

# Public Document Pack



## NOTICE OF MEETING

<b>Meeting</b>	Economy, Transport and Environment Select Committee
<b>Date and Time</b>	Thursday 27th January, 2022 at 10.00 am
<b>Place</b>	Ashburton Hall - HCC
<b>Enquiries to</b>	members.services@hants.gov.uk

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

## FILMING AND BROADCAST NOTIFICATION

This meeting may be recorded and broadcast live on the County Council's website. 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 Part 3 Paragraph 1.5 of the County Council's Members' Code of Conduct, leave the meeting while the matter is discussed, save for exercising any right to speak in accordance with Paragraph 1.6 of the Code. Furthermore all Members with a Personal Interest in a matter being considered at the meeting should consider, having regard to Part 5, Paragraph 4 of the Code, whether such interest should be declared, and having regard to Part 5, Paragraph 5 of the Code, consider whether it is appropriate to leave the meeting while the matter is discussed, save for exercising any right to speak in accordance with the Code.

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

To confirm the minutes of the previous meeting

### 4. DEPUTATIONS

To receive any deputations notified under Standing Order 12.

**5. CHAIRMAN'S ANNOUNCEMENTS**

To receive any announcements the Chairman may wish to make.

**6. ETE PROPOSED CAPITAL PROGRAMME 2022/23, 2023/24 AND 2024/25** (Pages 9 - 38)

To pre-scrutinise a report of the Director of Economy, Transport and Environment for the Executive Lead Member for Economy Transport and Environment regarding the proposals for the Economy, Transport and Environment Capital programme for 2022/23, 2023/24 and 2024/25 and seeking approval for their onward submission to the Cabinet in February 2022.

**7. 2022/23 REVENUE BUDGET REPORT FOR ECONOMY, TRANSPORT AND ENVIRONMENT** (Pages 39 - 60)

To pre-scrutinise a report of the Director of Economy, Transport and Environment and the Director of Corporate Operations for the Executive Lead Member for Economy Transport and Environment regarding proposals for the 2022/23 budget for Economy, Transport and Environment in accordance with the Council's Medium Term Financial Strategy (MTFS) approved by the County Council in November 2021.

**8. HWRC BOOKING SYSTEM** (Pages 61 - 70)

To pre-scrutinise a report of the Director of Economy, Transport and Environment to the Executive Lead Member for Economy, Transport and Environment regarding the future of the booking system that has been in place for Hampshire HWRCs since June 2020 and is due to be de-commissioned in April 2022.

**9. TASK AND FINISH WORKING GROUP PROPOSAL** (Pages 71 - 76)

To consider a report from the Chief Executive regarding a Task & Finish Group proposal.

**10. WORK PROGRAMME** (Pages 77 - 82)

To review and approve the current 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](mailto:members.services@hants.gov.uk) for assistance.**

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

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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  
Thursday, 18th November, 2021

Chairman:

\* Councillor Stephen Philpott

* Councillor Derek Mellor	* Councillor Elaine Still
* Councillor Nick Adams-King	* Councillor Martin Tod
* Councillor Debbie Curnow-Ford	* Councillor Rupert Kyrle
* Councillor Barry Dunning	* Councillor Hugh Lumby
* Councillor Tim Groves	* Councillor Elaine Still
* Councillor Gary Hughes	* Councillor Martin Tod
* Councillor Louise Parker-Jones	* Councillor Rhydian Vaughan MBE
* Councillor Rupert Kyrle	* Councillor Bill Withers Lt Col (Retd)
* Councillor Hugh Lumby	

\*Present

Also present with the agreement of the Chairman: Councillor Rob Humby, Executive Lead Member for Economy, Transport and Environment  
Councillor Jan Warwick, Executive Member for Climate Change and Sustainability

## 21. WELCOME AND APOLOGIES FOR ABSENCE

All Members were present and no apologies were noted.

Councillor Louise Parker-Jones was welcomed to the Committee as a new Member and Councillor Kim Taylor was thanked for her contribution on the Committee.

## 22. DECLARATIONS OF INTEREST

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

23. **MINUTES OF PREVIOUS MEETING**

It was confirmed that the figure was £79 *million* in section 18 of the minutes. The minutes of the last meeting were then agreed.

24. **DEPUTATIONS**

There were no deputations for the meeting.

25. **CHAIRMAN'S ANNOUNCEMENTS**

There were no formal Chairman's Announcements.

26. **GOVERNMENT CONSULTATION ON REGULATORY REVIEW OF ZERO EMISSIONS VEHICLES**

***Councillor Martin Tod declared an interest as the Cabinet Member for Economic Recovery at Winchester City Council.***

***Councillor Rupert Kyrle declared an interest as the Cabinet Member for Environment at Eastleigh Borough Council.***

***Councillor Nick Adams-King declared an interest as the Cabinet Member for Strategic Regeneration and Partnership (South), Recycling, Environmental Services and Car Park Parking at Test Valley Borough Council.***

***Councillor Barry Dunning declared an interest as a Member of the Community, Partnerships & Wellbeing Overview and Scrutiny Panel at New Forest District Council.***

The Select Committee considered a report from the Director of Economy, Transport and Environment (item 6 in the minute book), regarding progress on the County Council's draft response to the Government's consultation on a regulatory review of zero emission vehicles and in particular the recharging of electric vehicles (EV).

Members made the following observations:

- It was important to consider future-proofing how charging was done in case of any longer-term changes and have some standardisation of sockets and cables.
- Planning processes should be developed to ensure that new residential and retail areas are designed with electric vehicle charging in mind.
- It was important that private companies were not able to choose the most financially beneficial areas to install charging points and the priority was a viable network of sustainable points across the County.
- Working closely with District Councils going forward was crucial.
- Having enough electricity in the right areas was another factor to be considered

Officers welcomed the views of the Committee and agreed there were many aspects to consider going forward. It was confirmed that guidance had been published on charging vehicle points at home<sup>1</sup>, which was available to all residents.

The Executive Lead Member for Economy, Transport and Environment agreed that technology advanced quickly but that it shouldn't deter the Council from looking at options and enforced the importance of joined-up working with partners and suppliers. The Executive Member for Climate Change and Sustainability also highlighted that not all residents could afford to invest in electric vehicles and that public transport was also important going forward.

#### RESOLVED

The committee considered and offered comments on the proposed basis for the County Council's response to the consultation as set out in the minute above.

## 27. ENVIRONMENT BILL UPDATE

***Councillor Martin Tod declared an interest as the Cabinet Member for Economic Recovery at Winchester City Council.***

***Councillor Rupert Kyrle declared an interest as the Cabinet Member for Environment at Eastleigh Borough Council.***

***Councillor Nick Adams-King declared an interest as the Cabinet Member for Strategic Regeneration and Partnership (South), Recycling, Environmental Services and Car Park Parking at Test Valley Borough Council.***

***Councillor Barry Dunning declared an interest as a Member of the Community, Partnerships & Wellbeing Overview and Scrutiny Panel at New Forest District Council.***

The Select Committee received a presentation from the Assistant Director for Waste, Planning and Environment (item 7 in the minute book) on the waste & resource related elements of the Environment Act 2021.

proposed Environment Bill.

The proposals were summarised, which included environmental targets and waste measures as well as increased enforcement powers to tackle Fly-Tipping. The Committee was informed about potential implications for the County Council and the challenges around recycling as well as timescales involved.

During questions, Members learned that whilst there were still some unknowns around proposals, the County Council were still able to plan changes needed to infrastructure and work with Districts as more information emerged. The increased fines around Fly-Tipping would be particularly beneficial as currently the fines were often not enough to cover the costs of pursuing and prosecution.

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<sup>1</sup> <https://www.hants.gov.uk/transport/electric-vehicles/ev-charging-guidance>

The Executive Lead Member for Economy, Transport and Environment agreed that it was good to have some direction with the Environment Act despite there still being some further details to be released.

Members thanked officers for their work and for the update.

28. **WORK PROGRAMME**

The Chairman confirmed that the 7 April meeting would be brought forward to 10 March to better align with departmental business. An extraordinary meeting would also be looked at for February 2022, which would allow the Select Committee to analyse the results of the School Streets Pilot as well as receive further information and be able to input on LTP4.

At Full Council on 4 November the Executive Lead Member for Economy, Transport and Environment mentioned a review on the 20mph Speed Limit Policy and further details of this would come to the January 2022 Select Committee meeting as a potential Working Group.

It was agreed that flexibility was needed on many items currently on the work programme but these would be reviewed regularly and updated when necessary.

Following discussion, the work programme was agreed by the Select Committee.

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Chairman,



## HAMPSHIRE COUNTY COUNCIL

### Report

<b>Committee:</b>	Economy, Transport & Environment Select Committee
<b>Date:</b>	27 January 2022
<b>Title:</b>	ETE Proposed Capital Programme 2022/23, 2023/24 and 2024/25
<b>Report From:</b>	Director of Economy, Transport and Environment and Director of Corporate Operations

**Contact name:** Stuart Jarvis and Sue Lapham

**Tel:** 01962 845260  
03707 794503

**Email:** stuart.jarvis@hants.gov.uk  
sue.lapham@hants.gov.uk

#### Purpose of this Report

1. The purpose of this report is to set out proposals for the 2022/23 budget for services within the Economy, Transport and Environment Department in accordance with the Council's Medium Term Financial Strategy (MTFS).
2. The Executive Lead Member for Economy, Transport and Environment is requested to approve the proposals for submission to Cabinet and County Council in February 2022.

#### Recommendations

That, in regards to the capital programme for 2022/23, 2023/24 and 2024/25, the Select Committee either:

supports the recommendations being proposed to the Executive Lead Member for Economy, Transport and Environment

Or:

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

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## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Lead Member for Economy, Transport and Environment
<b>Date:</b>	27 January 2022
<b>Title:</b>	ETE Proposed Capital Programme 2022/23, 2023/24 and 2024/25
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Maria Golley

**Tel:** 0370 779 0492

**Email:** maria.golley@hants.gov.uk

#### Purpose of this Report

1. The purpose of this report is to set out, subject to confirmation of funding, the proposals for the Economy, Transport and Environment (ETE) Capital programme for 2022/23, 2023/24 and 2024/25 and to seek approval for their onward submission to Cabinet in February 2022. Appendix 1 is the approved format for the budget book and Appendix 2 is a simplified view with expenditure profiled.

#### Recommendations

2. That the Executive Lead Member for Economy, Transport and Environment recommends approval to the Leader and Cabinet of the proposed 2022/23, 2023/24 and 2024/25 capital programmes totalling £274.899 million, as set out in this report and in Appendices 1 and 2.
3. That the Executive Lead Member for Economy, Transport and Environment delegates authority to the Director of Economy, Transport and Environment, in consultation with the Executive Lead Member for Economy, Transport and Environment, to make minor amendments to the split of funding across sub-programmes within the Structural Maintenance programme.

#### Executive Summary

4. The proposals set out in this report amount to over £274 million across the next three years. Government formula settlements (£115.701 million) and Government competitively bid grants (£56.399 million) make up the bulk of the funding. The remainder is funded through a mix of local resources, (£66.201 million), developer contributions (£36.190 million), and other local authority contributions (£0.408million).

5. This year's ETE forward capital programme is ambitious in scale and outlook, notably in delivering transport infrastructure priorities across the County. Given the modest annual Local Transport Plan (LTP) Integrated Transport Block funding (£5.338 million annually), the programme reflects the need of the County Council to obtain additional external funding, through competitive bidding processes, to maximise the potential for delivery and address funding gaps. At the time of writing, as the major source of funding is still subject to confirmation by DfT, further updates will be provided in the quarterly capital programme reports as announcements are made throughout the year. It should be noted that Government decisions have resulted in the removal of funding opportunities, such as the withdrawal of the pinch point funding stream in 2021, which causes disruption to the forward programme.

### **Contextual Information**

6. The Executive Lead Member for Economy, Transport and Environment can now prepare proposals for:
  - A locally resourced capital programme for three years from 2022/23 to 2024/25 within the guidelines of the current capital programme; and
  - A programme of capital schemes supported by Government Grants in 2022/23, 2023/24 and 2024/25.
7. The 2022/23, 2023/24 and 2024/25 programmes set out primarily new capital resources, with the latter two years based on indicative schemes and figures. The 2022/23 and 2023/24 programmes replace previously approved programmes, they do not add to them.
8. ETE's forward capital programme includes the following programmes:
  - Structural Maintenance;
  - Integrated Transport;
  - Waste; and
  - Flood Risk and Coastal Defence.
9. The proposed programmes have been prepared in consultation with the Executive Lead Member for Economy, Transport and Environment and have been reviewed by the Economy, Transport and Environment Select Committee. They are to be reported to the Leader and Cabinet on 8 February 2022 to make final recommendation to Council later in February 2022.
10. The three year capital programme provides details of the schemes expected to commence during 2022/23, 2023/24 and 2024/25. Circumstances outside the County Council's control such as further Covid-19 restrictions, the changing commercial outlook across the highways and civil engineering sectors and the potential need for broader environmental considerations, may cause some schemes to be delayed to later financial years.

11. Of significant note is the current uncertainty with the global economic outlook and there is already evidence that this is impacting the stability of the UK market. Inflationary pressures have increased through 2021 leading to shortages of some key materials, rising fuel costs, higher labour costs, an ongoing shortage of HGV drivers, and ongoing disruption caused by the current wave of the Covid 19 pandemic which is continuing to impact logistics and supply chains. Significant investment in infrastructure projects, both globally and nationally, has also seen high numbers of schemes seeking to be delivered to similar timescales and this has had the effect of saturating the marketplace making competition and costs somewhat volatile and difficult to predict. Industry sources forecast that this instability may be present for some years ahead. Should predicted scheme values require amendment, this will be dealt with through the normal governance process.
12. The County Council prides itself on being a client of choice for its contractor partners and the strong collaborative relationships that are already in place will give Hampshire County Council the best chance of successfully delivering ETE's forward capital programme, despite the broader challenges. The early engagement of contractors in schemes will be vital in securing both cost certainty and optimal value for money solutions, in addition to helping with forward programme management and providing insight into the market sector.

## PART A - RESOURCES

### Local Resources

13. Local resources guidelines were agreed by Cabinet on 7th December 2021.  
Total local resources amount to £66.201 million over the next three years.

**Table 1: Local Resources**

	2022/23 £000	2023/24 £000	2024/25 £000	Total £000
Capital Guidelines	1,929	1,929	1,929	5,787
Revenue Reserve	10,000	10,000	10,000	30,000
<b>Original Capital Guidelines</b>	<b>11,929</b>	<b>11,929</b>	<b>11,929</b>	<b>35,787</b>
Additional Approval - Prudential Borrowing (Efficiency Savings)	30,000	0	0	30,000
Additional Approvals (Capital Receipts)	0	0	414	414

<b>Revised Local Resources</b>	<b>41,929</b>	<b>11,929</b>	<b>12,343</b>	<b>66,201</b>

### **Government Formula Allocations**

14. The Department for Transport (DfT) allocations for Integrated Transport and Structural Maintenance for 2022/23, 2023/24 and 2024/25 are detailed in Table 3. However, at the time of writing, these have not been confirmed by DfT. The values are based on previous allocations and have been used for planning purposes, but they are subject to change as government funding announcements are made throughout the year.
15. The DfT is also yet to confirm that Hampshire County Council will achieve Band 3 (highest band) of its Incentive Fund which would equate to £3.721 million. It is assumed for the purposes of this report that Hampshire County Council will retain its Band 3 status and that level of funding will remain through to 2024/25 inclusive. Hampshire County Council submits its self-assessment return in February each year and the outcome is announced subsequently.
16. Further, at the time of writing, the DfT has not confirmed the Pothole fund, but for planning purposes, it is assumed that this year's allocation of £14.886 million will be received each year for the next three years. However, this is subject to official confirmation from DfT.

### **Other Government Funding**

17. The County Council has historically had a great deal of success in securing Local Growth Funding from both the EM3 and Solent LEPs, with a significant proportion of Integrated Transport schemes currently being delivered from previous capital programme years (due to the 'starts-based' nature of this programme) being part-funded from Local Growth Funding (LGF). However, due to the lack of additional LGF being made available to the LEPs by central government, there is no funding from this source within the starts programme in the next three years and there is no further indication of any future funding.
18. To mitigate the reduced opportunity for LGF funding, the department has worked hard to identify other sources and has previously been successful in securing funding from the DfT to the value of £40 million across the Tranche 2 Transforming Cities Fund and Tranche 2 Active Travel Fund (mix of capital and revenue). Schemes within these programmes will continue to be delivered in 2022/23.
19. It hopes to build on this success with the submission of recent bids following the Government announcement of two multi-year capital funding streams, via the Active Travel Fund (ATF) and the Bus Service Improvement Plan (BSIP), part of the National Bus Strategy. Although the outcome of these bids is not known yet, based on previous assumptions, schemes relating to these

funding sources have entered the capital programme in 2022/23, 2023/24 and 2024/25.

20. In addition, the department has supplied the DfT with a pipeline of future schemes to be delivered in the coming years, to aid the DfT in understanding the potential scale of spend for future funding rounds. These schemes were identified from a combination of local cycling and walking infrastructure plans, (LCWIPs), scheme development programmes and other transport strategies.

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

21. The Department receives contributions from developers towards the cost of highway and transport infrastructure associated with mitigating the effects of developments.
22. This three-year programme includes an estimate of £36.190 million of developer contributions from Section 106. In addition, there are many more projects currently at feasibility or early development stages that may well come forward during the year for delivery which may utilise this source.

### **Revenue Investment**

23. In recent years, capital investment priorities have included the provision of revenue funding for transport improvement schemes, so that planning and design can be undertaken to ensure that schemes are developed to a point where they have a good chance of securing funding, as and when funding bid opportunities are announced. As a result, over £174m of major investment in the County has been secured since 2018/19, which helps to protect the Council's own capital resources. A recent change is that funding bids for transport schemes are now predominantly undertaken to Government on a competitive national basis, which means there is an increased need to have a well developed pipeline of schemes, to increase the likelihood of securing funding and being able to spend this funding within the stipulated timescales.
24. In addition to the two multi-year Government capital funding streams via the Active Travel Fund (ATF) and the Bus Service Improvement Plan (BSIP) already mentioned, there will be a significant requirement to fund studies and new guidance to support the emerging HCC Local Transport Plan 4, which will mark a step change in the Transport Policy position for the County. This is in addition to other funding streams for major infrastructure that are likely to come forward as part of the Government's plan to 'Build Back Better', such as the recent multi-billion pound Levelling Up Fund.
25. At the time of writing, due to the financial pressure that the County Council is facing, there is uncertainty over whether this funding can be maintained at the previous level from 2022/23 onwards.

### **Total Resources**

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

**Table 2: Total Capital Resources**

	2022/23 £000	2023/24 £000	2024/25 £000	Total £000
Local Resources	41,929	11,929	12,343	66,201
DfT - LTP Grant – Maintenance	14,886	14,886	14,886	44,658
DfT - Pothole Funding	14,886	14,886	14,886	44,658
DfT - Highways Maintenance Incentive Funding	3,721	3,721	3,721	11,163
DfT - LTP Grant – Transport	5,338	5,338	5,338	16,014
DfT - Safer Roads Fund Grant (19/20)	600	0	0	600
DfT - Major Road Network	1,980	0	0	1,980
DfT - Transforming Cities Fund Tranche 2	15,779	0	0	15,779
DfT - Active Travel Fund	0	26,050	0	26,050
DfT - Levelling Up Fund	0	1,100	0	1,100



DfT - Bus Service Improvement Plan	0	<i>10,890</i>	0	<i>10,890</i>
Developer Contributions	13,473	12,961	9,756	36,190
Other Local Authority	28	380	0	408
<b>Total programme</b>	<b>112,620</b>	<b>102,141</b>	<b>60,930</b>	<b>275,691</b>

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

## PART B – PROGRAMMES

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

### Structural Maintenance Programme

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

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

	2022/23 £000	2023/24 £000	2024/25 £000	Total £000
Local Resources	11,823	11,823	11,823	35,469

DfT - LTP Grant – Maintenance	<i>14,886</i>	<i>14,886</i>	<i>14,886</i>	<i>44,658</i>
DfT - Pothole Funding	<i>14,886</i>	<i>14,886</i>	<i>14,886</i>	<i>44,658</i>
DfT - Highways Maintenance Incentive Funding	<i>3,721</i>	<i>3,721</i>	<i>3,721</i>	<i>11,163</i>
<b>Total programme</b>	<b>45,316</b>	<b>45,316</b>	<b>45,316</b>	<b>135,948</b>

Early information suggests that the funding indicated by the figures in italics, will be stable for the 3 year period, however this is subject to confirmation by DfT.

30. The Structural Maintenance budget is used to extend the life of an existing asset. It is split across all highway assets for example, carriageways, footways, drainage, structures, traffic signals, pedestrian crossings and cattle grids.
31. It should be noted that, within year, one-off government grant funding and other funding from successful bids can be allocated to this budget increasing the total available in year. As part of some programmes, ETE seeks to build up sufficient allocations for larger more complex schemes over several years. In addition, some schemes hold funding to help support bidding opportunities.
32. Budgets are allocated in line with Hampshire County Council's Asset Management principles and needs based budgeting and programmes are developed based on various factors, including condition, remaining life and lifecycle planning including whole life costs.
33. The Structural Maintenance programme is made up of two major programmes of work: Structural Planned Maintenance and Bridges. The sub-programmes of work will vary over the next three years, however the information in the next two paragraphs details the types of activity undertaken.
34. Structural Planned Maintenance consists of sub-programmes as follows:
  - Operation Resilience - consisting of a surface treatments programme i.e. surface dressing etc. In addition, sub-programmes for carriageway and footway resurfacing, reconstructions, drainage, haunching and edge repairs, vehicle restraint systems, fencing, cattle grids and similar;
  - Local depot sub-programmes – consisting of carriageway and footway repairs, kerb repairs, carriageway edge repairs, drainage, accident damage, fencing and similar; and
  - Intelligent Transport Systems – consisting of replacing life expired equipment i.e., traffic signals and crossings.

35. The Bridges and Structures programme consists of works to County Council owned Highway structures, which includes road bridges, footbridges, culverts (1.5m span or more), subways and retaining walls, as well as works on pumps at subways and low spots in the carriageway. Work can include any of the following as a result of structural assessment, annual inspection, accident damage (vehicles or weather related) or vandalism:
- bridges, footbridges and culverts: strengthening/ replacement; refurbishment; cathodic protection installation; bearing replacement; drainage replacement; concrete, steel, or brickwork repair; painting; bridge deck waterproofing replacement; expansion joint replacement; scour/invert repairs/protection; parapet repair/replacement; revetment repair/strengthening; and corrugated culvert relining;
  - subways: in addition to the above, application/repair of murals; repair and replacement of signs and mirrors; repair and replacement of tiling; and
  - pumps: replacement of pump units and pipework leading to pumps.
36. To provide greater governance of the Structural Maintenance programme, it has been agreed that this report will include the initial split of allocation between the two sub-programmes that form the Structural Maintenance programme, with authority delegated to the Director of Economy, Transport and Environment to make minor amendments to the split of funding across sub-programmes.
37. It is therefore recommended that the Executive Lead Member for Economy, Transport and Environment delegates authority to the Director of Economy, Transport and Environment, in consultation with the Executive Lead Member for Economy, Transport and Environment, to make minor amendments to the split of funding across sub-programmes within the Structural Maintenance programme.
38. In 2022/23, the total Structural Maintenance spend will be split across the two programmes of work as shown in the tables below. The split of the total Structural Maintenance budget is confirmed on a rolling year basis and the initial split of allocations between the two sub-programmes that form the Structural Maintenance programme is shown in the table below.

**Table 4: Structural Maintenance programme**

	2022/23 £000	Total £000
Operation Resilience	30,530	30,530
Local Depots	6,670	6,670

ITS	150	150
Other Highways structural maintenance	3,966	3,966
<b>Total programme</b>	<b>41,316</b>	<b>41,316</b>

**Table 5: Bridges programme**

	2022/23 £000	Total £000
Bridges	4,000	4,000
<b>Total programme</b>	<b>4,000</b>	<b>4,000</b>

### **Integrated Transport Programme**

39. This programme is a 'starts' based programme, and therefore the figures in Table 6 do not represent how much will be spent but the full value of projects that are proposed to start construction in that year.
40. The proposed total value of the three-year Integrated Transport Plan (ITP) Programme is £108.633 million. As this is a 'starts-based' programme this figure does not include the value of schemes currently in delivery which commenced prior to 2022/23. Schemes which commenced prior to 2022/23, such as Stubbington Bypass, M27 Junction 9, Brighton Hill Roundabout and, A326 Fawley Waterside, totalling over £100 million, will continue to require significant on-going resources from across the department in 2022/23.
41. It should also be noted that this does not include the increase to the existing M27 Junction 10 Improvement scheme to £97.55 million, as approved by Cabinet on 13 July 2021.
42. The 2022/23 main programme provides details of the schemes expected to commence during that financial year. As previously mentioned, circumstances outside the organisation's control can intervene that may cause some schemes to be delayed to later financial years. The main 2023/24 and 2024/25 programmes are at this stage provisional and programmed based upon the more limited information available for schemes at a much earlier stage of development. This includes schemes that will be submitted as part of future rounds for Active Travel funding (£26 million), Bus Service Improvement Plan (£11million) and Levelling Up fund (£1 million) that currently do not have funding secured.

43. The three-year capital programme has a range of scheme types, including a sub-programme of schemes which are mainly concerned with walking and/or cycling improvements. The current value of this sub-programme is over £50 million, an increase of £32 million from 2021/22. This reflects the increased investment in walking and cycling infrastructure and the capital programme's shift in emphasis to sustainable transport measures to contribute to the County Council's de-carbonisation and climate change ambitions. It is noted however that this is the value of schemes mainly focused on walking and cycling improvements and there are many other schemes in the programme that include walking and cycling elements, which are not included in this sub-programme.
44. The programme includes an allocation of £1.5 million to the Safety Engineering Programme for each of 2022/23, 2023/24 and 2024/25. This budget provides for a combination of planned schemes and other safety measures based on a rigorous process of continuous monitoring of accident statistics, patterns, and trends.
45. Appendix 2 provides detail on the schemes to be included in this programme and presents a spend profile across years for information.

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

	2022/23 £000	2023/24 £000	2024/25 £000	Total £000
Local Resources	0	0	414	414
DfT - LTP Grant – Transport	2,452	6,150	6,620	15,222
DfT - Safer Roads Fund Grant (19/20)	600	0	0	600
DfT - Major Road Network	1,980	0	0	1,980

DfT - Transforming Cities Fund Tranche 2	15,779	0	0	15,779
DfT - Active Travel Fund	0	26,050	0	26,050
DfT - Levelling Up Fund	0	1,100	0	1,100
DfT - Bus Service Improvement Plan	0	10,890	0	10,890
Developer Contributions	13,473	12,961	9,756	36,190
Other Local Authority	28	380	0	408
<b>Total programme</b>	<b>34,312</b>	<b>57,531</b>	<b>16,790</b>	<b>108,633</b>

The County Council is developing additional schemes, which are expected to be added to 2024/25 capital programme year once further developed. This explains why the value is so much higher in years 2022/23 and 2023/24.

## Waste Programme

46. Work has now been completed to determine the optimum waste collection and processing system for Hampshire between twin stream (recyclable containers are collected separately from the fibre stream) and kerbside sort (all materials are segregated at the kerbside). This work demonstrated that a modelled twin stream system scored best financially, from a whole systems cost perspective, as well as achieving a 13.4% increase in recycling performance and a reduction in carbon of over 11,000 TCO<sub>2e</sub>. This has been followed by the development of the Project Integra Joint Municipal Waste Management Strategy which is a response to the forthcoming legislative requirements set out in the Environment Act and contains a commitment from all partners to switch to the twin stream system. At the point of writing, it is expected that all Project Integra partners will have adopted the strategy by the end of the financial year 2021/22.
47. Following a further round of Government consultations during the first half of 2021/22, the feasibility study for the proposed recycling infrastructure has been updated to take account of the need to capture flexible plastics and films and to consider the implications on the waste flow of the deposit return scheme.

48. The scope of this work covered delivery of a new materials recovery facility (MRF), a materials analysis facility, two fibre processing plants, upgrades to the 11 waste transfer stations to accommodate the shift to twin stream and provide bulking points for food waste together with provision for decommissioning costs and inflation. The work resulted in a provisional cost estimate of £30 million. As such, the three year capital programme has included an allocation of £30 million for capital programme year 2022/23.

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

	2022/23 £000	2023/24 £000	2024/25 £000	Total £000
Local Resources	30,000	0	0	30,000
<b>Total programme</b>	<b>30,000</b>	<b>0</b>	<b>0</b>	<b>30,000</b>

49. It is anticipated that, subject to approval of the business case, the project would be funded from prudential borrowing. It should be noted that in addition to meeting the anticipated borrowing costs the project is expected to generate ongoing annual savings which will contribute to the delayed Transformation to 2021 (Tt2021) savings programme for the Waste service.
50. Subject to planning and approval of the business case, work is anticipated to start in autumn/winter 2022 with the facility operational by 2024.

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

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

**Table 8: Flood Risk and Coastal Defence Capital programme**

	2022/23 £000	2023/24 £000	2024/25 £000	Total £000
Local resources – capital guidelines	106	106	106	318
<b>Total programme</b>	<b>106</b>	<b>106</b>	<b>106</b>	<b>318</b>

53. As this is a start-based programme, these figures do not include the value of schemes currently in design and delivery which commenced prior to 2022/23. The estimated value of the total programme is £24.6 million funded by Flood Defence Grant in Aid (FDGiA), Regional Flood and Coastal Committee (RFCC) Local Levy, other local authorities, local resources and developers contributions. Of this, £16.6 million is allocated to specific schemes prior to 22/23 and at the time of writing, a programme of £1.6 million is forecast from 22/23 to 24/25 to be funded by new local resources and carry-forward from previous years.
54. The changes being experienced in terms of flood risk and the increasing frequency and intensity of storms require a degree of flexibility in the programme. Schemes will continue to be identified for those areas impacted by flooding, at high risk and meeting particular challenges. These will be supported by the programme balance of £6.4 million with additional funding secured from other sources as appropriate.

## PART C - SUMMARY

### Summary

55. On the basis of the position outlined in Part B above, Table 9 summarises the proposed new capital investment submitted for consideration for the next three years. Table 10 sets out how they are to be funded in aggregate.

**Table 9: Summary of capital programmes**

	2022/23 £000	2023/24 £000	2024/25 £000	Total £000
Structural	45,316	45,316	45,316	135,948



Maintenance				
Integrated Transport	34,312	57,531	16,790	108,633
Flood and Coastal Defence	106	106	106	318
Waste Management	30,000	0	0	30,000
<b>Total programme</b>	<b>109,734</b>	<b>102,953</b>	<b>62,212</b>	<b>274,899</b>

**Table 10: Summary of capital funding**

	2022/23 £000	2023/24 £000	2024/25 £000	Total £000
Local Resources	41,929	11,929	12,343	66,201
DfT - LTP Grant – Maintenance	14,886	14,886	14,886	44,658
DfT - Pothole Funding	14,886	14,886	14,886	44,658
DfT - Highways Maintenance Incentive Funding	3,721	3,721	3,721	11,163
DfT - LTP Grant – Transport	2,452	6,150	6,620	15,222
DfT - Safer Roads Fund Grant (19/20)	600	0	0	600
DfT - Major Road Network	1,980	0	0	1,980

DfT - Transforming Cities Fund Tranche 2	15,779	0	0	15,779
DfT - Active Travel Fund	0	26,050	0	26,050
DfT - Levelling Up Fund	0	1,100	0	1,100
DfT - Bus Service Improvement Plan	0	10,890	0	10,890
Developer Contributions	13,473	12,961	9,756	36,190
Other Local Authority	28	380	0	408
<b>Total programme</b>	<b>109,734</b>	<b>102,953</b>	<b>62,212</b>	<b>274,899</b>

The balance of funding compared to Table 2 is retained as a programme contingency to enable the County Council to enter into funding agreements requiring spend within tight deadlines and leaving the risk of cost overruns with the County Council and to provide some capacity to provide match funding where this is required.

### Revenue Implications

56. On the basis of the position outlined in Part B above, Table 11 summarises the Revenue Implications of the proposed capital investment.

**Table 11: Revenue Implications**

	2022/23 £000	2023/24 £000	2024/25 £000	Total £000
Running Costs	480	805	235	1,521
Capital Charges	4,586	5,146	3,109	12,841

<b>Revenue Implications</b>	<b>5,066</b>	<b>5,951</b>	<b>3,344</b>	<b>14,361</b>

### **Consultation and Equalities**

57. This is a financial report amending or proposing budgets for programmes and individual schemes, and therefore does not require a consultation.
58. Service changes or proposals for individual schemes will undertake their own specific consideration of equalities issues. This report has no direct effect on service users, so has a neutral impact on groups with protected characteristics.

### **Climate Change Impact Assessments**

59. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.
60. The tools employed by the County Council to assess impacts on climate change adaptation and mitigation were utilised and found not to be applicable on grounds that the decision relates to a strategic programme rather than specific interventions. The tools will be applied to specific schemes and more detailed proposals in the future to assess any impacts and ensure they are reported.

**REQUIRED CORPORATE AND LEGAL INFORMATION:**

**Links to the Strategic Plan**

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

**Section 100 D - Local Government Act 1972 - background documents**

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

Document

Location

None

## **EQUALITIES IMPACT ASSESSMENT:**

### **1. Equality Duty**

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

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

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

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

### **2. Equalities Impact Assessment:**

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

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**Economy, Transport and Environment**

**Capital Programme - 2022/23**

Ref	Project	Construct- ion Works	Fees	Furniture Equipment Vehicles	Total Cost (excluding sites)	Revenue Effect in Full Year	
						Running Costs	Capital Charges
		£'000	£'000	£'000	£'000	£'000	£'000
<b>2022/23 Schemes</b>							
<b>Schemes Supported from Local Resources</b>							
1	Structural Maintenance of Non Principal Roads #	10,641	1,182	-	11,823	-	591
2	Flood and Coastal Defence Management	88	18	-	106	-	2
3	Hampshire Waste Recycling Infrastructure (Chickenhall Lane MRF)	24,000	6,000	-	30,000	-	600
<b>Total Programme Supported by Local Resources</b>		<b>34,729</b>	<b>7,200</b>	<b>-</b>	<b>41,929</b>	<b>-</b>	<b>1,193</b>
<b>Schemes Supported by the Government and Other External Bodies</b>							
4	A323 High Street/Ash Road, Aldershot - Cycleway/Footway*	750	250	-	1,000	-	50
5	Fair Oak Village NMU Improvement +	1,492	498	-	1,990	-	100
6	Redbridge Causeway Package 4: Ped/Cycle improvements *	1,485	495	-	1,980	-	99
7	Whitehill & Bordon: Arrival Square *	1,260	420	-	1,680	-	84
8	Whitehill & Bordon GGGL – Hogmoor Road Cycle & associated Traffic Measure*	750	250	-	1,000	-	50
	SCR - Marchwood Bypass *	1,486	496	-	1,982	-	99
	SCR - Bishopstoke Road, Eastleigh *	3,035	1,012	-	4,047	-	202
	SCR - Providence Hill cycle route *	1,425	475	-	1,900	-	95
	PCR - Delme to Downend Bus and Cycle improvements*	7,449	2,483	-	9,932	-	497
	West End High Street, West End - Accessibility Improvements*	187	63	-	250	-	13
	Basing View to Basingstoke Town Centre Enhancements*	337	113	-	450	-	23
	Minley Road, Farnborough Accessibility Improvements*	397	133	-	530	-	27
	Andover: B3400 Andover Down Pedestrian Improvements *	487	163	-	650	-	33
	Chapel Hill, Basingstoke walking / cycling improvements*	262	88	-	350	-	18
	SCR - Airport Parkway Travel Hub *	335	112	-	447	-	22
	North Baddesley: Firgrove Rd to Castle Lane Cycleway +	388	129	-	517	-	26

Site Position	Contract Start		Remarks	Ref
	Date	Duration		
	Qtr	Months		
N/A	1	12	Structural maintenance to improve road conditions.	1
N/A	-	-	Provision for works and strategies for coastal sites and flood defence including match funding for joint funded schemes with external bodies	2
N/A	2	24	New Materials Recovery Facility Infrastructure	3
N/A	4	8	Pedestrian and cycle improvements	4
N/A	4	6	Walking and cycle improvements	5
N/A	4	6	Pedestrian and cycle improvements	6
N/A	3	4	Walking and cycle improvements	7
N/A	4	12	Traffic and Cycle Improvements	8
N/A	2	6	Bus priority measures	9
N/A	1	7	Bus priority measures	10
N/A	2	6	New cycle route	11
N/A	2	14	Bus and cycle improvements	12
N/A	4	4	Accessibility Improvements	13
N/A	4	6	Accessibility Improvements	14
N/A	3	6	Walking and cycle enhancements	15
N/A	3	6	Pedestrian improvements	16
N/A	4	9	Walking and cycling improvements	17
N/A	3	3	Travel hub	18
N/A	4	5	Provision of missing cycle link	19

**Economy, Transport and Environment**

Ref	Project	Construct- ion Works	Fees	Furniture Equipment Vehicles	Total Cost (excluding sites)	Revenue Effect in Full Year	
						Running Costs	Capital Charges
		£'000	£'000	£'000	£'000	£'000	£'000
	<b>2022/23 Schemes (continued)</b>						
20	Schemes Costing Less than £250,000+	2,517	840	-	3,357	-	167
21	Safety Schemes #	1,125	375	-	1,500	-	75
22	Minor Improvements (part #) +	563	187	-	750	-	38
23	Structural Maintenance of Roads and Bridges #	30,144	3,349	-	33,493	-	1,675
	<b>Total Programme Supported by the Government and other bodies</b>	55,874	11,931	-	67,805	480	3,393
	<b>Total Programme</b>				109,734	480	4,586

**Capital Programme - 2022/23**

Site Position	Contract Start		Remarks	Ref
	Date	Duration		
	Qtr	Months		
N/A	1	12	Local Improvements Sub-programme	20
N/A	1	12	Casualty reduction programme.	21
N/A	1	12	Improvement schemes costing less than £70,000 each.	22
N/A	1	12	Structural maintenance to improve road conditions and structural maintenance and strengthening of bridges.	23
			# Projects controlled on an accrued expenditure basis + Projects partly funded from external contributions * Projects externally funded	



**Economy, Transport and Environment**

Ref	Project	Construct- ion Works	Fees	Furniture Equipment Vehicles	Total Cost (excluding sites)	Revenue Effect in Full Year	
						Running Costs	Capital Charges
		£'000	£'000	£'000	£'000	£'000	£'000
<b>2023/24 Schemes</b>							
<b>Schemes Supported from Local Resources</b>							
24	Structural Maintenance of Non Principal Roads #	10,641	1,182	-	11,823	-	591
25	Flood and Coastal Defence Management	88	18	-	106	-	2
<b>Total Programme Supported by Local Resources</b>		10,729	1,200	-	11,929	-	593
<b>Schemes Supported by the Government and Other External Bodies</b>							
26	Manydown Cycle Routes, Basingstoke*	9,600	3,200	-	12,800	-	640
27	Havant LUF Cycle Schemes *	825	275	-	1,100	-	55
28	NCN22 Petersfield Road, Havant Phase 2 *	2,250	750	-	3,000	-	150
29	A30 SW Corridor Basingstoke Cycle Route & Bus Priority*	6,150	2,050	-	8,200	-	410
30	Basing View Cycles*	2,700	900	-	3,600	-	180
31	Basingstoke Bus Priority Measures*	5,850	1,950	-	7,800	-	390
32	Farnborough Gold 1 corridor Bus Priority Measures*	1,500	500	-	2,000	-	100
33	Tap-on Tap-off card readers on bus (countywide)*	900	300	-	1,200	-	60
34	RTI bus information - Upgrade and additional (countywide) +	900	300	-	1,200	-	60
35	Stockbridge Road corridor active travel imps, Winchester *	1,875	625	-	2,500	-	125
36	Worthy Road Corridor active travel imps, Winchester *	1,875	625	-	2,500	-	125
37	Twyford Road, Eastleigh accessibility imps *	3,825	1,275	-	5,100	-	255
38	Andover Railway Station Improvements *	525	175	-	700	-	35
39	A27 Barnes Lane Junction Improvements *	600	200	-	800	-	40
40	Highlands Road, Fareham pedestrian improvements *	337	113	-	450	-	23
41	Four Marks, Five Lane junction*	187	63	-	250	-	13
42	Romsey Road, Clifton Terrace, Winchester Phase 2 *	285	95	-	380	-	19

**Capital Programme - 2023/24**

Site Position	Contract Start		Remarks	Ref
	Date	Duration		
	Qtr	Months		
N/A	1	12	Structural maintenance to improve road conditions.	24
N/A	-	-	Provision for works and strategies for coastal sites and flood defence including match funding for joint funded schemes with external bodies	25
N/A	4	12	Cycling improvements	26
N/A	4	6	Cycling improvements	27
N/A	4	9	Pedestrian and cycle improvements	28
N/A	4	18	Cycling and bus improvements	29
N/A	4	12	Cycling improvements	30
N/A	4	12	Bus priority	31
N/A	3	18	Bus priority on approaches Gold 1.	32
N/A	3	6	Bus Servcie Improvements	33
N/A	4	6	Bus Stop improvements	34
N/A	4	12	Active travel improvements	35
N/A	4	12	Active travel improvements	36
N/A	4	12	Accessibility Improvements	37
N/A	4	6	Access improvements and environmental enhancements	38
N/A	4	10	Junction improvements	39
N/A	4	3	Pedestrian access improvements	40
N/A	4	4	Drainage Improvements	41
N/A	4	6	Junction improvements	42

**Economy, Transport and Environment**

Ref	Project	Construct- ion Works	Fees	Furniture Equipment Vehicles	Total Cost (excluding sites)	Revenue Effect in Full Year	
						Running Costs	Capital Charges
		£'000	£'000	£'000	£'000	£'000	£'000
<b>2023/24 Schemes (continued)</b>							
43	Schemes Costing Less than £250,000+	1,276	425	-	1,701	-	85
44	Safety Schemes #	1,125	375	-	1,500	-	75
45	Minor Improvements (part #) +	563	187	-	750	-	38
46	Structural Maintenance of Roads and Bridges #	30,144	3,349	-	33,493	-	1,675
<b>Total Programme Supported by the Government and other bodies</b>		73,292	17,732	-	91,024	805	4,553
<b>Total Programme</b>					102,953	805	5,146

**Capital Programme - 2023/24**

Site Position	Contract Start		Remarks	Ref
	Date	Duration		
	Qtr	Months		
N/A	1	12	Local Improvements Sub-programme	43
N/A	1	12	Casualty reduction programme.	44
N/A	1	12	Improvement schemes costing less than £70,000 each.	45
N/A	1	12	Structural maintenance to improve road conditions and structural maintenance and strengthening of bridges.	46

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

**Economy, Transport and Environment**

Ref	Project	Construct- ion Works	Fees	Furniture Equipment Vehicles	Total Cost (excluding sites)	Revenue Effect in Full Year	
						Running Costs	Capital Charges
						£'000	£'000
<b>2024/25 Schemes</b>							
<b>Schemes Supported from Local Resources</b>							
47	Structural Maintenance of Non Principal Roads #	10,641	1,182	-	11,823	-	591
48	Flood and Coastal Defence Management	88	18	-	106	-	2
<b>Total Programme Supported by Local Resources</b>		10,729	1,200	-	11,929	-	593
<b>Schemes Supported by the Government and Other External Bodies</b>							
49	Hamble Lane Improvements*	3,750	1,250	-	5,000	-	250
50	Fleet Access Plan +	2,850	950	-	3,800	-	190
51	Whitehill Bordon - A325/B3004 Junction - Sleaford Lights*	750	250	-	1,000	-	50
52	Andover - Walworth RAB/A3093/A3057 *	638	212	-	850	-	43
53	A339/B3349 Junction Improvements, Alton*	728	242	-	970	-	49
54	Andover - London Street/Eastern Avenue *	230	76	-	306	-	15
55	North Test Valley - LCWIP*	525	175	-	700	-	35
56	Botley Bypass - Village Enhancements	310	104	-	414	-	21
57	Schemes Costing Less than £250,000+	1,125	375	-	1,500	-	75
58	Safety Schemes #	1,125	375	-	1,500	-	75
59	Minor Improvements (part #) +	563	187	-	750	-	38
60	Structural Maintenance of Roads and Bridges (part #)	30,144	3,349	-	33,493	-	1,675
<b>Total Programme Supported by the Government and other bodies</b>		42,738	7,545	-	50,283	235	2,516
<b>Total Programme</b>					62,212	235	3,109

**Capital Programme - 2024/25**

Site Position	Contract Start		Remarks	Ref
	Date	Duration		
	Qtr	Months		
N/A	1	12	Structural maintenance to improve road conditions.	47
N/A	-	-	Provision for works and strategies for coastal sites and flood defence including match funding for joint funded schemes with external bodies	48
N/A	4	12	Traffic, cycling and pedestrian access improvements	49
N/A	4	18	Active Travel improvements	50
N/A	4	12	Junction Improvements	51
N/A	4	9	Roundabout signalisation, pedestrian and cycle improvements	52
N/A	3	16	Junction Improvements	53
N/A	4	4	Junction improvements & bus priority measures	54
N/A	4	7	Sustainable accessibility improvements	55
N/A	4	12	Footway widening, crossing improvements, cycle improvements	56
N/A	1	12	Local Improvements Sub-programme	57
N/A	1	12	Casualty reduction programme.	58
N/A	1	12	Improvement schemes costing less than £70,000 each.	59
N/A	1	12	Structural maintenance to improve road conditions and structural	60

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

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## HAMPSHIRE COUNTY COUNCIL

### Report

<b>Committee:</b>	Economy, Transport & Environment Select Committee
<b>Date:</b>	27 January 2022
<b>Title:</b>	2022/23 Revenue Budget
<b>Report From:</b>	Director of Economy, Transport and Environment and Director of Corporate Operations

**Contact name:** Stuart Jarvis and Sue Lapham

**Tel:** 01962 845260  
03707 794503

**Email:** stuart.jarvis@hants.gov.uk  
sue.lapham@hants.gov.uk

#### Purpose of this Report

1. The purpose of this report is to set out proposals for the 2022/23 budget for services within the Economy, Transport and Environment Department in accordance with the Council's Medium Term Financial Strategy (MTFS).
2. The Executive Lead Member for Economy, Transport and Environment is requested to approve the proposals for submission to Cabinet and County Council in February 2022.

#### Recommendations

That, in regards to the revenue budget for 2022/23, the Select Committee either:

supports the recommendations being proposed to the Executive Lead Member for Economy, Transport and Environment

Or:

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

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## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Lead Member for Economy, Transport and Environment
<b>Date:</b>	27 January 2022
<b>Title:</b>	2022/23 Revenue Budget Report for Economy, Transport and Environment
<b>Report From:</b>	Director of Economy, Transport and Environment and Director of Corporate Operations

**Contact name:** Stuart Jarvis  
Sue Lapham

**Tel:** 01962 845260  
03707 794503

**Email:** [stuart.jarvis@hants.gov.uk](mailto:stuart.jarvis@hants.gov.uk)  
[sue.lapham@hants.gov.uk](mailto:sue.lapham@hants.gov.uk)

#### Section A: Purpose of this Report

1. The purpose of this report is to set out proposals for the 2022/23 budget for Economy, Transport and Environment in accordance with the Council's Medium Term Financial Strategy (MTFS) approved by the County Council in November 2021.

#### Section B: Recommendation(s)

To approve for submission to the Leader and the Cabinet:

2. The revised revenue budget for 2021/22 as set out in Appendix 1.
3. The summary revenue budget for 2022/23 as set out in Appendix 1

#### Section C: Executive Summary

4. This report provides the summary outputs of the detailed budget planning process undertaken by Economy, Transport and Environment for 2022/23 and the revised budget for 2021/22. This process has been undertaken against a backdrop of considerable uncertainty, both in terms of the resources available to the Council and the ongoing impacts of Covid-19 on service delivery. As we transition towards a 'new normal' post-Covid, the distinction between latent and longer term Covid impacts and 'business as usual' financial pressures is difficult to establish. For the purposes of budget setting, the impact of Covid-19

continues to be dealt with as a discrete one-off financial impact as far as possible, separate from the business as usual medium term financial strategy.

5. The 2021 Spending Review announced a 3% per annum real terms increase in local government core spending power to 2024/25. In 2022/23, local authorities will benefit from a considerable boost to grant funding allocated through the local government finance settlement, however this is set against a requirement for £26m additional grant as part of the SP2023 programme. The Spending Review has therefore not diminished the challenges that the authority faces in securing financial sustainability over the medium term.
6. The current financial strategy which the County Council operates works on the basis of a two year cycle of delivering departmental savings targets, with deficits in the intervening years being met from the Budget Bridging Reserve (BBR). In line with this strategy, there will be no new savings proposals presented as part of the 2022/23 budget setting process. Savings targets for 2023/24 were approved as part of the MTFS in July 2020 and detailed savings proposals, developed through the Savings Programme to 2023 (SP2023), were agreed by Cabinet and County Council during October and November last year.
7. The anticipated delay to delivery of some aspects of the existing Transformation to 2019 (Tt2019) and Transformation to 2021 (Tt2021) programmes has been factored into our financial planning, and a combination of one-off corporate and departmental funding will be provided to bridge the forecast savings gap in 2021/22 and 2022/23. As of November 2021, £9m of Tt2019 savings and £38m of Tt2021 savings have yet to be delivered, in addition to the £80m of SP2023 savings required by 2023/24. The Council therefore faces the substantial challenge of delivering three overlapping change programmes, requiring a total of £127m budget savings. The report discusses the specific issues impacting delivery of the savings programmes for Economy, Transport and Environment in Sections F and H.
8. The report also provides an update on the business as usual financial position for the current year and the outturn forecast for the Department for 2021/22, excluding the financial impact of Covid-19, is a saving against the budget of £2.2m (2.1%).
9. The proposed budget for 2022/23 analysed by service is shown in Appendix 1.
10. This report seeks approval for submission to the Leader and Cabinet of the revised budget for 2021/22 and detailed service budgets for 2022/23 for Economy, Transport and Environment. The report has been prepared in consultation with the Executive Lead Member and will be reviewed by the Economy, Transport and Environment Select Committee. It will be reported to the Leader and Cabinet on 8 February 2022 to make final recommendations to County Council on 17 February 2022.

## **Section D: Contextual Information**

11. The Medium Term Financial Strategy (MTFS) update presented to Cabinet and County Council in October and November respectively, addressed the challenges of long term financial planning in an environment of significant uncertainty, in respect of both ongoing spending commitments and the national funding position for the local government sector.
12. The 2021 Spending Review represents the first multi-year budget since 2016/17 following single year spending announcements in 2019 and 2020 linked to uncertainty surrounding the UK's exit from the EU and recently the economic impacts and fiscal response to Covid-19. Whilst the additional certainty offered by a multi-year settlement is welcome, it is disappointing that local authority funding will remain relatively flat in 2023/24 and 2024/25. The settlement therefore does not present a long term solution to funding growth in service demand, for which the Council has lobbied the government for a number of years.
13. The impact of Covid-19 continues to be dealt with as a discrete one-off financial impact, separate from the business as usual medium term financial strategy. The budget summary presented in this report does not take account of Covid impacts as these will be centrally funded on a one-off basis in line with the pressures reported by departments in their financial monitoring returns. However, it should be noted that as we transition towards a 'new normal' post-pandemic, the distinction between latent and longer term Covid impacts and 'business as usual' financial pressures is difficult to establish. The complex inter-relationship between numerous variables post-pandemic makes forecasting challenging but based on recent analysis carried out as part of detailed budget preparation work, the medium term forecast for departmental spending now anticipates significant pressure building by 2024/25 within Adults' and Children's social care.
14. The current financial strategy which the County Council operates, works on the basis of a two year cycle of delivering change to release resources and close the anticipated budget gap. This provides the time and capacity to properly deliver major transformation programmes every two years, with deficits in the intervening years being met from the Budget Bridging Reserve (BBR) and with any early delivery of resources retained by departments to use for cost of change purposes or to cash flow delivery and offset service pressures. The model has served the authority well.
15. The County Council's action in tackling its forecast budget deficit and providing funding in anticipation of further reductions, placed it in a very strong position to produce a 'steady state' budget for 2022/23, giving itself the time and capacity to develop and implement the SP2023 Programme to deliver the next phase of savings totalling £80m by April 2023. This also avoids the worst effects of sudden and unplanned decisions on service delivery and the most vulnerable members of the community.
16. Consequently, there are no new savings proposals to be considered as part of the 2022/23 budget, however other factors will still affect the budget, such as

the publication of specific grant allocations and potential increases in unavoidable pressures such as inflation.

17. The Autumn Budget and Spending Review announcement took place on 27 October 2021 and the key elements were as follows:

- Local government Core Spending Power will increase by 3% per year in real terms in the period to 2024/25, however this includes raising Council tax and the Adult Social Care (ASC) Precept by the maximum permitted increases.
- Over the next three years, local authorities will be allowed to increase core council tax by up to 2% per year without a referendum. In addition, ASC authorities will be allowed to raise the ASC Precept by 1% each year. The MTFS assumes that the Council will have the flexibility to raise the ASC Precept by 2% each year and the reduction in the available precept therefore presents a further funding shortfall for the Council of £14m by 2023/24.
- An additional £4.8bn grant funding was announced for social care and other services to 2024/25. This includes around £1.5bn per year to be distributed through the local government finance settlement in addition to an extra £200m for the Supporting Families Programme and over £70m to boost cyber security and to further strengthen local delivery and transparency.
- The Spending Review confirmed that £3.6bn of the additional £5.4bn funding for adult social care reforms announced on 7 September 2021 will be routed through to local government. The funding is expected to cover all additional costs resulting from the personal care cap and revised capital limits.
- Included within the Department of Health and Social Care settlement was an additional £1.7bn over three years to improve the wider social care system, including the quality and integration of care. At least £500m of this will be allocated to improve qualifications, skills, and wellbeing across the adult social care workforce.
- £2.7bn funding for local road maintenance for non-mayoral authorities over the remaining years of the parliament, equivalent to £900m per year. This allocation is expected to maintain highways funding at 2021/22 levels.
- The government published its report on the outcome of the Fundamental Review of Business Rates. The review reaffirmed the advantages of business rates as a form of business taxation and did not propose any fundamental changes to the basis on which the tax is levied. However, the government announced a move to 3-yearly revaluations starting in 2023, a freeze on the multiplier and significant new temporary and permanent reliefs, including a 50% relief for retail, hospitality and leisure businesses in 2022/23. Local authorities will be fully compensated for the multiplier freeze and new reliefs via Section 31 grants.

## Provisional Local Government Finance Settlement

18. The Provisional Local Government Finance Settlement sets out the key funding allocations that the Council will receive from Government for the coming financial year. This year's settlement covers 2022/23 only as the allocations of funding from 2023/24 will be the subject of a review of the local government funding regime and further consultation, to be carried out in Spring 2022.
19. The key outcomes of the settlement for the County Council are show below and are split between general resources which will contribute to meeting the Council's overall budget requirement, and specific resources which are needed to meet new departmental costs:

<b>Funding Source</b>	<b>2021/22 allocation (£m)</b>	<b>2022/23 allocation (£m)</b>	<b>Change (£m)</b>
Social Care Grant	26.2	37.2	+11.0
2022-23 Services Grant	-	8.3	+8.3
Business rates grant	6.3	9.9	+3.6
<b>Total 'general' resources</b>	<b>32.5</b>	<b>55.4</b>	<b>+22.9</b>

<b>Funding Source</b>	<b>2021/22 allocation (£m)</b>	<b>2022/23 allocation (£m)</b>	<b>Change (£m)</b>
Market Sustainability and Fair Cost of Care Fund	-	3.2	+3.2
Improved Better Care Fund	30.4	31.3	+0.9
New Homes Bonus	3.9	3.4	-0.5
<b>Total 'specific' resources</b>	<b>34.3</b>	<b>37.9</b>	<b>+3.6</b>

20. The key features of the settlement are:
- A 6.3% increase in Core Spending Power, of which 3% is attributable to the grant allocations set out above and 3.3% is attributable to council tax increases (including 1% for ASC) and tax base growth. This compares with an average 7.5% increase for Shire Counties.
  - The 2022/23 Services Grant will be distributed based on the 2013/14 local government funding formula for 2022/23 only. The distribution will be re-evaluated for future years in light of the proposed review of local government funding.
  - The Market Sustainability and Fair Cost of Care Fund is part of the government's package to support the recently announced social care reforms, providing funding for local authorities to prepare their care markets for reform and move towards paying providers a fair cost of care. There are a number of conditions associated with the funding which will require new consultation and market intervention activity and therefore it will not contribute towards meeting the budget deficit in 2022/23.

- The New Homes Bonus was expected to end in 2022/23 but will instead continue for a further year to 2023/24, albeit at a reduced level and has traditionally been used for one-off purposes by the County Council.
21. The final grant settlement for 2022/23 is not due out until January / February 2022. The impact of the final settlement will be reflected in the budget setting report to Cabinet and County Council..
  22. The Economy, Transport and Environment Department has been developing its service plans and budgets for 2022/23 and future years in keeping with the County Council's priorities and the key issues, challenges and priorities for the Department are set out below.

### **Section E: Departmental Challenges and Priorities**

23. The Department's underlying budget strategy continues a relentless focus on core service delivery around Highways, Waste Management, Transport, Economic Development and statutory planning services.
24. The challenge posed by the deteriorating condition of the highways network has long been recognised and in recent years additional temporary funding totalling £6m has been made available to address some of the pressures across both reactive and planned maintenance. At its meeting on 4 November 2021 the County Council agreed a very welcome recurring addition of £7m per year for highways maintenance and a report will be brought to the Executive Lead Member for Economy, Transport and Environment in early 2022 outlining the proposals for the use of the additional money. The funding is likely to be directed initially to primarily help address the pressures in reactive maintenance but over time it is likely that the emphasis will change, with more resources directed into planned maintenance.
25. The pressures in highway maintenance have been exacerbated by unprecedented cost inflation on construction materials linked with steep rises in the price of gas and oil in recent months along with longer-standing resourcing challenges across the construction industry nationally (including HGV drivers, civil engineers and transport planners).
26. The Environment Act received Royal Assent in November 2021 and has introduced radical changes to waste and recycling including the introduction of a deposit return scheme, extending producer responsibility to pay the net cost of disposal of their products and implementing greater consistency of recycling collections which will bring major changes including the requirement to collect food waste separately. While the primary legislation is now in place the detailed plans for implementation at a local level will be included in secondary legislation which is not yet available. However the new requirements are expected to need significant changes to the current approach to recycling in Hampshire including the construction of new infrastructure. Given the lead-in time to build new facilities it will clearly be important to understand the detailed financial and operational arrangements at the earliest opportunity.

27. The delay in enacting these proposals has also brought significant slippage in the Department's ability to deliver the related Tt2021 savings from waste – this is set out in more detail in Section F.
28. Following the County Council's declaration of a Climate Change Emergency in July 2019 a small corporate team to lead this work was established in the Department with initial funding for two years. Since then, the County Council's Climate Change Strategy and the associated Action Plan have been endorsed with the first Annual Report on progress approved by Cabinet in October 2021 and permanent funding for the core team confirmed on 7 December 2021. To maximise its impact the team is working in partnership with organisations such as the New Economics Foundation (developing a Green Recovery framework and roadmap for Hampshire) and the University of Southampton (undertaking a Strategic Energy Landscape Review) as well as developing community-based climate change projects. However, the scale and urgency of the actions required remain substantial and public expectations are high.
29. The heightened awareness of Climate Change and the impact of the Covid-19 pandemic have seen significant changes in behaviour and lifestyle impacting on transport needs for example, the adoption of hybrid working across many organisations and higher levels of ownership of electric vehicles and recent Government transport policy changes to promote increased use of active travel modes with reduced dependency on private cars. While considerable uncertainty remains an emerging theme is a greater complexity of transport arrangements (i.e. different patterns, modes, frequencies). The County Council's emerging Local Transport Plan 4 (LTP4) should position the organisation well in responding to these emerging changes.
30. The County Council has recently submitted its Bus Service Improvement Plan (BSIP) in response to the Government's ambitions for public transport post-pandemic. The BSIP forms part of the County Council's stated intention to establish an Enhanced Partnership with local bus operators in Hampshire and aims to be a catalyst for bus passenger growth which will contribute to objectives such as decarbonising travel and using road space more efficiently. The plans are ambitious but the scale of activity in this area will be influenced by a number of issues including the level of additional Government funding awarded to Hampshire and the ability of bus operators to recover from the impacts of the pandemic, including passenger numbers which are still below pre-pandemic levels, and likely to reduce further during the current wave of the coronavirus pandemic. At the time of writing the Government funding stream that has been provided to operators during the pandemic to cover lost revenue from low passenger numbers is due to come to an end in March 2022. The prevalence of the new Omicron variant may see the Government extending its financial support arrangements but if the funding is ended as currently planned, with passenger numbers still at relatively low levels, there is a risk that the commercial viability of some routes in the current service network will not be sustainable.
31. In recent years the County Council has benefitted significantly from Government capital investment provided either directly or indirectly (for

example through Local Enterprise Partnerships) with funding provided to support major schemes such as Redbridge Causeway and Stubbington Bypass as well as schemes to develop walking, cycling and public transport benefits. The focus on Climate Change is likely to mean funding is increasingly targeted on different types of investment such as active travel, flood mitigation and green infrastructure schemes. Funding to date has generally been awarded on a competitive basis based on a scheme's benefit/cost ratio and business case. The Government's 'Levelling Up' agenda may see a change in the way in which funding is prioritised and awarded in future which could result in a move of funding away from projects in the south-east to other areas of England. This approach could have an adverse effect on ETE's financial position with circa 30% of the Department's current staffing costs covered by capital schemes.

32. Adopting commercial approaches has been a key theme for the Department for several years and this has helped to reduce the impact of successive savings programmes on service delivery while maintaining in-house capacity and specialist expertise. This approach will need to play a central role in any ETE savings programmes beyond 2023 and will be increasingly significant if the County Council is to retain current levels of in-house capacity in the event that capital funding is re-focussed away from local authorities in the south-east. The growing importance of commercial approaches is likely to see the Department exploring options for alternative service delivery models in future.
33. Finally, recruitment and retention are emerging as major pressures in the Department, notably in civil engineering, construction-related and other professional roles where it is proving difficult to recruit directly employed staff and, if it is even possible to secure suitably skilled agency staff, the cost premium of doing so is rising sharply. The Department is seeking to mitigate this pressure through ensuring a values-based approach to recruitment that is inclusive and able to attract a more diverse range of candidates. Retaining critical staff is a related issue in the same areas, where private sector pay and benefits packages are very competitive.

## **Section F: 2021/22 Revenue Budget**

34. Enhanced financial resilience reporting, which looks not only at the regular financial reporting but also at potential pressures in the system and the achievement of savings being delivered through transformation, has continued through periodic reports to the Corporate Management Team (CMT) and to Cabinet.
35. The Department has a long-standing approach of minimising non-essential spend, seeking to develop a broader client base for sold services and adopting a prudent approach to vacancy management. This approach is driven both by the ongoing and emerging pressures on the Council's financial position and the additional delay (in large part due to the impact of Covid-19) in delivering the Department's Tt2021 savings from the Waste budget which will need significant cash flow funding from the Department's Cost of Change reserve. This



approach has therefore continued to feature strongly in the Department's overall financial management.

36. The anticipated business as usual outturn forecast for 2021/22 is a saving against the budget of £2.2m (2.1%) and is largely the result of increased income and recharges together with staff vacancy savings offset by higher costs of agency staff and one-off pressures such as the purchase of tree stocks for future planting.
37. This saving will be transferred to the Department's Cost of Change reserve at the end of the year to be used to support the delivery of future savings programmes or offset service pressures in line with the County Council's financial strategy.
38. These figures exclude the net impact of Covid-19 on ETE's financial position in line with the strategy agreed by Cabinet and the County Council to see Covid-19 as a significant but one-off pressure and allow business as usual budget management to continue with the ongoing net financial impact of Covid-19 during 2021/22 met centrally.
39. The pandemic has had a substantial impact on the timely delivery of the Department's Tt2021 savings in particular those from waste and recycling (£9.2m) and a revised profile for the remaining delivery of these savings was approved by Cabinet on 7 December 2021.
40. This savings programme is complex and involves changing the financial relationship between the County Council as the Waste Disposal Authority and the district and borough councils as Waste Collection Authorities (with legal responsibility for recycling). The majority of the savings in this area were inextricably linked to changes in Government Policy around waste, recycling and the environment. Before Covid-19 the intention was to align any changes with the Government's proposals to ensure that service delivery across the waste system as a whole was consistent with the Government's approach. The delay to the passage of the Environment Bill due to Covid-19 prolonged the uncertainty around what was to be enacted and when. The Environment Bill received Royal Assent on 9 November 2021 which means there is now clarity over what is included within it and greater certainty over the likely timescales for implementation but key areas such as Extended Producer Responsibility (EPR) are not now expected to come into force until part-way through the 2024/25 financial year. However, this delay means delivery of the Tt2021 waste savings will not now be fully completed until financial year 2025/26.
41. On 7 December 2021 Cabinet approved additional cash flow support through drawing down from the one off Covid-19 funding that the County Council has already set aside (recognising the significant contribution to the delay from the impacts of the pandemic) with the balance of the cash flow funding to be met from the Department's Cost of Change reserve.
42. The Tt2021 saving of £0.5m from Street Lighting was planned to be delivered through replacing some existing street lighting with LED units. The County

Council's street lighting is delivered through a PFI contract and the scale of investment envisaged represents a major change to the PFI terms. To date it has proved challenging to secure the necessary agreement and, as a result, the savings cannot now be delivered from this route in the required timescale. Negotiations are continuing and in the event a mutually acceptable agreement can be reached a programme of LED investment will still be pursued. However, alternative proposals to deliver the savings in street lighting, without incurring further delay will be brought forward for decision in early 2022.

43. The budget for ETE has been updated throughout the year and the revised budget is shown in Appendix 1. The revised budget shows an increase of £8.1m made up of:
- A one-off increase to Highways Maintenance of £2.0m funded from the £746,000 2020/21 saving in Winter Maintenance and the use of corporate contingencies as agreed by Cabinet in February 2020.
  - Temporary cash flow funding from Cost of Change of £3.375m to cover the timing shortfalls against Tt2019 savings and one-off investments mainly to support the development of the Tt2021 savings programme.
  - A permanent increase to the waste disposal budget of £829,000 covering volume growth pressures.
  - A permanent increase to the Street Lighting budget of £1.088m to cover rising energy costs resulting from price inflation.
  - £564,000 one-off funding from the Department for Transport being Hampshire's revenue allocation from phase two of the Active Travel Fund to create safe space for cycling and walking.
  - A net increase of £267,000 from transfers between departments including funding for Ash Dieback (part of the allocations agreed by Cabinet in February 2020 and December 2020).

### **Section G: 2022/23 Revenue Budget Pressures and Initiatives**

44. A significant part of the Department's activity involves the development of strategies to meet the anticipated transport needs of residents and businesses in Hampshire and the subsequent feasibility and early design work on individual transport schemes to support business case and bid development to meet these needs.
45. In recent years, the Department has been successful in bidding for Government funding to implement these schemes either directly to the Department for Transport or indirectly, for example to Local Enterprise Partnerships. The opportunity to bid typically involves a tight turnaround from the invitation to bid and the deadline for submission with successful bids generally required to spend the funds quickly e.g. by the end of the following financial year. This approach by Government to the award of funding for capital schemes highlights the importance of having a worked-up pipeline of priority schemes to take advantage of funding opportunities as they arise.

46. The expectation that future Government funding support may be aligned to the emerging Levelling Up agenda or to delivery of different types of schemes (for example schemes to mitigate Climate Change impacts or build climate resilience) is likely to result in stronger competition for funding. It will therefore be potentially more important that a pipeline of priority schemes continues to be developed if the County Council is to be able to maximise the benefits for Hampshire of new funding streams such as the Bus Service Improvement Plan and Active Travel Fund in this environment.
47. Spend in developing this pipeline has to date been funded from a series of temporary allocations averaging around £1.5m per year the latest of which is due to come to an end this year. This approach has been successful in bringing in over £174m of major investment in the County since 2018/19.
48. The Department is likely to experience significant cost pressures in 2022/23. A number of the Department's contractors including Milestone (Highway Maintenance) and Veolia (Waste Disposal) will be entitled to increase charges as a result of legislative changes recently announced by government including the increase in employer National Insurance Contributions to pay for the Health and Social Care Levy and restrictions governing the use of rebated (red) diesel to be introduced in April 2022. The Department will seek to work with our suppliers to manage pressures as far as possible within existing provisions for inflationary uplifts and the position will be closely monitored.
49. In addition the highways sector is experiencing significant supply chain challenges including both the cost and availability of materials (linked to steep recent increases in oil and gas prices) and labour (including shortages of HGV drivers). The cost pressures and volatility are unprecedented in recent years and are expected to continue into 2022/23. The Department's strong collaborative approach to working with its major contractors should stand it in good stead to approach these challenges but the position will be kept under review.

## **Section H: Revenue Savings Proposals**

### **SP2023**

50. Savings targets for 2023/24 were approved as part of the MTFS by the County Council in July 2020. Proposals to meet these targets have been developed through the SP2023 Programme and were approved by Executive Members, Cabinet and County Council in October and November 2021.
51. In line with the Council's financial strategy, SP2023 savings will be delivered over a two year period with the business as usual deficit in 2022/23 being met from the Budget Bridging Reserve.
52. This approach in developing and implementing the savings programme for 2023/24 means that the County Council is able to set a balanced budget in

2022/23 and that no new savings proposals are being considered as part of the budget setting process for the 2022/23 financial year.

53. Given the medium term deficit due to Covid-19 pressures and the resulting financial response package, which uses up all available financial flexibility, it remains critical that SP2023 is delivered by 1 April 2023. Rigorous monitoring of the delivery of the SP2023 programme is therefore already underway to ensure that the Department is able to deliver its savings in full by this date.

#### **Tt2021**

54. However, as set out in paragraphs 39-42 it is anticipated that £8.149m of Tt2021 savings will remain to be achieved in 2022/23 and beyond. The shortfall against target will be met from a combination of corporate cash flow support and the Department's Cost of Change reserve as set out in paragraph 41.
55. The main reasons for the delays to savings delivery are summarised below:
- £7.999m waste disposal (recycling and charging for waste wood) – the impact of the pandemic has delayed the passage of the Environment Act which sets out the Government's planned changes to both waste disposal and collection together with the associated timescales. The alignment of these complex proposals to the Government changes has meant these savings are not now anticipated to be fully delivered until 2025/26.
  - £0.15m Street Lighting – the complexity of reaching mutual agreement to vary the PFI contract has extended the preliminary period ahead of works commencing and the subsequent timescales for delivery agreed with the contractor for the programme of investment in LED lighting mean the full £0.5m savings from street lighting are not now expected to be fully realised until 2023/24 so alternative proposals will be brought for decision in March 2022.

#### **Section I: 2022/23 Revenue Budget Other Expenditure**

56. The budget includes some items which are not counted against the cash limit.

57. For ETE this is:

- £692,000 relating to the Flood Protection Levies paid annually to the Environment Agency. These funds are received and distributed by the Regional Flood and Coastal Committees for flood defence works across their regions.
- £203,000 relating to the precept paid each year to the Chichester Harbour Conservancy for the conservancy, maintenance and improvement of the Harbour and the Amenity Area for recreation and leisure, nature conservation and natural beauty.

#### **Section J: Budget Summary 2022/23**

58. The budget update report be presented to Cabinet on 07 December 2021 included provisional cash limit guidelines for each department. The cash limit for ETE in that report was £116.4m, a £12.8m increase on the previous year. The increase comprised:
- £7m recurring funding to provide additional resources for the overall Highways Maintenance budget, with the flexibility for the Director of ETE to allocate this between Operation Resilience and the reactive maintenance budget as required, as agreed by the County Council in November 2021.
  - £5.838m increase for inflation; permanent additions from the waste contingency; additional Street Lighting energy costs due to price inflation; and growth recognising the increase in highways assets to be maintained.
  - A net decrease of £65,000 from internal transfers including IT growth offset by additional Bikeability grant funding to support cycle safety training in schools.
59. At that stage, the cash limit guidelines did not include the following items which have now been added (and will be included in the February budget report), increasing the cash limit to £118.6m:
- An additional £2.147m inflation for the Waste contract, which is based on the November RPI at 6%.
60. Appendix 1 sets out a summary of the proposed budgets for the service activities provided by ETE for 2022/23 and show that these are within the cash limit of £118.6m set out above.
61. In addition to these cash limited items there are further budgets which fall under the responsibility of ETE, which are shown in the table below:

	<b>2022/23</b>	
	<b>£'000</b>	<b>£'000</b>
Cash Limited Expenditure	169,558	
Less Income (Other than Government Grants)	(50,971)	
<b>Net Cash Limited Expenditure</b>		<b>118,587</b>
Flood Protection Levy		692
Chichester Harbour Conservancy		203
Less Government Grants:		
• Bikeability	(404)	
• Bus Service Operators Grant	(1,068)	
Total Government Grants		(1,472)
<b>Total Net Expenditure</b>		<b>118,010</b>

## **Section K: Consultation, Equalities and Climate Change Impact Assessment**

62. Consultation on the budget is undertaken every two years when the County Council considers savings to help balance the budget. All savings proposals put forward by the County Council has an Equality Impact Assessment published as part of the formal decision making papers and for some proposals stage 2 consultations are undertaken before a final decision is made by the relevant Executive Member.
63. This report deals with the revenue budget preparation for 2022/23 for the Economy, Transport and Environment Department. This is the interim year of the two year financial planning cycle when no new savings proposals are being considered. Therefore no consultation or Equality Impact Assessments are required.
64. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience impacts of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.
65. This report deals with the revenue budget preparation for 2022/23 for the Economy, Transport and Environment Department. Climate change impact assessments for individual services and projects will be undertaken as part of the approval to spend process. There are no further climate change impacts as part of this report which is concerned with revenue budget preparation for 2022/23 for the Economy, Transport and Environment Department.

**REQUIRED CORPORATE AND LEGAL INFORMATION:**

**Links to the Strategic Plan**

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

**Other Significant Links**

<b>Links to previous Member decisions:</b>	
<u>Title</u>	<u>Date</u>
Savings Programme to 2023 – Revenue Savings Proposals (Executive Member for Economy, Transport and Environment) <a href="https://democracy.hants.gov.uk/documents/s82002/Report.pdf">https://democracy.hants.gov.uk/documents/s82002/Report.pdf</a>	23 September 2021
Medium Term Financial Strategy Update and Savings Programme to 2023 Savings Proposals <a href="https://democracy.hants.gov.uk/ieListDocuments.aspx?CId=163&amp;MId=7737">https://democracy.hants.gov.uk/ieListDocuments.aspx?CId=163&amp;MId=7737</a>	Cabinet – 12 October 2021 / County Council – 4 November 2021
Budget Setting and Provisional Cash Limits 2022/23 <a href="https://democracy.hants.gov.uk/ieListDocuments.aspx?CId=134&amp;MId=7745">https://democracy.hants.gov.uk/ieListDocuments.aspx?CId=134&amp;MId=7745</a>	Cabinet – 7 December 2021
<b>Direct links to specific legislation or Government Directives</b>	
<u>Title</u>	<u>Date</u>

**Section 100 D - Local Government Act 1972 - background documents**

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

Document

Location

None



## **EQUALITIES IMPACT ASSESSMENT:**

### **1. Equality Duty**

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

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

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

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

### **2. Equalities Impact Assessment:**

The budget setting process for 2022/23 does not contain any proposals for major service changes which may have an equalities impact. Proposals for budget and service changes which are part of the Savings Programme to 2023 Programme were considered in detail as part of the approval process carried out in October and November 2021 and full details of the Equalities Impact Assessments relating to those changes can be found in Appendices 4 to 8 in the October Cabinet report linked below:

<https://democracy.hants.gov.uk/ieListDocuments.aspx?CId=163&MId=7737>

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

## Budget Summary 2022/23 – Economy, Transport and Environment

Service Activity	Original Budget 2021/22 £'000	Revised Budget 2021/22 £'000	Proposed Budget 2022/23 £'000
Highways Maintenance <sup>(1)</sup>	18,006	20,402	26,252
Street Lighting <sup>(2)</sup>	10,739	12,355	12,041
Winter Maintenance	5,820	5,820	5,964
Concessionary Fares	13,142	13,117	13,328
Other Public Transport <sup>(3)</sup>	4,378	4,778	4,907
Traffic Management and Road Safety <sup>(3)</sup>	2,573	2,419	2,218
Strategic Transport <sup>(4)</sup>	1,480	2,282	1,790
<b>Highways, Traffic and Transport</b>	<b>56,138</b>	<b>61,173</b>	<b>66,500</b>
Waste Disposal <sup>(5)</sup>	41,656	44,222	46,090
Environment	554	553	550
Strategic Planning	997	1,025	1,035
<b>Waste, Planning and Environment</b>	<b>43,207</b>	<b>45,800</b>	<b>47,675</b>
<b>Economic Development</b>	<b>1,027</b>	<b>1,130</b>	<b>1,047</b>
<b>Departmental and Corporate Support</b>	<b>3,295</b>	<b>3,687</b>	<b>3,365</b>
<b>Net Cash Limited Expenditure</b>	<b>103,667</b>	<b>111,790</b>	<b>118,587</b>

(1) The Highways Maintenance revised budget includes £2m additional funding for maintenance, which each year is met from any underspend against the Winter Maintenance budget in the previous financial year topped up from corporate contingencies as necessary. The proposed budget for 2022/23 does not yet include this £2m as the amount of funding from each source will not be clear until the year end. The forward budget includes the £7m recurring funding agreed by the Council in November 2021 to provide additional resources for the overall Highways Maintenance budget.

(2) The revised and forward budget for Street Lighting includes an increase of £1.088m to reflect rising energy costs due to price inflation. The revised budget also includes one-off cash flow support covering the delayed Tt2021 Street Lighting saving.

(3) Reflected in the revised and forward budget is the transfer of the £530,000 budget for the Blue Badge staff from Traffic Management and Road Safety to Other Public Transport to mirror a change in management reporting for this team.

(4) The revised budget for Strategic Transport includes one-off budget provision of £564,000 Active Travel revenue grant funding from the Department for Transport.

(5) The revised budget for Waste Disposal includes one-off cash flow support to cover the delayed Tt2021 waste savings and transformation projects required to progress the Tt2021 savings. The

forward budget includes increases of £829,000 for demographic growth and £3.580m for inflation with the fixed contract uplift linked to November RPI at 6%.

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## HAMPSHIRE COUNTY COUNCIL

### Report

<b>Committee:</b>	Economy, Transport & Environment Select Committee
<b>Date:</b>	27 January 2022
<b>Title:</b>	HWRC Booking System
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Paul Laughlin

**Tel:** 07899 060248

**Email:** paul.laughlin@hants.gov.uk

#### **Purpose of Report**

1. For the Economy, Transport & Environment Select Committee to pre-scrutinise the proposals for the booking system that has been in place at all Hampshire Household Waste Recycling Centres (HWRCs) since June 2020 (see report attached due to be considered at the decision day of the Executive Lead Member for Economy, Transport and Environment at 2.00pm on 27 January 2022).

#### **Recommendation**

2. That the Economy, Transport and Environment Select Committee:

Either:

Supports the recommendations being proposed to the Executive Lead Member for Economy, Transport and Environment in paragraphs 2. and 3. of the attached report.

Or:

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

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## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Lead Member for Economy, Transport and Environment
<b>Date:</b>	27 January 2022
<b>Title:</b>	Household Waste Recycling Centres Booking System
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Paul Laughlin

**Tel:** 07899 060248

**Email:** paul.laughlin@hants.gov.uk

#### Purpose of this Report

1. The purpose of this report is to provide an update on the booking system that has been in place at all Hampshire Household Waste Recycling Centres (HWRCs) since June 2020, and to recommend the retention of the system indefinitely in recognition of the clear benefits that it has brought for operational and customer demand reasons.

#### Recommendations

2. That the Executive Lead Member for Economy, Transport and Environment notes the continued operational benefits that have been demonstrated by the Household Waste Recycling Centre (HWRC) booking system, and the level of public satisfaction.
3. That the Executive Lead Member for Economy, Transport and Environment approves the retention of the booking system indefinitely at all Hampshire County Council managed HWRCs to support the management of customer demand and operational processes.

#### Executive Summary

4. This paper seeks to:
  - set out the context for why the booking system was initially introduced;
  - outline the operational benefits that the booking system has brought;
  - highlight the positive reaction it has received from the Hampshire public; and
  - recommend the retention of the booking system indefinitely at all Hampshire HWRCs.

#### Contextual information

5. Hampshire County Council reopened the HWRC network on Monday 11 May 2020, following a period of enforced closure during the national Covid-19

lockdown from 24 March 2020, in response to central Government and industry pressure for sites to reopen. New social distancing measures and operational procedures were introduced at all sites to protect both the general public and contractors, who operate and service the sites, from contracting the virus. To manage demand and address significant congestion issues seen around most sites, a booking system was implemented from 15 June 2020.

6. Despite some initial challenges created predominantly by excessive demand, the booking system has proved to be very successful. The severe queuing outside HWRCs was eliminated and allowed the additional traffic management and site security that was required to be removed which significantly reduced the additional cost of service provision. Through close analysis of data and on-site observations, the number of slots available per half hour at every site were able to be gradually increased and adapted based on each site's individual profile such that capacity could be maximised within the parameters of any restrictions in place at the time. A number of unsolicited compliments have been received from members of the public who find the booking system more convenient and a better customer experience.
7. The success of the vaccination programme during the summer of 2021 was a cornerstone behind the Government's Roadmap to implement relaxed measures while continuing to control the virus. This allowed all HWRCs in Hampshire to facilitate an increase in capacity back towards pre-COVID levels, with around 72,000 slots bookable per week countywide by the end of the summer.
8. Despite the continued success of the vaccination programme, the Government has repeatedly advised that the virus continues to circulate in society and that there remained a possibility for some restrictions to return during Winter 2021/22. It was therefore agreed in June 2021 that the booking system should stay in place at Hampshire HWRCs until at least March 2022 should some form of social distancing be required in the short to medium term or on an ad-hoc basis in the future.
9. The booking system has demonstrated that managing customer throughput is an effective means of enabling the HWRCs to operate more efficiently. Congestion has historically been commonplace at many HWRCs on busy weekends throughout the year and public holidays, which created delays on the local road network and increased vehicle emissions from idling cars queuing. Booking a slot enables residents to plan with confidence that they can deposit their waste swiftly and easily. Many similar authorities already have or are actively considering retaining their systems more permanently or implementing one based on the success of authorities like Hampshire. It should be noted that Southampton City Council has opted to remove the system on a trial basis for three months from 27 December 2021 to evaluate the impact. The outputs of the trial period will be closely monitored, including any discernible increase in patronage (in terms of numbers of visitors and throughput of materials) at nearby county council sites.

## **Finance**

10. The booking system is an external product which is currently provided on a hired contractual basis. To date, the cost to the County Council has been



around £20,000 per six months, which was funded through corporate Covid response funding. As the external provider simultaneously works with a number of other authorities in a similar position to Hampshire, the County Council has reaped the benefit of progressive service enhancements and developments suggested by its fellow authorities. If the booking system is retained, as proposed, it will become a standard operating cost and be funded using existing resources.

11. Hampshire County Council's IT Services department is presently commencing a project to ascertain the potential for a booking service to be hosted internally on its website (Hantsweb) as opposed to hiring an external product. As part of this project, consideration will be given to investigating the possibility of integrating the booking system with other internally hosted systems such as vehicle registration for Hampshire residents and the van/trailer permit scheme. A possible solution could be a hybrid approach whereby an external product is procured but integrated into the Council's own systems. A further possible outcome is that an externally sourced, stand-alone booking system could be identified as the most efficient option. Detailed evaluation of the estimated costs and development implications will be conducted to determine the best value option for the medium to long term. A short-term extension of the existing external contract may also be required to retain a seamless transition. Initial costs will be met from existing ETE resources, and it is anticipated that any short-term costs will be absorbed by long-term operational efficiencies.
12. While the large majority of residents use the online portal to book their slot, and this will continue to be encouraged as the quickest and easiest option, it is recognised that a minority of residents do not have access to online services. A telephone booking service has therefore been provided to assist those residents, and this will continue to be required if the booking system is retained.
13. The booking system has delivered significant efficiencies in terms of site operations through reduced queuing and associated disruption to local traffic, as well as managing throughput to enable minimum disruption to site users during bin servicing and maintenance.

## **Performance**

14. Since the booking system was introduced in June 2020, more than three million bookings have been made countywide by residents. The vast majority of these (96-97%) have been booked using the online web portal which enables customers to locate a convenient time at their preferred site and book a slot quickly and easily.
15. A number of unsolicited compliments have been received for the booking system. Common themes cited include satisfaction with how quick and easy it is to access the HWRC and deposit waste items efficiently, confidence that a long queue will not be encountered to enter the site, and the associated positive impacts on reducing congestion on the local road network and less air pollution. For some residents, there is an additional wellbeing aspect as they consider that the booking system has made their visit to the HWRC a more pleasant and less daunting experience than before.

## **Consultation and Equalities**

16. A satisfaction survey was undertaken with all customers that had booked a slot between November and December 2021. More than 25,000 responses were received, and results indicated that 89.9% were satisfied or very satisfied with the booking experience, and 78.4% supported continued use of a booking system in the future. This is corroborated by a number of unsolicited compliments on the system, of which nine were received between July and October 2021, and similar surveys undertaken externally.
17. Retention of the booking system has a neutral impact on all protected characteristics because it does not alter the actual service provided. It arguably has an indirect positive impact in some cases (e.g. disability) as the consistent throughput enables greater assistance to be provided than if the site is overly crowded.
18. A telephone service is also offered for those residents who are unable to book their slot online. Around 3-4% of all bookings are made by telephone. While online booking remains the quickest and simplest means of booking, ongoing provision of this service mitigates against any indirect negative impact on those residents with protected characteristics.

## **Climate Change Impact Assessments**

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

## **Climate Change Adaptation**

20. The adaptation project screening tool considers vulnerability of proposals to the effects of climate change and whether any adaptations are required. A full assessment of climate change vulnerability was not completed in this instance as the initial vulnerability assessment indicated that the project is at minimal risk from climate vulnerabilities.

## **Carbon Mitigation**

21. The mitigation decision-making tool considers the impact of carbon emissions and whether any mitigations are required. Recycling and reuse activity produces fewer carbon emissions than waste disposal, so maximising recycling and reuse has clear carbon benefits. The overall aim of the HWRC service is to minimise landfill where possible and therefore reuse, recycling and recovery actions will always be prioritised in line with the waste hierarchy. Retention of the booking system has contributed to a further reduction in carbon emissions by reducing queuing with idling engines outside HWRCs and spreading customer demand across the day/week.

## **Conclusions**

22. The booking system, while initially a COVID response to facilitate a safe passage through the sites whilst social distancing restrictions were enforced, has proved to be operationally sound and popular with the public. It allows site staff to plan operational activities with confidence, while the public can book a slot at their nearest site at a convenient time, safe in the knowledge that they will be able to attend the site efficiently and not wait in a queue to get in.
23. It is therefore recommended that the booking system is retained indefinitely at Hampshire HWRCs to continue supporting a good standard of customer service and allowing for the swift reintroduction of restrictions should it be required in response to a further wave of the pandemic. It is further recommended that investigations are conducted to determine the feasibility of integrating the booking system with existing online forms to enhance the customer experience.

**REQUIRED CORPORATE AND LEGAL INFORMATION:**

**Links to the Strategic Plan**

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

**Other Significant Links**

<b>Links to previous Member decisions:</b>	
<u>Title</u> Household Waste Recycling Centre Operations	<u>Date</u> 17/06/21
<b>Direct links to specific legislation or Government Directives</b>	
<u>Title</u>	<u>Date</u>

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

## **EQUALITIES IMPACT ASSESSMENT:**

### **1. Equality Duty**

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

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

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

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

### **2. Equalities Impact Assessment:**

Retention of the booking system has a neutral impact on all protected characteristics because it does not alter the service provided. It arguably has an indirect positive impact in some cases (e.g., disability) as the consistent throughput enables greater assistance to be provided than if the site is overly crowded.

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## HAMPSHIRE COUNTY COUNCIL

### Report

<b>Committee:</b>	Economy, Transport and Environment Select Committee
<b>Date:</b>	27 January 2022
<b>Title:</b>	Task and Finish Working Group Proposal
<b>Report From:</b>	Chief Executive

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

**Tel:** 0370 779 5538

**Email:** Katy.sherwood@hants.gov.uk

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

1. The purpose of this report is for the Economy, Transport and Environment Select Committee to consider establishing a Task and Finish Working Group to examine the 20mph Speed Limit Policy.

#### **Recommendations**

**(Providing it is approved by the Policy & Resources Select Committee on the 21 January 2022)**

2. To initiate a Task and Finish Working Group to review the current 20mph speed limits across the County on the basis of the attached proposed Terms of Reference.
3. To appoint members to the Task and Finish Working Group in accordance with the Terms of Reference.

#### **Contextual Information**

4. At County Council on 4 November 2021, the Executive Lead Member for Economy, Transport and Environment announced proposals for an officer-led review of the County Council's 20mph Speed Limit Policy and approach. The Select Committee have since been formally requested to consider whether the policy remains appropriate and aligns with other key policy aims in relation to the County Councils emerging transport approach and climate change response.
5. A Select Committee may establish a Task and Finish Working Group to provide advice on a specific matter within that Committee's remit for a fixed

period of time. The Policy and Resources Select Committee has been notified of the Task and Finish Working Group in accordance with its co-ordinating role, set out in the County Council's Constitution and an update will be able to be provided at the meeting as to whether it is in support of it being established. It is normal practice that a Task and Finish Working Group's role and remit be set out in Terms of Reference and accordingly a proposed Terms of Reference for the Task and Finish Working Group is attached to this report at Appendix A.

### **Consultation and Equalities**

6. No consultation has been required.
7. An equalities impact assessment will be undertaken as required when any service changes are being proposed. This report is only regarding initiating a piece of review work and therefore is not proposing any changes, therefore no impact is expected as a result of this report.

### **Climate Change Impact Assessment**

8. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience impacts of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.
9. **Climate Change Adaptation and Mitigation.**  
The carbon mitigation tool and climate change adaptation tools were not applicable on this occasion because the decision relates to a programme that is strategic/administrative in nature.



**REQUIRED CORPORATE AND LEGAL INFORMATION:**

**Links to the Strategic Plan**

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

<b>Links to previous Member decisions:</b>	
<u>Title</u>	<u>Date</u>
<b>Direct links to specific legislation or Government Directives</b>	
<u>Title</u>	<u>Date</u>

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

## **EQUALITIES IMPACT ASSESSMENT:**

### **1. Equality Duty**

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

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

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

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

### **2. Equalities Impact Assessment:**

The proposals in this report relate to the establishment of a Task and Finish Working Group to advise the Culture and Communities Select Committee. It is not anticipated that this will have any direct impact on equalities. Any subsequent recommendations of the Select Committee being considered by the relevant Executive Member would be subject to a specific equalities impact assessment.

**ECONOMY, TRANSPORT AND ENVIRONMENT (OVERVIEW AND SCRUTINY)**  
**COMMITTEE**

**20 MPH SPEED LIMIT POLICY TASK AND FINISH WORKING GROUP**

**TERMS OF REFERENCE**

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

The 20 mph Speed Limit Policy Task and Finish Working Group is a working group of the Economy, Transport and Environment Select (Overview and Scrutiny) Committee and is appointed in accordance with the Constitution of Hampshire County Council.

The Economy, Transport and Environment Select (Overview and Scrutiny) Committee has established a Task and Finish Working Group to support the ETE Department led review of 20 mph Speed Limit restriction policy and approach, as commissioned by the Executive Lead Member for Economy Transport and Environment. The Task and Finish Working Group will review the casualty and road safety impacts of 20mph speed limits. However, in response to the Climate Emergency, and in support of the emerging LTP4 policy approach, the primary driver will be to evaluate the potential impact of reduced speed limits in appropriate areas on air quality and carbon emissions, as well as their potential for encouraging greater levels of walking and cycling.

**2. Membership**

The 20 mph Speed Limit Task and Finish Working Group shall comprise up to eight members of the Economy, Transport and Environment Select (Overview and Scrutiny) appointed on a cross-party basis by the Committee. The quorum of a Working Group meeting shall be three members. The Task and Finish Working Group shall appoint its own Chairman from amongst its membership at its first meeting.

**3. Scope**

The scope of the work of the Task and Finish Working Group will be to provide a political forum to support the ETE review of current County Council policy with respect to 20 mph speed limit restrictions, which was implemented following the findings of a report on the Residential 20 Pilot Programme to the Executive Member for Economy, Transport and Environment in June 2018.

The Task and Finish Group review will consider the following elements:

- An updated appraisal of the County Council's Residential 20 Pilot Programme

- The findings of the Department for Transport's national 20 mph research study of 2018
- Other Authorities' approach to 20 mph limits and zones
- Evidence relating to the relationship between 20 mph speed limits, 'place making' considerations and increased take up of walking and cycling
- Update on Hampshire road traffic casualty data;
- Evidence of any relationship between the introduction of 20 mph speed limits and changes in air quality and carbon emissions;
- National guidance on setting 20mph speed limits
- Local Transport Plan 4 policy aims and the role of 20mph speed limits
- The compliance and effectiveness of 20mph speed limits
- Complementary measures to improve the compliance/effectiveness of 20mph speed limits
- Hampshire Constabulary view including Police enforcement and community speed watch
- The County Council's Community Funded Initiative for Traffic Measures
- 20's plenty and advisory school 20mph speed limit signs
- Resource and Asset Management implications

The Task and Finish Working Group may wish to invite witnesses as part of the research and shall conclude once the necessary research and investigations into the policy have been completed. Supporting the ETE Department Review, instigated at the request of the Executive Member, this will be timed to inform the finalisation and adoption of the Local Transport Plan in Autumn 2022.

The Task and Finish Working Group shall report to the Economy, Transport and Environment Select Committee on completion. The Task and Finish Working Group may make recommendations to the Select Committee within its remit.

#### **4. Meeting arrangements**

Meetings of the Task and Finish Working Group shall take place as required by agreement with the Chairman of the Task and Finish Working Group.

Meetings shall normally be held remotely via Teams, and be supported by officers from Economy, Transport and Environment and Law and Governance as required.

## HAMPSHIRE COUNTY COUNCIL

### Report

<b>Committee:</b>	Economy, Transport and Environment Select Committee
<b>Date:</b>	27 January 2022
<b>Title:</b>	Work Programme
<b>Report From:</b>	Chief Executive

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

**Tel:** 01962 847347      **Email:** [katy.sherwood@hants.gov.uk](mailto:katy.sherwood@hants.gov.uk)

#### 1. Summary

1.1. The purpose of this item is to provide the work programme of future topics to be considered by this Select Committee.

#### 2. Recommendation

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

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

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

**Section 100 D - Local Government Act 1972 - background documents**

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

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**  
 (Edits since previous meeting in red)

Topic	Issue	Reason for inclusion	Status and Outcomes	27 January 2021	14 February 2022	10 March 2022	12 May 2022
Pre-scrutiny	ETE Proposed Capital Programme for 2022/23 2023/24 and 2024/25	Pre-scrutiny of the capital programme to go on to Cabinet		✓			
Pre-scrutiny	Pre-Scrutiny 2022/23 Revenue Budget for ETE	Pre-scrutiny of the revenue programme to go on to Cabinet		✓			
Pre-scrutiny	HWRC Booking System			✓			
Pre-scrutiny	Transport and Parking Management Agency Review		Provisional date for potential pre-scrutiny			✓	
For future review	School Streets Pilot	For the Select Committee to analyse the pilot			✓		
For future review	LTP4				✓		



Topic	Issue	Reason for inclusion	Status and Outcomes	27 January 2021	14 February 2022	10 March 2022	12 May 2022
For future review	20mph Speed Limits	Following discussion at Full Council on 4 November 2021	To investigate a potential working group being established.	✓			

**To be added to the work programme when timely:**

- Bus Back Better
- Environmental Strategy
- Waste and Collaborative Working
- Freeports

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