on the services that can be provided.
- 7.8. In some cases, the proposals in this report will be subject to further, more detailed public consultation if they are ratified by the Cabinet and Full Council in October and November respectively, at which the overall options for balancing the budget will be considered in light of the consultation results.
- 7.9. In addition to the consultation exercise, Equality Impact Assessments have been produced for all of the detailed savings proposals outlined in Appendix 1 and these have been provided for information in Appendix 2. These, together with the broad outcomes of the consultation, have helped to shape the final proposals presented for approval in this report.

8. Recommendation

- 8.1. To approve the submission of the proposed savings options contained in this report and Appendix 1 to the Cabinet.

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:	yes
People in Hampshire enjoy being part of strong, inclusive communities:	yes

Section 100 D - Local Government Act 1972 - background documents

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

Document

Location

None

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:

A full Equalities Impact Assessment has been undertaken for each of the savings options and these are included as a separate appendix to this report.

2. Impact on Crime and Disorder:

- 2.1 No impact on crime and disorder is anticipated from this decision. Further decisions to implement any associated future work programmes will be assessed separately.

3. Climate Change:

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

No impact on the County Council's carbon footprint or ability to adapt to climate change is anticipated from the recommendations included in this report. Any further, associated decisions will be assessed separately.

Economy, Transport and Environment – Proposed Savings Options (Subject to consultation where appropriate)

Ref	Service Area and Description of Proposal	Impact of Proposal	2018/19 £'000	2019/20 £'000	Full Year Impact £'000	Staffing Impact FTE
E1 Page 37	ETE Operating Model Reduce department-wide staff revenue costs whilst still delivering good quality ETE core services for customers. ⁽¹⁾	The ETE Operating Model will introduce new ways of working, including digital, across all of the Department's services. This will primarily impact on staff, through reducing the staffing establishment in the Department by between 30-50 full time equivalent posts. The Department would seek in the first instance to achieve the required reductions in posts through vacancy management. There may be a possible increase in standard responses to public enquiries or work requests, increased response times for non-standard enquiries and reduced capacity to attend site meetings.	300	1,550	1,550	30-50
E2	Income – Charging 1. Review of current charges for discretionary services. 2. Potential introduction of charge for discretionary services currently provided free of charge. 3. Potential introduction of new chargeable discretionary services. ⁽¹⁾	In most cases the service itself won't change from a customer perspective, but will be offered at a revised price. Some new/additional charged for services might be introduced to enhance the portfolio and customer experience. In some areas staff might be required to develop new skills or new ways of working.	700	1,800	1,800	

Ref	Service Area and Description of Proposal	Impact of Proposal	2018/19	2019/20	Full Year Impact	Staffing Impact
			£'000	£'000	£'000	FTE
E3	<p>Trading To retain staff capacity to deliver a good level of service to Hampshire residents by increasing the net revenue income from traded services and reducing costs to the County Council ⁽¹⁾</p>	New/enhanced traded service delivery model will require some staff to adopt more commercial ways of working. Potential ultimate requirement for a new trading arrangement or vehicle.	800	1,500	1,500	
E4	<p>Highways Contract To achieve further revenue savings (on top of the £4.6m already secured as part of Tt17) through service efficiencies and the creation of a new integrated operating model.</p>	The new (from Aug 2017) Hampshire Highways Services Contract will introduce a new operating model that will have an impact on staff from both the Council and the new service provider, as it will introduce more collaborative and innovative ways of working. The new contract will focus on the optimisation of revenue spend. More capital improvement works will also be placed through this contract.	200	200	200	

Ref	Service Area and Description of Proposal	Impact of Proposal	2018/19	2019/20	Full Year Impact	Staffing Impact
			£'000	£'000	£'000	FTE
E5	Highways Winter Maintenance Review and rationalisation of the Council's salting network and associated operational activities.	This opportunity will optimise the use of the available assets and technology to reduce the cost of providing the service. There may be an impact on Hampshire residents from a planned review of the salted network. There may be an impact on Highways staff as new ways of service delivery might be required.	0	500	500	
E6	Street Lighting To achieve revenue savings by reducing the energy requirements for street lighting, and through the implementation of operational efficiencies.	Dimming street lights reduces the level of illumination making streets darker for motorists and pedestrians. Road signs and markings are retro-reflective and will appear bright in vehicle lights, reducing the impact of dimmer street lights. It is possible to vary the dimming by time of day and location to provide brighter lighting when required for site specific reasons. Switching off street lights altogether would have the greatest impact, but would likely be limited to the middle of the night (e.g. 1am to 4am) and not applied everywhere (e.g. not town centres). Large parts of the road network have no street lighting.	275	525	525	

Ref	Service Area and Description of Proposal	Impact of Proposal	2018/19	2019/20	Full Year Impact	Staffing Impact
			£'000	£'000	£'000	FTE
Page 40	<p>School Crossing Patrols To make this service cost neutral by securing alternative sources of funding, and/or making service reductions.</p>	<p>The optimum outcome of an alternative funding model would see no impact on service users. However, this option would impact upon school or community budgets, though the contribution requested for a single patrol would be relatively small. The Council would still manage the service.</p> <p>Other options would see a reduction in the number of school crossing patrols employed, and a potential impact upon service users in terms of perception of safety for walks to school.</p> <p>This is a discretionary service and therefore changes will not affect the statutory responsibility of parents or guardians to get their child safely to school.</p>	0	800	1,200	0-63
	<p>On Street Parking and other Parking Charges To explore the opportunity to address traffic and safety issues through implementing consistent, county-wide approaches to on-street parking pay and display and other parking</p>	<p>The savings would be achieved by providing a single countywide, standardised approach to civil parking enforcement. This could see an impact upon staff, principally in District Councils who currently deliver the service. There would be a potential impact upon service users as some parking charges might increase and new charges be introduced.</p>	50	100	900	

Ref	Service Area and Description of Proposal	Impact of Proposal	2018/19	2019/20	Full Year Impact	Staffing Impact
			£'000	£'000	£'000	FTE
	controls.					
Page 41 E9	<p>Agency Agreements Ending all current transport and traffic agency agreements with the District Councils to be replaced with a new delivery arrangement better reflecting current policy and financial priorities.</p>	<p>Known impacts will be a reduction in the respective Highways Development Planning and Traffic Management agency budgets, efficiencies in the delivery of the Highways Development Planning Service, and more restricted district activity in Traffic Management, which could see a low impact upon some service users. There is potentially an impact upon mainly District Council staff arising from TUPE, which remains to be quantified. As this opportunity progresses, further adjustments to the delivery of these services may be pursued, the impact of which cannot yet be quantified.</p>	300	500	500	

Ref	Service Area and Description of Proposal	Impact of Proposal	2018/19	2019/20	Full Year Impact	Staffing Impact
			£'000	£'000	£'000	FTE
E10	Revenue works charging review Maintenance works currently charged to revenue will be charged to capital to reflect CIPFA regulations.	Impact on services will be minimal. However, a coherent approach will be needed to ensure that best value is still achieved from the Council's capital spend and that off setting revenue budgets in line with CIPFA regulations does not have a negative impact upon capital scheme delivery.	455	455	455	
E11	Concessionary Fares Capitalise upon changes in contract arrangements, national trends, and opportunities to reduce Council investment in service or, subject to changes in the law, to introduce nominal charges to realise efficiencies and savings.	Impact upon service users from these proposals should be minimal as they revolve around making more efficient use of existing budgets to reflect changing user trends. If HCC were, subject to legal changes, introduce a nominal charge, then there would be an impact upon some service users who would be obliged to make a small financial contribution to their journeys.	800	1,000	1,000	

Ref	Service Area and Description of Proposal	Impact of Proposal	2018/19	2019/20	Full Year Impact	Staffing Impact
			£'000	£'000	£'000	FTE
E12	<p>Bus Subsidies and Community Transport Stopping the community transport service and withdrawal of all current County Council funded bus subsidies.</p>	<p><i>Community Transport</i> – impact upon community transport users as they might be required to use a wider selection of service providers depending on their needs and circumstances. There is also likely to be an impact upon community service providers, local authorities and voluntary organisations.</p> <p><i>Bus subsidy</i> - withdrawal of this subsidy may affect choice and frequency of bus services available to users and possibly affect income for bus operators.</p>	0	4,000	4,000	
E13	<p>Waste Disposal Contract To reduce the cost of managing waste across Hampshire.</p>	<p>Impact upon residents largely via communications programme(s) designed to either reduce the amount of waste that is created and/or to increase the amount of waste that is recycled. Additional impact on partners (District Councils and Veolia) for whom various options will be dependent upon changes in their own practices. Hampshire wide co-operation between authorities will be needed to underpin some of the opportunities.</p>	1,000	2,000	3,675	

Ref	Service Area and Description of Proposal	Impact of Proposal	2018/19	2019/20	Full Year Impact	Staffing Impact
			£'000	£'000	£'000	FTE
Page 44	Household Waste Recycling Centres (HWRCs) Service Review To achieve a significant reduction against the ongoing cost of managing Hampshire's Waste Recycling Centres network.	Hampshire currently provides more HWRCs than comparable authorities with almost 85% of the population currently within five miles of an HWRC. Closure of up to half of the HWRCs network will result in longer travel distances for some users in order to dispose of their waste. There is also the potential for amended opening hours across the HWRC network, which could either limit or enhance users' ability to access the service dependant on location. Subject to a change in the law, an introduction of a nominal charge for access to the HWRCs would have an impact upon service users who would be obliged to make a small financial contribution to dispose of their waste. However, this would also eliminate the need for site closures.	300	1,200	1,200	
			Totals	5,180	16,130	19,005

(1) Savings E1-E3 depend in part on proposals to be considered by the Executive Member for Economic Development on 19 September 2017

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Equality Impact Assessment

Name of project/proposal	T19 - E1 Economy, Transport and Environment Operating Model
Originator	Poyntz-Wright, Patrick
Email address	Patrick.Poyntz-Wright@hants.gov.uk
Department	Economy, Transport and Environment
Date of Assessment	21 Aug 2017

Description of Service / Policy

This relates to the delivery of all Economy, Transport and Environment Services provided by the County Council. These include ensuring that highways in Hampshire are safe and well maintained, that the highways systems support the local economy and are widely accessible, that waste disposal is well managed and its use as a resource maximised, and that appropriate development, with necessary infrastructure, is well planned and delivered.

Geographical impact* All Hampshire

Description of proposed change

Reduce department-wide staff revenue costs whilst still delivering good quality ETE core services for customers. The ETE Operating Model will introduce new ways of working, including digital approaches, across all of the Department's services. This will primarily impact on staff. It remains too early at this stage to determine what impact there will be on service users and partners, though there may be a possible increase in standard responses to public enquiries or work requests, increased response times for non-standard enquiries, and reduced capacity to attend site meetings. Further equalities impact assessments will be carried out as appropriate when proposals become clearer, including where necessary taking into consideration the profile of staff in affected area to determine likely impact upon people with protected characteristics.

Engagement and consultation

Has engagement or consultation been carried out? Planned

No specific consultation has been carried out on this proposal. However, the County Council carried out a major consultation exercise over the Summer of 2017 on a range of options for finding further budget savings, including increasing council tax, using reserves and making changes to the way services are delivered, which may mean reducing or withdrawing services, or indeed making revised charges. The outcome of this consultation will be reported to Cabinet in October 2017.

When decisions are made to pursue the options, further specific consultation will be carried out with stakeholders on the detailed options where required.

Impacts of the proposed change

This impact assessment covers HCC Staff (and partners)

Statutory considerations	Impact
Age	Neutral
Disability	Neutral

Sexual Orientation Neutral

Race Neutral

Religion and Belief Neutral

Gender Reassignment Neutral

Gender Neutral

Marriage and civil
partnership Neutral

Pregnancy and
Maternity Neutral

Other policy considerations

Poverty Neutral

Rurality Neutral

Neutrality Statement At present, there is no reason to think that emerging proposals will result in disproportionate impacts upon people with protected characteristics. However, as proposals develop, further impact assessments will be undertaken as appropriate to inform decision making, and where necessary this will involve reference to staff profiles to determine the impact upon people with protected characteristics. Impacts on service users are possible, but cannot be quantified at this stage, and will in any case be assessed separately, possibly in association with service specific projects and decisions.

Additional Information

Equality Impact Assessment

Name of project/proposal T19 - E2 Economy, Transport and Environment Charging
Originator Poyntz-Wright, Patrick
Email address Patrick.Poyntz-Wright@hants.gov.uk
Department Economy, Transport and Environment
Date of Assessment 21 Aug 2017

Description of Service / Policy

A range of services delivered by the County Council to other authorities, private companies, and members of the public, for which the Authority is entitled to charge to recover its costs. Examples of this include: Temporary Traffic Regulation Orders; Extent of Highways Searches; and Dropped Kerb Application fees.

Geographical impact* All Hampshire

Description of proposed change

1. Review of current charges for discretionary services.
2. Potential introduction of charge for discretionary services currently provided free of charge.
3. Potential introduction of new chargeable discretionary services.

In most cases the service itself will not change from a customer perspective, but will be offered at a revised price. Some new/additional chargeable services might be introduced to enhance the portfolio and customer experience. In some areas staff might be required to develop new skills or new ways of working.

Engagement and consultation

Has engagement or consultation been carried out? Yes

No specific consultation has been carried out on this proposal. However, the County Council carried out a major consultation exercise over the Summer of 2017 on a range of options for finding further budget savings, including increasing council tax, using reserves and making changes to the way services are delivered, which may mean reducing or withdrawing services, or indeed making revised charges. The outcome of this consultation will be reported to Cabinet in October 2017.

When decisions are made to pursue the options, further specific consultation will be carried out with stakeholders on the detailed options where required.

Impacts of the proposed change

This impact assessment covers Service users

Statutory considerations

Impact

Age Neutral

Disability Impact Low

accessed by private businesses. However, the dropped kerb service is paid for by the public. An increase in the price for this service may have a low negative impact on people with disabilities as they may be looking to increase accessibility through undertaking a dropped kerb.

Sexual Orientation Neutral

Race Neutral

Religion and Belief Neutral

Gender Reassignment Neutral

Gender Neutral

Marriage and civil partnership Neutral

Pregnancy and Maternity Neutral

Other policy considerations

Poverty Low

Impact There could be a low negative impact on poorer people less able to pay for these services. However, the services currently under review are predominantly accessed by private businesses.

Rurality Neutral

Additional Information

Equality Impact Assessment

Name of project/proposal T19 - E3 Economy, Transport and Environment Trading
Originator Poyntz-Wright, Patrick
Email address Patrick.Poyntz-Wright@hants.gov.uk
Department Economy, Transport and Environment
Date of Assessment 21 Aug 2017

Description of Service / Policy

The Economy, Transport, and Environment Department retains a wide variety of skills, ranging from highways maintenance, highways scheme design and development, to planning and specialist environmental services. These skills and expertise are key to the delivery of Economy, Transport and Environment services in Hampshire, and their retention can be greatly aided through providing traded services to external parties to offset the cost of maintaining skills and capacity.

Geographical impact* All Hampshire

Description of proposed change

To retain staff capacity to deliver a good level of service to Hampshire residents by increasing the net revenue income from traded services and reducing costs to the County Council The proposal is to provide services to external clients. A new/enhanced traded service delivery model will require some staff to adopt more commercial ways of working. There could ultimately be a requirement for a for a new trading arrangement or vehicle.

Engagement and consultation

Has engagement or consultation been carried out? No

No specific consultation has been carried out on this proposal. However, the County Council carried out a major consultation exercise over the Summer of 2017 on a range of options for finding further budget savings, including increasing council tax, using reserves and making changes to the way services are delivered, which may mean reducing or withdrawing services, or indeed making revised charges. The outcome of this consultation will be reported to Cabinet in October 2017.

When decisions are made to pursue the options, further specific consultation will be carried out with stakeholders on the detailed options where required.

Impacts of the proposed change

This impact assessment covers HCC Staff (and partners)

Statutory considerations

Statutory considerations	Impact
Age	Neutral
Disability	Neutral
Sexual Orientation	Neutral
Race	Neutral

Religion and Belief Neutral

Gender Reassignment Neutral

Gender Neutral

Marriage and civil partnership Neutral

Pregnancy and Maternity Neutral

Other policy considerations

Poverty Neutral

Rurality Neutral

Neutrality Statement The proposal is to seek opportunities to trade services so as to retain capacity and skills for the benefit of Hampshire Service Users. While there will be some impacts on affected staff, who may be encouraged to develop new skills or new ways of working, this is being monitored and assessed as part of the Operating Model opportunity.

Additional Information

Equality Impact Assessment

Name of project/proposal	T19 - E4 Hampshire Highways Services Contract
Originator	Poyntz-Wright, Patrick
Email address	Patrick.Poyntz-Wright@hants.gov.uk
Department	Economy, Transport and Environment
Date of Assessment	21 Aug 2017

Description of Service / Policy

This relates to the mobilisation and development of the Hampshire Highways Services Contract with a view to the on going delivery of Highways Maintenance services across Hampshire. User profile includes all users of Hampshire Highways.

Geographical impact* All Hampshire

Description of proposed change

To achieve further revenue savings (on top of the £4.6m already secured as part of Tt17) through service efficiencies and the creation of a new integrated operating model. The new (from Aug 2017) Hampshire Highways Services Contract will introduce a new operating model. The new contract will focus on the optimisation of revenue spend. More capital improvement works will also be placed through this contract.

Engagement and consultation

Has engagement or consultation been carried out? No

No specific consultation has been carried out on this proposal. However, the County Council carried out a major consultation exercise over the Summer of 2017 on a range of options for finding further budget savings, including increasing council tax, using reserves and making changes to the way services are delivered, which may mean reducing or withdrawing services, or indeed making revised charges. The outcome of this consultation will be reported to Cabinet in October 2017.

When decisions are made to pursue the options, further specific consultation will be carried out with stakeholders on the detailed options where required.

Impacts of the proposed change

This impact assessment covers Service users

Statutory considerations **Impact**

Age Neutral

Disability Neutral

Sexual Orientation Neutral

Race Neutral

Religion and Belief Neutral

Gender Reassignment Neutral

Gender Neutral

Marriage and civil partnership Neutral

Pregnancy and Maternity Neutral

Other policy considerations

Poverty Neutral

Rurality Neutral

Neutrality Statement The proposal is to optimise revenue spend and make other financial adjustments to realise savings through the new contract, and therefore a neutral impact is expected for all service users including individuals with protected characteristics.

Additional Information

Equality Impact Assessment

Name of project/proposal T19 - E5 Highways Winter Maintenance
Originator Poyntz-Wright, Patrick
Email address Patrick.Poyntz-Wright@hants.gov.uk
Department Economy, Transport and Environment
Date of Assessment 05 Sep 2017

Description of Service / Policy

Hampshire County Council has a duty under the 1980 Highways Act to act as the local highways authority responsible for maintenance and accessibility of 5,300 miles of road network. Providing access to the network is a universal service for the travelling public in Hampshire. The County Council aims to maintain main road surfaces free of ice and snow, and to ensure safe passage at all times where reasonably practical and within the resources available to the Council. The new Highways Contract is due to start in August 2017, which provides the opportunity for winter service review.

Geographical impact* All Hampshire

Description of proposed change

To review and rationalise the Council's salting network and associated operational activities with the aim of optimising the use of available assets and technology to reduce the cost of providing the service.

Engagement and consultation

Has engagement or consultation been carried out? Yes

No specific consultation has been carried out on this proposal, however, the County Council carried out a major public consultation exercise over the Summer 2017 on a range of options for finding further budget savings including increasing council tax, using reserves and making changes to the way in which services are delivered, which may mean reducing or withdrawing certain services. The outcome of this consultation will be presented to Cabinet in October 2017.

When decisions are made to pursue the options, further specific consultation will be carried out with stakeholders on the detailed options where required.

Impacts of the proposed change

This impact assessment covers Service users

Statutory considerations

Impact

Age Impact	Medium Potential reduction in salting network may impact upon the accessibility for older residents of Hampshire, who may be less confident driving or walking along the highway in winter conditions. Equally, the changes may impact upon younger people, particularly pupils and students accessing schools and colleges.
Mitigation	Wide range of outward facing communication on salting provision, including the dates, times and routes covered.

Disability Impact	Medium Potential reduction in salting network may impact upon the accessibility for residents of Hampshire with a disability, who may be less confident driving or walking along the highway in winter conditions.
Mitigation	Wide range of outward facing communication on salting provision, including the dates, times and routes covered.
Sexual Orientation	Neutral
Race	Neutral
Religion and Belief	Neutral
Gender Reassignment	Neutral
Gender	Neutral
Marriage and civil partnership	Neutral
Pregnancy and Maternity	Neutral
Other policy considerations	
Poverty	Neutral
Rurality Impact	Medium If the salted and/or ploughed network has to be reduced, it is more likely to affect the less used and populated areas.

Additional Information

Equality Impact Assessment

Name of project/proposal T19 - E6 Street Lighting
Originator Poyntz-Wright, Patrick
Email address Patrick.Poyntz-Wright@hants.gov.uk
Department Economy, Transport and Environment
Date of Assessment 05 Sep 2017

Description of Service / Policy

Management of the Street Lighting Service for Hampshire, including the Private Finance Initiative (PFI) Contract with Equitex. The user profile consists of all highway users.
Geographical impact* All Hampshire

Description of proposed change

To achieve savings by reducing the energy requirements for street lighting, and through the implementation of operational efficiencies. The project will deliver savings and carbon reductions by such measures as dimming of principal roads and part-night lighting. Road signs and markings are retro-reflective and will appear bright in vehicle lights, reducing the impact of dimmer street lights. It is possible to vary the dimming by time of day and location to provide brighter lighting when required for site specific reasons. Switching off street lights altogether would have the greatest impact, but would likely be limited to the middle of the night and not applied everywhere. Large parts of the road network have no street lighting.

Engagement and consultation

Has engagement or consultation been carried out? Yes

No specific consultation has been carried out on this proposal, however, the County Council carried out a major public consultation exercise over the Summer 2017 on a range of options for finding further budget savings including increasing council tax, using reserves and making changes to the way in which services are delivered, which may mean reducing or withdrawing certain services. The outcome of this consultation will be presented to Cabinet in October 2017.

When decisions are made to pursue the options, further specific consultation will be carried out with stakeholders on the detailed options where required.

Impacts of the proposed change

This impact assessment covers Service users

Statutory considerations

Impact

Age Nothing selected

Disability Impact Low
For those with disabilities, there is the potential that these changes could have a disproportionately negative impact in terms of travel either as pedestrians or motorists on affected streets.

New infrastructure delivered by the Private Finance Initiative has increased the County Council's ability to be flexible about lighting and dimming regimes. Brighter lighting can be provided at specific times, and full switch-off will be limited to the middle of the night when road users are scarce on affected streets. These measures should minimise this potential impact.

Sexual Orientation Neutral

Race Neutral

Religion and Belief Neutral

Gender Reassignment Neutral

Gender Neutral

Marriage and civil
partnership Neutral

Pregnancy and
Maternity Neutral

Other policy considerations

Poverty Neutral

Rurality Neutral

Additional Information

Equality Impact Assessment

Name of project/proposal T19 - E7 School Crossing Patrols
Originator Poyntz-Wright, Patrick
Email address Patrick.Poyntz-Wright@hants.gov.uk
Department Economy, Transport and Environment
Date of Assessment 05 Sep 2017

Description of Service / Policy

This relates to the delivery of some 260 school crossing patrol sites across the county, one of the largest services in the country, notwithstanding that there is no statutory obligation to provide the services.

Geographical impact* All Hampshire

Description of proposed change

To make this service cost neutral by securing alternative sources of funding, and/or making service reductions. The optimum outcome of an alternative funding model would see no impact on service users. However, this option would impact upon school or community budgets, though the contribution requested for a single patrol would be relatively small. The Council would still manage the service. Other options would see a reduction in the number of school crossing patrols employed, and a potential impact upon service users in terms of perception of safety for walks to school. This is a discretionary service, and therefore changes will not affect the statutory responsibility of parents or guardians to get their child safely to school.

Engagement and consultation

Has engagement or consultation been carried out? Yes

No specific consultation has been carried out on this proposal, however, the County Council carried out a major public consultation exercise over the Summer 2017 on a range of options for finding further budget savings including increasing council tax, using reserves and making changes to the way in which services are delivered, which may mean reducing or withdrawing certain services. The outcome of this consultation will be presented to Cabinet in October 2017.

When decisions are made to pursue the options, further specific consultation will be carried out with stakeholders on the detailed options where required.

Impacts of the proposed change

This impact assessment covers Service users

Statutory considerations

Impact

Age	Medium
Impact	A reduction in the School Crossing Patrol Service could impact upon young people (pupils) in making their way to school. While there will be no change in the statutory responsibility of parents and guardians to get children safely to school, some parents and pupils may be required to make more judgements as to where and when to cross the road.
Mitigation	In some cases there will be opportunities to make crossing

improvements, and road safety education in schools will also provide opportunities to help individuals to cross the road safely.

More detailed impact assessments will be carried out against specific proposals.

Disability
Impact

High

A reduction in the School Crossing Patrol service could have a disproportionate impact upon young people (pupils) with a disability, particularly with a visual or mobility impairment. While there will be no change to the statutory responsibility of parents and guardians to get children safely to school, some parents and pupils will be required to make more judgements as to where and when to cross the road.

Mitigation

In some cases, there will be opportunities to make crossing improvements, and road safety education in schools will also provide opportunities to help individuals to cross the road safely.

More detailed impact assessments will be carried out against specific proposals.

Sexual Orientation

Neutral

Race

Neutral

Religion and Belief

Neutral

Gender Reassignment

Neutral

Gender

Neutral

Marriage and civil
partnership

Neutral

Pregnancy and
Maternity

Neutral

Other policy considerations

Poverty

Neutral

Rurality

Neutral

Additional Information

At present, plans are not finalised. Consultation will inform future planning, and further EIAs will be carried out accordingly, including of affected staff as necessary. It should be noted that the impacts of this project will be further reassessed in tandem with those arising from proposals relating to the Home to School Transport service. This will help to ensure that alterations to services affecting access to schools are considered in the round.

Equality Impact Assessment

Name of project/proposal T19 - E8 On Street Parking and Parking Agreements
Originator Poyntz-Wright, Patrick
Email address Patrick.Poyntz-Wright@hants.gov.uk
Department Economy, Transport and Environment
Date of Assessment 21 Aug 2017

Description of Service / Policy

This relates to the provision and enforcement of on street parking across Hampshire.
Geographical impact* All Hampshire

Description of proposed change

To explore the opportunity to address traffic and safety issues through implementing consistent county-wide approaches to on-street parking pay and display and other parking controls. The savings would be achieved by providing a single, county-wide, standardised approach to civil parking enforcement. This could see an impact on staff, principally in District Council who currently deliver the service. There would be a potential impact upon service users as some parking charges might increase and new charges be introduced.

Engagement and consultation

Has engagement or consultation been carried out? No

No specific consultation has been carried out on this proposal. However, the County Council carried out a major consultation exercise over the Summer of 2017 on a range of options for finding further budget savings, including increasing council tax, using reserves and making changes to the way services are delivered, which may mean reducing or withdrawing services, or indeed making revised charges. The outcome of this consultation will be reported to Cabinet in October 2017.

When decisions are made to pursue the options, further specific consultation will be carried out with stakeholders on the detailed options where required.

Impacts of the proposed change

This impact assessment covers Service users

Statutory considerations **Impact**

Age Neutral

Disability Neutral

Sexual Orientation Neutral

Race Neutral

Religion and Belief Neutral

Gender Reassignment Neutral

Gender Neutral

Marriage and civil partnership Neutral

Pregnancy and Maternity Neutral

Other policy considerations

Poverty Low

Impact All motorists may need to pay for parking in some new parts of the Hampshire highways network, or pay more for existing parking, which may have a disproportionate impact upon poorer people who are less able to afford charges. However, at this stage options have not been scoped and there are no specific changes planned to existing regimes. Impacts upon staff in the County and District councils will be assessed separately when specific proposals and arrangements have been decided.

Rurality Neutral

Additional Information

As proposals develop, further assessments will be carried out to gauge the impact on service users and staff as necessary.

Equality Impact Assessment

Name of project/proposal T19 - E9 Transport and Traffic Agency Arrangements
Originator Poyntz-Wright, Patrick
Email address Patrick.Poyntz-Wright@hants.gov.uk
Department Economy, Transport and Environment
Date of Assessment 21 Aug 2017

Description of Service / Policy

This relates to the delivery of smaller scale and localised Traffic Management duties, and Highways Development Planning advice on smaller developments - which are currently provided by the district and borough councils on the County Council's behalf.
Geographical impact* All Hampshire

Description of proposed change

End all current transport and traffic agency arrangements with the District Councils to be replaced with new delivery arrangements better reflecting current policy and financial priorities. Known impacts will be a reduction in the respective Highways Development Planning and Traffic Management agency budgets, efficiencies in the delivery of the Highways Development Planning Service, and more restricted district activity in Traffic Management, which could see a low impact upon some service users. There is potentially an impact upon mainly District Council staff arising from TUPE, which remains to be quantified. As this opportunity progresses, further adjustments to the delivery of these services may be pursued, the impact of which cannot yet be quantified.

Engagement and consultation

Has engagement or consultation been carried out? No

No specific consultation has been carried out on this proposal. However, the County Council carried out a major consultation exercise over the Summer of 2017 on a range of options for finding further budget savings, including increasing council tax, using reserves and making changes to the way services are delivered, which may mean reducing or withdrawing services, or indeed making revised charges. The outcome of this consultation will be reported to Cabinet in October 2017.

When decisions are made to pursue the options, further specific consultation will be carried out with stakeholders on the detailed options where required.

Impacts of the proposed change

This impact assessment covers Service users

Statutory considerations

Age Neutral

Disability Neutral

Sexual Orientation Neutral

Race Neutral

Religion and Belief Neutral

Gender Reassignment Neutral

Gender Neutral

Marriage and civil partnership Neutral

Pregnancy and Maternity Neutral

Other policy considerations

Poverty Neutral

Rurality Neutral

Neutrality Statement These are mainly contract negotiations which should have no disproportionate impact upon people with protected characteristics. As specific proposals are developed, further assessment will be carried out.

Additional Information

As proposals develop, further assessments will be carried out to gauge the impact on service users and staff as necessary.

Equality Impact Assessment

Name of project/proposal T19 - E10 Economy, Transport and Environment Revenue Works Charging Review
Originator Poyntz-Wright, Patrick
Email address Patrick.Poyntz-Wright@hants.gov.uk
Department Economy, Transport and Environment
Date of Assessment 21 Aug 2017

Description of Service / Policy

This relates to the charging of works orders for Intelligent Transport Systems and Highways Services to the respective revenue and capital budgets.

Geographical impact* All Hampshire

Description of proposed change

Maintenance works currently charged to revenue will be charged to capital to reflect CIPFA regulations. Impact on services will be minimal. However, a coherent approach will be needed to ensure that best value is still achieved from the Council's capital spend and that off setting revenue budgets in line with CIPFA regulations does not have a negative impact upon capital scheme delivery.

Engagement and consultation

Has engagement or consultation been carried out? No

No specific consultation has been carried out on this proposal. However, the County Council carried out a major consultation exercise over the Summer of 2017 on a range of options for finding further budget savings, including increasing council tax, using reserves and making changes to the way services are delivered, which may mean reducing or withdrawing services, or indeed making revised charges. The outcome of this consultation will be reported to Cabinet in October 2017.

When decisions are made to pursue the options, further specific consultation will be carried out with stakeholders on the detailed options where required.

Impacts of the proposed change

This impact assessment covers Service users

Statutory considerations

	Impact
Age	Neutral
Disability	Neutral
Sexual Orientation	Neutral
Race	Neutral
Religion and Belief	Neutral
Gender Reassignment	Neutral

Gender Neutral

Marriage and civil partnership Neutral

Pregnancy and Maternity Neutral

Other policy considerations

Poverty Neutral

Rurality Neutral

Neutrality Statement A neutral impact is expected for all service users, including individuals with protected characteristics, because the proposal only relates to adjustments in the way that specific works are paid for rather than to service levels or approaches to delivery.

Additional Information

Equality Impact Assessment

Name of project/proposal T19 - E11 Concessionary Fares
Originator Poyntz-Wright, Patrick
Email address Patrick.Poyntz-Wright@hants.gov.uk
Department Economy, Transport and Environment
Date of Assessment 05 Sep 2017

Description of Service / Policy

This service involves the administration of the Hampshire Concessionary Fares scheme for public transport, affecting predominantly older people and those with disabilities.
Geographical impact* All Hampshire

Description of proposed change

The proposal is to capitalise upon changes in contract arrangements, national trends, and opportunities to reduce Council investment in the service or, subject to changes in the law, to introduce nominal charges to realise efficiencies and savings. Impacts upon service users should be minimal as they revolve around making more efficient use of existing budgets to reflect changing user trends. If, subject to legal changes, the County Council were to introduce a nominal charge, then there would be an impact upon some service users who would be obliged to make a small financial contribution to their journeys.

Engagement and consultation

Has engagement or consultation been carried out? No

No specific consultation has been carried out on this proposal, however, the County Council carried out a major public consultation exercise over the Summer 2017 on a range of options for finding further budget savings including increasing council tax, using reserves and making changes to the way in which services are delivered, which may mean reducing or withdrawing certain services. The outcome of this consultation will be presented to Cabinet in October 2017.

When decisions are made to pursue the options, further specific consultation will be carried out with stakeholders on the detailed options where required.

Impacts of the proposed change

This impact assessment covers Service users

Statutory considerations	Impact
Age	Neutral
Disability	Neutral
Sexual Orientation	Neutral
Race	Neutral
Religion and Belief	Neutral

Gender Reassignment Neutral

Gender Neutral

Marriage and civil
partnership Neutral

Pregnancy and
Maternity Neutral

Other policy considerations

Poverty Neutral

Rurality Neutral

Neutrality Statement Disproportionate impacts upon people with protected characteristics are not anticipated as part of current plans. When proposals are further developed, further assessment will take place prior to any executive decision to implement them. Should new legislation make it possible to introduce charges, and a proposal be developed to pursue this option, further impact assessments will scope the likely effect of such charges on people with protected characteristics.

Additional Information

Equality Impact Assessment

Name of project/proposal T19 - E12 Bus Subsidies and Community Transport
Originator Poyntz-Wright, Patrick
Email address Patrick.Poyntz-Wright@hants.gov.uk
Department Economy, Transport and Environment
Date of Assessment 05 Sep 2017

Description of Service / Policy

This relates to subsidising bus services that are not commercially viable but which are deemed to be socially important, and also the provision of community transport services for the mobility impaired and people living in isolated areas. 87% of passenger transport journeys are on bus services which are provided commercially without subsidy. In addition, Community Transport is funded by the district councils as well as the County.

Geographical impact* All Hampshire

Description of proposed change

Stopping Community Transport and withdrawing current, County Council funded bus subsidies. Community transport users might be required to use a wider selection of service providers depending on their needs and circumstances. There is also likely to be an impact upon community service providers, local authorities, and voluntary organisations.

Withdrawal of bus subsidies may affect choice and frequency of bus services available to users and possibly affect income for bus operators.

Engagement and consultation

Has engagement or consultation been carried out? Yes

No specific consultation has been carried out on this proposal, however, the County Council carried out a major public consultation exercise over the Summer 2017 on a range of options for finding further budget savings including increasing council tax, using reserves and making changes to the way in which services are delivered, which may mean reducing or withdrawing certain services. The outcome of this consultation will be presented to Cabinet in October 2017.

When decisions are made to pursue the options, further specific consultation will be carried out with stakeholders on the detailed options where required.

Impacts of the proposed change

This impact assessment covers Service users

Statutory considerations

Impact

Age Impact High
Withdrawal of this funding could have an impact upon the mobility of older and younger people who are disproportionately dependant on subsidised public or community transport to access amenities and services.

Mitigation Precise plans have yet to be made and will be subject to more

detailed impact assessments to better understand the impact upon these groups in specific areas, and what mitigation might be possible.

Disability
Impact

High
Withdrawal of this funding could have an impact upon the mobility of people with disabilities who are disproportionately dependant on subsidised public or community transport to access amenities and services

Mitigation

Precise plans have yet to be made and will be subject to more detailed impact assessments to better understand the impact upon these groups in specific areas, and what mitigation might be possible.

Sexual Orientation

Neutral

Race

Neutral

Religion and Belief

Neutral

Gender Reassignment

Neutral

Gender
Impact

Low
Statistically, a larger number of women use subsidised public or community transport to access amenities than men. On this basis, these changes would have a disproportionate impact upon women.

Marriage and civil
partnership

Neutral

Pregnancy and
Maternity

Neutral

Other policy considerations

Poverty
Impact

High
Withdrawal of this funding could have a disproportionate impact upon poorer people who are disproportionately dependant on subsidised public or community transport to access amenities and services.

Mitigation

Precise plans have yet to be made and will be subject to more detailed impact assessments to better understand the impact upon this group in specific areas, and what mitigation might be possible.

Rurality
Impact

High
Withdrawal of this funding could have an impact upon the mobility of people who live in rural areas, who are disproportionately dependant on subsidised public or community transport to access amenities and services.

Mitigation

Precise plans have yet to be made and will be subject to more detailed impact assessments to better understand the impact upon this group in specific areas, and what mitigation might be possible.

Additional Information

It should be noted that 87% of passenger transport journeys are on bus services which are provided commercially without subsidy, and that the County Council is not the sole funder of community transport services in Hampshire.

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Equality Impact Assessment

Name of project/proposal T19 - E13 Waste Disposal Contract
Originator Poyntz-Wright, Patrick
Email address Patrick.Poyntz-Wright@hants.gov.uk
Department Economy, Transport and Environment
Date of Assessment 05 Sep 2017

Description of Service / Policy

The Waste Disposal Contract is the mechanism through which household waste in Hampshire is managed. Specifically, it manages the processing of household wastes after the point at which they have been collected, i.e. via recycling, energy recovery, or disposal as appropriate to the specific nature of the waste materials that have been collected.

Geographical impact* All Hampshire

Description of proposed change

To achieve a significant reduction against the on going cost of managing Hampshire's Waste Recycling Centres network. There will be an impact upon residents, largely in terms of communications, which will be designed to either reduce the amount of waste that is created and/or to increase the amount of waste recycled.

Engagement and consultation

Has engagement or consultation been carried out? Yes

No specific consultation has been carried out on this proposal, however, the County Council carried out a major public consultation exercise over the Summer 2017 on a range of options for finding further budget savings including increasing council tax, using reserves and making changes to the way in which services are delivered, which may mean reducing or withdrawing certain services. The outcome of this consultation will be presented to Cabinet in October 2017.

When decisions are made to pursue the options, further specific consultation will be carried out with stakeholders on the detailed options where required.

Impacts of the proposed change

This impact assessment covers Service users

Statutory considerations	Impact
Age	Neutral
Disability	Neutral
Sexual Orientation	Neutral
Race	Neutral
Religion and Belief	Neutral

Gender Reassignment Neutral

Gender Neutral

Marriage and civil
partnership Neutral

Pregnancy and
Maternity Neutral

Other policy considerations

Poverty Neutral

Rurality Neutral

Neutrality Statement At present, it is not anticipated that these changes will have a disproportionate impact upon any group with protected characteristics. Further impact assessments will be carried out as proposals develop.

Additional Information

Equality Impact Assessment

Name of project/proposal	T19 - E14 Household Waste Recycling Centres (HWRCs) Service Review
Originator	Poyntz-Wright, Patrick
Email address	Patrick.Poyntz-Wright@hants.gov.uk
Department	Economy, Transport and Environment
Date of Assessment	05 Sep 2017

Description of Service / Policy

Hampshire's Household Waste Recycling Centres (HWRCs) are a network of 26 sites (including those in Southampton and Portsmouth) where residents can bring and deposit their household waste. The centres then manage this waste, arranging for its reuse, recycling, or disposal as appropriate. It is a universal service, available to all Hampshire residents.

Geographical impact* All Hampshire

Description of proposed change

To achieve a significant reduction against the on going cost of managing Hampshire's Waste Recycling Centres network. Hampshire currently provides more HWRCs than comparable authorities, with almost 85% of the population currently within five miles of an HWRC. Closure of up to half of the HWRCs network will result in longer travel distances for some users in order to dispose of their waste. There is also the potential for amended opening hours across the HWRC network, which could either limit or enhance users' ability to access the service dependant on location. Subject to a change in the law, an introduction of a nominal charge for access to the HWRCs would have an impact upon service users who would be obliged to make a small financial contribution to dispose of their waste. However, this would also eliminate the need for site closures.

Engagement and consultation

Has engagement or consultation been carried out? Yes

No specific consultation has been carried out on this proposal, however, the County Council carried out a major public consultation exercise over the Summer 2017 on a range of options for finding further budget savings including increasing council tax, using reserves and making changes to the way in which services are delivered, which may mean reducing or withdrawing certain services. The outcome of this consultation will be presented to Cabinet in October 2017.

When decisions are made to pursue the options, further specific consultation will be carried out with stakeholders on the detailed options where required.

Hampshire County Council consulted on similar proposals as part of its proposed 2017 programme of savings, details of which may be viewed in the report presented to the Executive Member for Environment and Transport's Decision Day on the 22nd July 2016.

Impacts of the proposed change

This impact assessment covers Service users

Age	Neutral
Disability	Neutral
Sexual Orientation	Neutral
Race	Neutral
Religion and Belief	Neutral
Gender Reassignment	Neutral
Gender	Neutral
Marriage and civil partnership	Neutral
Pregnancy and Maternity	Neutral

Other policy considerations

Poverty Impact	Low Possible requirement to travel further to sites and incur increased petrol costs, which may impact upon lower income residents disproportionately. If legal changes make charging for access permissible, poorer people will be disproportionately affected by virtue of their being less able to pay.
Rurality Impact	Low Smaller rural HWRC sites are under possible threat of closure. Rural residents may have to make longer journeys to access the service.
Mitigation	

Additional Information

The review will look at re-provisioning of remaining HWRC infrastructure in support of best available geographical coverage for the overall network. This should help mitigate some of the impacts upon the groups considered above.

Engagement will be undertaken with local residents in advance of any closures to help identify best options for future HWRC use.

A further impact assessment will be undertaken in advance of any executive decisions.

HAMPSHIRE COUNTY COUNCIL

Report

Committee:	Economy, Transport & Environment Select Committee
Date:	19 September 2017
Title:	Strategic Transport - Hampshire's Priorities
Report From:	Director of Economy, Transport and Environment

Contact name: Keith Willcox

Tel: 01962 846997

Email: Keith.willcox@hants.gov.uk

1. Purpose of Report

- 1.1. For the Select Committee to scrutinise the attached Executive Decision Report in advance of its consideration for a decision by the Executive Member for Environment and Transport on the afternoon of 19th September 2017.
- 1.2. The Executive Decision Report sets out proposals to progress the design and development for a number of major transport schemes and strategies in order for the County Council to be ready to exploit external funding opportunities and to take best account of the evolving national and sub regional policy landscape.

2. Recommendation

That the Economy, Transport and Environment Select Committee:

2.1. Either:

Support the recommendations being proposed to the Executive Member for Environment and Transport in Section 7 of the attached report.

Or:

Agree any alternative recommendations to the Executive Member for Environment and Transport, with regards to the proposals set out in the attached report.

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Environment and Transport
Date:	19 September 2017
Title:	Strategic Transport – Hampshire’s Priorities
Report From:	Director of Economy, Transport and Environment

Contact name: Keith Willcox

Tel: 01962 846997

Email: keith.willcox@hants.gov.uk

1. Executive Summary

- 1.1. In order to support the County Council’s strategic priority to maintain Hampshire’s strong and sustainable economic growth and prosperity, it is vital the Council is well positioned to secure external funding to help deliver the necessary transport infrastructure to address current and future growth pressures and improve access to employment and services, as well to strengthen the county’s wider connectivity. This report follows on from the Transport Major Schemes Update to the Executive Member for Environment and Transport in June 2016, which approved the continued development of major transport schemes.
- 1.2. Developing robust and timely transport strategies and major transport schemes is both critical and resource intensive. In addition to seeking approval for continued development work, this report also draws attention to the evolving nature of the transport policy landscape and highlights recent changes at both the national and regional level.
- 1.3. It is important the County Council remains aware of this evolving policy environment so it can respond appropriately. This will involve taking steps to continually strengthen its relations with both national and regional stakeholders, including district and borough councils, to inform national and/or sub national transport investment plans and encourage greater alignment of those plans with Hampshire’s own local strategic transport priorities.
- 1.4. By having an agile and robust approach to developing local and strategic transport plans, including interim transport strategies that can be adjusted to reflect changing circumstances and priorities, the County Council will be in a strong position to support local planning authority partners and, critically, well positioned to submit strong and timely funding bids to help deliver its own strategic transport priorities. Section four of this report sets out a work programme that highlights some of those priorities which will be funded through the Major Schemes Development Fund. The work programme complements other significant transport development work being undertaken across the county, including maintaining and updating District Transport Statements.

2. National Context

- 2.1. In March 2013, the then Executive Member for Environment and Transport Decision approved a 'development pool' of transport schemes for which further work was to be undertaken to ensure readiness to maximise future funding opportunities. This 'pool' of major transport schemes has proved to be a sound basis from which the County Council has been able to successfully bid for major scheme funding from a variety of sources, and a number of schemes are now built, under construction or programmed for delivery with funding now secured. The list of schemes has been updated on several occasions as circumstances change, in particular when national transport priorities and funding regimes change.
- 2.2. This upfront effort in the planning of strategies and development of schemes has proved successful. The County Council has a strong track record in securing funding for transport schemes, as evidenced by the Department's capital programme for 2017/18 – 2019/20, which has a total value of £209.5 million (£100m of which is for Integrated Transport), of which some £146m (70%) comes from external sources.
- 2.3. Integration of land use, economic and transport planning is challenging and requires multi agency collaboration. Though there is always room for improvement, multi agency collaboration has worked well in Hampshire, despite the challenges of constantly evolving funding and local planning processes and requirements. The development of transport strategies may include initial work to develop transport policy statements. These allow potential schemes to feature as a planning consideration in relation to future development. The level of detail required can be onerous and costly and, in some cases detail may be pending or dependent upon external factors. It is generally beneficial to establish a policy base for future transport infrastructure, for example for feeding into The Local Enterprise Partnership's (LEP's) Strategic Economic Plans, and in outlining the role and nature of the proposed interventions, including where third party land may be needed, allowing this to be safeguarded through District Council Local Plans.
- 2.4. The ability to fund, plan and deliver transport infrastructure remains challenging with the continued squeeze on public sector funding and evolving national policy landscape. Increasing housing delivery remains a top priority for the Government but, in spite of this year's Housing White Paper, the challenge of funding associated infrastructure that would help unlock housing remains largely unaddressed, albeit that the emerging Housing Infrastructure Fund (HIF) proposals and programme are now targeting this issue. Brexit means that economic growth, particularly increasing global trade, is considered more essential than ever for the UK's long-term prosperity. The importance of infrastructure to securing economic competitiveness and future growth is reflected in the work of the National Infrastructure Commission and the Government's Industrial Strategy Green Paper.
- 2.5. Recent national developments include:
 - The £2.3 billion [Housing Infrastructure Fund](#) (HIF) – open to competitive bids from local authorities for infrastructure to support new housing.

- The Department for [Transport's Transport Investment Strategy](#), including outline plans for a Major Route Network and a Port Connectivity Study.
 - Highways England's development of its next [Road Investment Strategy](#) (RIS2 for the period post 2020)
 - Network Rail's development of its rail investment plan for [Control Period 6](#) (April 2019 – March 2024)
 - The Department for Environment, Food and Rural Affairs [Air quality plan for nitrogen dioxide \(NO2\) in UK \(2017\)](#)
- 2.6. A significant new funding opportunity comes with July's announcement of the Housing Infrastructure Fund (HIF) which is designed to help smaller developments with marginal viability and to help forward-fund infrastructure to facilitate larger housing sites. Upper tier authorities can apply to HIF for Forward Funding up to the value of £250 million by submitting an Expression of Interest by 28 September 2017 and, if that is successful, by then submitting a detailed bid by Spring 2018. HIF further illustrates the Government's continued priority to increase housing numbers and to bring forward housing by funding major scheme investments. Whereas previously the Local Growth Funding allocated to the LEPs has meant that the largest transformational schemes have tended to be unaffordable.
- 2.7. The Transport Investment Strategy aims to harness the power of transport investment to drive balanced economic growth, unlock new housing projects and support the Government's Industrial Strategy. The creation of a Major Road Network (MRN) would see a share of the National Road Fund, funded by Vehicle Excise Duty and currently reserved for the Strategic Road Network, be allocated to local highway authorities to improve or replace their most economically important roads. Detailed proposals have yet to be published and will be subject to consultation. Therefore the impact of an MRN on the funding and maintenance of the local highway network is not fully clear, nor is the role that the Sub National Transport Bodies would be given in relation to the creation of an MRN.
- 2.8. The Transport Strategy makes reference to a Port Connectivity Study which the County Council is keen to assist with and, in liaison with Associated British Ports (ABP) Southampton, will emphasise the points it has previously made to the National Infrastructure Commission about the importance of the A34/M3 corridor for the UK car industry accessing global markets via the Port of Southampton, as well as the importance of improving rail freight links through this strategic corridor. The Transport Strategy also refers to a new Aviation Strategy which looks beyond Heathrow expansion at the future of the UK's aviation sector. It seeks to identify the steps that will be needed to build a global and better connected Britain, and encourage more competitive markets, whilst also managing the environmental impacts. Consultation on this strategy will continue over 2017- 2018 before it is finalised at the end of 2018.
- 2.9. The latest Air Quality Plan has been publicised for its commitment to stop sales of conventional cars from 2040 in favour of zero emission vehicles. However the Government has yet to commit to a national car scrappage scheme – which could be subject to a future consultation – and is placing most

responsibility on local authorities to reduce roadside emissions. Its Air Quality Plan identifies areas where NO₂ levels are above the legal limit, including three locations in Hampshire and one in Southampton, and requiring local authorities in those areas to implement Clean Air Zone plans by March 2018. A £255 million Clean Air Fund has been established to help support the plans, with the aim of reducing the need to restrict polluting vehicles by, for example, changing road layouts, removing traffic lights or upgrading bus fleets.

3. Sub National / Regional Context

3.1. Recent developments include:

- The emergence of a Sub National Transport Body for the South East (TfSE) – it is currently operating in shadow form;
- Refresh of LEP Strategic Economic Plans; and
- Ongoing engagement with national transport bodies, both directly and via TfSE.

3.2. Hampshire County Council has taken an active role from the start in supporting the development of TfSE and provided a [background report](#) to Cabinet in December 2016. Work is currently underway to develop a Transport Strategy for the South East region, and initial discussions are taking place with national agencies and the Secretary of State for Transport.

3.3. TfSE is set to become an increasingly important mechanism for influencing national transport funding in the region. It has already submitted a list of priorities to Highways England to help inform the next Road Investment Strategy (RIS2). This included the County Council's view that there is a strategic case for a new or improved link between the M3 and the M4, as well as improvements to the M27/A27 south coast corridor, and the Solent Metro. TfSE is also pressing for a number of studies/investigations to be carried out during the Road Investment Strategy 2 period, including on the feasibility of upgrading the A34 to motorway standard from Winchester to the Midlands. Other work that TfSE will be undertaking is the development of a new Major Route Network (MRN), a network of 'middle tier' local authority A Roads that sit between the Strategic Road Network and other local roads. As part of this, proposals will be put forward to allocate a proportion of the National Roads Fund to the MRN. The County Council as Highway Authority will also be responding to the Department for Transport's consultation.

3.4. The County Council is also continuing to work closely with Network Rail and is keen to develop a strategic alliance with the new South West Trains franchise holder MTR First. It recently set out its rail position statement as an aid to on-going discussions with the sector and TfSE. One of its main priorities is to secure better rail access between Hampshire and London Heathrow and therefore will be working closely with partners over the coming months to lobby for an appropriate Southern Rail Access scheme that benefits the wider southern region.

3.5. The County Council is pleased that both Enterprise M3 and Solent LEP are involved with TfSE. All LEPs are due to review and update their Strategic

Economic Plans in the coming months, with Enterprise M3 having already begun the process and received comments from the County Council, which stressed the importance of infrastructure for sustaining a prosperous economy and the spatial dimension of the Strategic Economic Plan, with increased importance on 'place based' plans, and welcomed the fact that Winchester may be added to its Step Up towns, and thus potentially could benefit from a local growth deal.

- 3.6. Solent LEP have yet to consult on its Strategic Economic Plan refresh but in the meantime Hampshire County Council is working closely with the Solent LEP on its plans to advance a Major Scheme Business Case for "Solent Metro", which will comprise a package of phased, multi modal transport measures to improve access in South Hampshire.

4. Hampshire Strategic Transport Work Programme as of August 2017

- 4.1. In identifying the required strategies and prioritising projects and major schemes, the Strategic Transport work programme takes account of both the wider policy landscape, as summarised above, and current and emerging Local Plans. Further adjustments to the work programme may be necessary as the external policy and funding landscape alters.
- 4.2. The Strategic Transport work programme is being progressed alongside other transport development work and is additional to the on-going work arising from agreed strategies/position statements, such as the County Council's Rail Position Statement and Hampshire's Walking and Cycling Strategies.
- 4.3. The Strategic Transport work programme, as outlined below, is focussed on projects and schemes which have a good strategic case, and therefore a realistic prospect of attracting funding within the short to medium term.

Table 4.4 - Strategic Transport Work Programme within the EM3 LEP area	
Strategies	Summary Description
Transport Delivery Plan (EM3 area)	Work to identify and test a long list of large transport schemes to see which ones offer greatest value.
Basingstoke West Phase II Strategic Transport Study	Longer term strategy planning for strategic growth at Manydown
Basingstoke Town Centre Transport Masterplan	Transport Strategy seeking to identify measures for accessing the town centre and Basing View
Basingstoke Transport Strategy	Strategy considering wider Basingstoke in the context of current development proposals.
Basingstoke Metro	Study to identify opportunities for public transport in the context of medium and longer term strategic growth.
Liphook Transport Strategy	Strategy being developed for and funded by East Hampshire District Council
Whitehill and Bordon Strategy Refresh	Following the success in securing funding for the Relief Road and integration works along the existing A325, the original transport strategy is now being refined and developed to support the delivery of the masterplan development.
Queen Elizabeth Barracks Transport Strategy Review	Review and update of the existing strategy developed at the time of the original planning permission to support delivery of the QEB development.

City of Winchester Movement Strategy	To develop a new transport strategy including evidence base collection, traffic modelling and engagement activity.
Schemes in current development	Summary Description
A30 & A340 Basingstoke South West Corridor	Scheme to mitigate planned new strategic development. Design work ongoing to identify preferred scheme.
A325 Farnborough Growth Package	Scheme to enhance road capacity and opportunities for public transport walking and cycling.
Schemes for Longer Term Development	Summary Description
Alton Transport Strategy	Study looking at impacts of cumulative development and possible solutions for an autumn western bypass.

Table 4.5 - Strategic Transport Work Programme within the Solent LEP area

Strategies	Summary Description
Transport Delivery Plan (Solent area)	Work to identify a long list of large transport schemes and test them to see which ones offer greatest value
Eastleigh Full Strategic Transport	A refresh of interim strategy to assist the planning process in line with the local plan review
Totton and the Waterside Interim Strategic Transport Strategy	Study to identify opportunities for improvements to facilitate potential new development (including possible port expansion) and enhance capacity. Optioneering underway.
Totton and the Waterside Full Strategic Transport Strategy	As above
Solent Metro/South East Hampshire Rapid Transit	Working with Solent LEP and Solent Transport to identify schemes in a phased approach to offer a step change in public transport to facilitate new development and housing.
A27 Havant and Hayling Island Transport Strategy	Study to identify opportunities for a new major junction to facilitate planned new development and support the review of the local plan.
A27 Route Management Strategy	Strategy to improve safety, accessibility and capacity on the local road network, parallel to the M27
Schemes in Current Development	Summary Description
Stubbington Bypass	To divert traffic around the outskirts of Stubbington and improve reliability of journeys onto and off the Gosport peninsula, and by removing transport barriers support regeneration and investment in the area
Stubbington Village Enhancements	Traffic management measures to support bypass and help further reduce through traffic in Stubbington.
B3354/B2177 Corridor Junction Improvements	Junction improvements to help reduce key delay points on these important alternatives to the Strategic Road network
A335 Wide Lane Bridge and Spitfire Roundabout	Scheme being developed as part of access strategy for Southampton Airport Economic Gateway.
B3037 Bishopstoke Road, Junction Improvement	Scheme being developed as part of access strategy for Southampton Airport Economic Gateway timing linked to re-development at Barton Park but wider justification in capacity and air quality terms.
A3025 Hamble Lane – capacity improvements	Capacity improvements to add value to Highways England's improvements to M27 Junction 8 and Windhover roundabouts which will have capacity benefits for access to the peninsula.

Botley Bypass	Planning Application submitted July 2017 for a bypass for Botley village which will have capacity and Air Quality benefits. Potential to implement as a phased scheme.
Welborne	M27 Junction 10 and associated transport work.
M27 Junction 9 and Whitely Corridor	Motorway Junction being designed and implemented on behalf of Highways England and transport improvements to support development.
Schemes for Medium to Longer Term Development	Summary Description
Botley Village Enhancements	Traffic management measures to support bypass and help further reduce through traffic in Botley.
Welborne Transport Mitigation	Linked to strategic development proposals

- 4.6. Some studies will benefit from having an interim transport strategy statement so as to give them status within the local planning process and a greater chance of securing appropriate infrastructure.
- 4.7. The need for occasional interim transport strategies is illustrated by the Waterside Transport Study. There is significant uncertainty about what development will take place on the Waterside. It is subject to an emerging Local Plan which could potentially allocate land for over 4,000 new homes and 2,000 additional jobs along the Waterside. In addition, the expansion of the Port of Southampton into the Waterside is a further potential scenario which will be of national interest given the role the port plays in facilitating global trade. If the Port's expansion proposals were to come forward, it would be the result of a commercial proposition from the port operators, and would be the subject of a Nationally Significant Infrastructure Project (NSIP) planning decision, to which the County Council would need to respond robustly and quickly to ensure proper consideration is given to what would be potentially very significant local and strategic transport impacts.
- 4.8. This is a case where an interim transport strategy statement would help as the County Council would need to have an understanding of what trade would operate from an expanded port, and would also need to be able to identify the associated transport impacts and infrastructure needs. The Council has already begun to gather evidence and identify infrastructure needs, but as it is not possible to develop a detailed Transport Strategy in time for the Local Plan programme, it would be helpful to have an interim transport statement to aid the local planning process.

5. Finance

- 5.1 A Major Schemes Development Fund of £1 million (revenue) for 2017 – 2018 has been allocated for development of transport strategies and major transport schemes. It is expected that this fund will be prioritised to ensure that critical preparatory work on scheme development and funds bids can be resourced to maximise opportunities to secure the funding and delivery of critical strategic and local transport infrastructure and provision.
- 5.2 Various district and borough councils are contributing towards development work because they value and see the need for this work. The combined value

of these contributions currently roughly matches the budget set aside for this purpose by the County Council.

6. Consultation and Equalities

- 6.1. Some future strategies and schemes may require engagement or consultations in their own right. There are no equalities issues identified in relation to this specific decision.

7. Recommendations

- 7.1. That authority is given to progress design and development work for a raft of major schemes and strategies, as set out in the supporting report, to an appropriate state of readiness to take advantage of funding opportunities.
- 7.2. That authority is delegated to the Director of Economy, Transport and Environment to make in year changes to the programme of works in consultation with the Executive Member for Environment and Transport in order to be able to respond flexibly to new opportunities.
- 7.3. That authority is delegated to the Director of Economy, Transport and Environment to complete and submit business cases and to secure funding opportunities as they arise.

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:	yes
People in Hampshire enjoy being part of strong, inclusive communities:	yes

Section 100 D - Local Government Act 1972 - background documents

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

Document

Location

None

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:

It is considered that there will be neutral impact on groups with protected characteristics. This is primarily a progress report concerning activities and tasks to develop transport strategies and major schemes in Strategic Transport's work programme. Delivery of any major transport scheme will be subject to an individual equality impact assessment.

2. Impact on Crime and Disorder:

2.1. No impact

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?

Recommendations in this report relate to the development of strategies and schemes, rather than delivery, and therefore have no direct impact on climate change. The impacts of specific schemes will be assessed as part of project development.

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HAMPSHIRE COUNTY COUNCIL

Report

Committee:	Economy, Transport and Environment Select Committee
Date:	19 September 2017
Title:	Road Safety Task and Finish Group
Report From:	Director of Transformation and Governance – Corporate Services

Contact name: Marie Mannveille

Tel: 01962 845018

Email: marie.mannveille@hants.gov.uk

1. Purpose of Report

1.1. To establish a Task and Finish Working Group on the topic of Road Safety.

2. Contextual Information

2.1. In 2016 the Economy Transport and Environment Select Committee pre-scrutinised proposals to revise the traffic management policy to focus on schemes responding to safety led issues. Data suggested there had been a slight increase in serious and fatal accidents between 2003 and 2014, and the revised policy would prioritise activity to address accidents.

2.2. As a result of scrutiny of this topic during 2016 the Select Committee resolved to initiate a Task & Finish Group on Road Safety, to review the approach to casualty reduction (safety engineering) and casualty prevention (road safety education) to form a view on future service priorities. However, it was subsequently decided to defer this piece of work, due to the county council elections in May 2017.

2.3. At the meeting of the Policy & Resources Select Committee held on 22 June 2017 the annual corporate performance report for 2016/17 was considered, which reported that the performance indicator for the number of people killed or seriously injured on Hampshire roads was rated as a risk, as the three year average figure was higher than the target. The Policy & Resources Select Committee referred the topic to the Economy Transport and Environment Select Committee for further consideration. At the 30 June 2017 meeting of the Economy Transport and Environment Select Committee, the Select Committee resolved to look in to this topic by reinstating the previously planned working group.

3. Task and Finish Working Group

3.1. A draft terms of reference for a working group on the topic of Road Safety is attached at Appendix 1. It is proposed that the working group comprise up to 6

Members of the Economy Transport and Environment Select Committee, on a proportional basis.

- 3.2. It is proposed that following agreement of the membership of the working group at the September meeting, the working group hold an initial meeting in the autumn of 2017, with further meetings convened as required. The Working Group to report it's findings and any recommendations to the full Select Committee in 2018, for approval and forwarding to the relevant Executive Member for consideration.

4. Recommendations

- 4.1. That the Economy Transport and Environment Select Committee agree the terms of reference for a Task & Finish Working Group on Road Safety.
- 4.2. That the Membership of the Task & Finish Working Group is agreed (to be confirmed at the meeting).

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

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

Other Significant Links

Links to previous Member decisions:	
<u>Title</u> Road Casualty Reduction	<u>Date</u> 30 June 2016
Direct links to specific legislation or Government Directives	
<u>Title</u>	<u>Date</u>

Section 100 D - Local Government Act 1972 - background documents

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

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

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 report is about setting up a working group, it is not recommending any action. If any changes in policy etc are recommended as a result of this working group, impact assessments will be undertaken as necessary for consideration when the changes are considered.

2. Climate Change:

2.1

- 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?

2.2. This report is about setting up a working group, it is not recommending any action. If any changes in policy etc are recommended as a result of this working group, impact assessments will be undertaken as necessary for consideration when the changes are considered.

ECONOMY TRANSPORT & ENVIRONMENT SELECT COMMITTEE

TASK AND FINISH WORKING GROUP:

ROAD SAFETY

TERMS OF REFERENCE

1. Role and Purpose of the Task and Finish Working Group

The Task and Finish Working Group is a working group of the Economy Transport & Environment Select Committee, and is appointed in accordance with the Constitution of Hampshire County Council.

The Task and Finish Group's purpose is to provide recommendations regarding the future priorities for Road Safety activity.

2. Scope of the Task and Finish Group

In 2016 the Select Committee pre-scrutinised proposals to revise the traffic management policy to focus on schemes responding to safety led issues. Data suggested there had been a slight increase in serious and fatal accidents between 2003 and 2014, and the revised policy would prioritise activity to address accidents.

As a result of scrutiny of this topic during 2016 the Select Committee resolved to initiate a Task & Finish Group on Road Safety, to review the approach to casualty reduction (safety engineering) and casualty prevention (road safety education) to form an early view on future service priorities.

At the June 2017 meeting when the work programme was reviewed for the new administration, the Committee resolved to continue with this planned working group.

The Task and Finish Group will therefore consider:

- Casualty figures/recent trends
- Data for Hampshire compared to similar authorities and nationally
- Casualty Prevention (road safety education)
- Road Safety Engineering
- Accident data compared to perceived dangerous locations
- Causes of accidents and how these issues can be addressed
- Role of Road Safety Councils
- Evidence of good practice interventions that are effective
- Safer Roads Fund

This will be considered in the context of the County Council's budget, and the requirement to make further savings in order to balance the budget in 2019.

3. Method

The task and finish group will meet to consider their scope and identify the evidence they wish to consider. Evidence will be requested from officers in the

Economy Transport & Environment Department to support the Group in investigating the issues within their scope. Evidence from other authorities/national good practice will be sought if requested.

Exclusions:

This group will only consider the roads Hampshire County Council is responsible for (therefore excludes Motorway and trunk roads).

4. Membership

The working group shall be a cross party proportional group of up to six Members, drawn from the Economy Transport & Environment Select Committee.

5. Meetings

The task and finish Group shall hold an initial meeting in Autumn 2017. After this, it shall meet as often as required to complete its work. It is anticipated the work of the group shall conclude in time for recommendations to be presented to the decision maker in 2018.

6. Code of Conduct

Elected Members of the Working Group shall comply with the Hampshire County Council Code of Conduct applicable to Members.

7. Reporting

The task and finish Group will make a final report to the full Economy Transport and Environment Select Committee, for the Select Committee to approve any proposed recommendations. The report and recommendations will then be provided to the Executive Member for Environment & Transport.

The Working Group will cease to exist once its purpose has been fulfilled.

HAMPSHIRE COUNTY COUNCIL

Report

Committee:	Economy, Transport and Environment Select Committee
Date:	19 September 2017
Title:	Work Programme
Report From:	Director of Transformation & Governance – Corporate Services

Contact name: Marie Mannveille, Scrutiny Officer

Tel: 01962 845018

Email: marie.mannveille@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.

2. Recommendation

That the Economy, Transport and Environment Select Committee approve the attached work programme.

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.)

Document

Location

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 – ECONOMY, TRANSPORT AND ENVIRONMENT SELECT COMMITTEE

Topic	Issue	Reason for inclusion	Status and Outcomes	19 September 2017	14 November 2017	16 January 2018	24 April 2018
Overview/Pre-Scrutiny - <i>To maintain an overview of the Environment and Transportation in Hampshire agenda, and to consider proposed scrutiny topics for inclusion in the work programme.</i>							
Pre-scrutiny	ETE Dept Capital and Revenue budgets	Pre scrutiny of department budget prior to Executive Member sign-off	Select Committee's pre-scrutinise the budget proposals annually in January.			✓	
Pre-scrutiny	Consideration of Departmental Transformation to 2019 savings proposals	To provide feedback to the Executive Member prior to decisions being taken	Outline proposals and feedback from public consultation due to be considered September 2017. Any service/policy changes due as a result to receive further scrutiny over the coming year prior to any decisions.	✓			
Overview	Air Pollution/Air Quality	Request Cllr Kyrle June 2017	Potential initial item to November 2017 meeting.		✓		

Topic	Issue	Reason for inclusion	Status and Outcomes	19 September 2017	14 November 2017	16 January 2018	24 April 2018
Pre-Scrutiny	20mph speed limits	Requested by Cllr Tod June 2017.	To consider the outcomes of a review of pilot 20mph schemes, prior to a decision by the Executive Member.		✓		
Overview	Managing a Declining Highway Asset	Requested by Cllr Hughes June 2017	To receive an overview of the position, potentially via a workshop in autumn 2017.				
Scrutiny - to scrutinise, in-depth, priority areas agreed by the Committee, and supported by Policy and Resources Select Committee							
Task and Finish Group	Road Safety	Referred from Policy and Resources Select Committee June 2017 due to performance against measure of deaths and serious injuries on Hampshire roads in 2016/17.	To agree terms of reference and membership of task and finish group in September 2017.	✓			

Topic	Issue	Reason for inclusion	Status and Outcomes	19 September 2017	14 November 2017	16 January 2018	24 April 2018
Real-time Scrutiny - to scrutinise light-touch items agreed by the Committee, through working groups or items at formal meetings.							
Item at meeting?	Waste - Recycling rates and future infrastructure requirements	Request by Cllr Kyrle June 2017, following Director of ETE identifying this as an area for consideration in this administration.	Timing tbc				
Item at meeting	Policy to enable community funded traffic management measures	Request by Cllr Mellor June 2017	To review the impact of the current policy position.				✓
Monitoring Scrutiny Outcomes - to examine responses to the Committee's reports or comments and check on subsequent progress.							
Update	Concessionary Fares	Request Cllr Westbrook July 2017 to retain on work programme.	Change in policy January 2017 to no-longer auto renew older persons passes that have not been used for 6 months. To review data on impact of this change.		✓		
Update	Fly Tipping	Request by Cllr Bennison June 2017	Update on Fly Tipping, following strategy agreed in March 2017				✓

Suggestions to be added when timely:

- Review of Walking and Cycling Strategies brought in in 2016 (request by Cllr Tod June 2017)
- Impact of Brexit on the Hampshire Economy (request by Cllr Kyrle June 2017)