

HAMPSHIRE COUNTY COUNCIL

Decision Report

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

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Purpose of this Report

1. The purpose of this report is to set out, subject to confirmation of funding, the proposals for the 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
Original Capital Guidelines	11,929	11,929	11,929	35,787
Additional Approval - Prudential Borrowing (Efficiency Savings)	30,000	0	0	30,000
Additional Approvals (Capital Receipts)	0	0	414	414

Revised Local Resources	41,929	11,929	12,343	66,201

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
Total programme	112,620	102,141	60,930	275,691

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>
Total programme	45,316	45,316	45,316	135,948

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
Total programme	41,316	41,316

Table 5: Bridges programme

	2022/23 £000	Total £000
Bridges	4,000	4,000
Total programme	4,000	4,000

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
Total programme	34,312	57,531	16,790	108,633

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_{2e}. 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
Total programme	30,000	0	0	30,000

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
Total programme	106	106	106	318

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
Total programme	109,734	102,953	62,212	274,899

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
Total programme	109,734	102,953	62,212	274,899

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

Revenue Implications	5,066	5,951	3,344	14,361

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.