

# Public Document Pack



## NOTICE OF MEETING

<b>Meeting</b>	Economy, Transport and Environment Select Committee
<b>Date and Time</b>	Tuesday 15th January, 2019 at 10.00 am
<b>Place</b>	Mitchell Room, Elizabeth II Court South, The Castle, Winchester
<b>Enquiries to</b>	members.services@hants.gov.uk

John Coughlan CBE  
Chief Executive  
The Castle, Winchester SO23 8UJ

## FILMING AND BROADCAST NOTIFICATION

This meeting may be recorded and broadcast live on the County Council's website. The meeting may also be recorded and broadcast by the press and members of the public – please see the Filming Protocol available on the County Council's website.

## AGENDA

### 1. APOLOGIES FOR ABSENCE

To receive any apologies for absence.

### 2. DECLARATIONS OF INTEREST

All Members who believe they have a Disclosable Pecuniary Interest in any matter to be considered at the meeting must declare that interest and, having regard to the circumstances described in Part 3 Paragraph 1.5 of the County Council's Members' Code of Conduct, leave the meeting while the matter is discussed, save for exercising any right to speak in accordance with Paragraph 1.6 of the Code. Furthermore all Members with a Non-Pecuniary interest in a matter being considered at the meeting should consider whether such interest should be declared, and having regard to Part 5, Paragraph 2 of the Code, consider whether it is appropriate to leave the meeting while the matter is discussed, save for exercising any right to speak in accordance with the Code.

### 3. MINUTES OF PREVIOUS MEETING (Pages 5 - 12)

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. 2019/20 REVENUE BUDGET - ECONOMIC DEVELOPMENT AND ENVIRONMENT & TRANSPORT** (Pages 13 - 38)

For the Economy, Transport and Environment Select Committee to pre-scrutinise the Economy, Transport and Environment Department 2019/20 Revenue Budget proposals for:

A) Economic Development, set out in the attached report which is due to be considered at the Decision Day of the Executive Member for Economic Development at 1.00pm on 15 January 2019.

B) Environment and Transport, set out in the attached report which is due to be considered at the Decision Day of the Executive Member for Environment and Transport at 2.00pm on 15 January 2019.

**7. ETE PROPOSED CAPITAL PROGRAMME 2019/20, 2020/21 AND 2021/22** (Pages 39 - 60)

For the Economy, Transport and Environment Select Committee to pre-scrutinise the proposals for the Economy, Transport and Environment Capital programme for 2019/20, 2020/21 and 2021/22 (see report attached due to be formally considered by the Executive Member for Environment and Transport at 2.00pm on 15 January 2019).

**8. HAMPSHIRE ECONOMY**

To receive a presentation from David Fletcher regarding the Hampshire economy, featuring information produced for the 2050 Commission.

**9. ELECTRIC VEHICLE DEVELOPMENTS**

To receive a presentation from Steve Clow in Culture, Communities and Rural Affairs, updating Members on Electric Vehicle Charging (EVC) across Hampshire.

**10. GOVERNMENT 25 YEAR ENVIRONMENT PLAN STRATEGY UPDATE**

To receive an update on the Government 25 year Environment Plan strategy, following it being discussed at the Select Committee in April 2018.

**11. WORK PROGRAMME** (Pages 61 - 68)

To consider the work programme of topics to be considered by this Select Committee in future.

**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:**

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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 Monday, 29th October, 2018

Chairman:

p Councillor Russell Oppenheimer

Vice Chairman:

p Councillor Graham Burgess

p Councillor John Bennison  
p Councillor Roland Dibbs  
a Councillor Gary Hughes  
p Councillor Rupert Kyrle  
p Councillor Derek Mellor  
a Councillor Floss Mitchell

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

Also present with the agreement of the Chairman: Councillor Rob Humby, Executive Member for Environment & Transport

## 55. APOLOGIES FOR ABSENCE

Apologies were received from Cllr Gary Hughes; Cllr Jan Warwick attended in his place as Conservative Substitute. Apologies were also received from Cllr Floss Mitchell, Cllr Michael Thierry and Cllr Bill Withers. The second Conservative Substitute Cllr Fred Birkett had been invited but also gave apologies.

## 56. 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.

In relation to Item 8 on the agenda (T19 Modernisation of the On-Street Parking Service):

Cllr Jan Warwick declared a personal interest that she was Cabinet Member for a relevant portfolio at Winchester City Council, and therefore planned to leave the room while the item was discussed.

Cllr Graham Burgess declared a personal interest that he was a Member of Gosport Borough Council.

Cllr Michael White declared a personal interest that he was a Member of New Forest District Council.

Cllr Martin Tod declared a personal interest that he was a Member of Winchester City Council, and had a parking permit.

Cllr Rupert Kyrle declared a personal interest that he was Cabinet Member for Environment and Transport at Eastleigh Borough Council.

Cllr Stephen Philpott declared a personal interest that he was a Member of Gosport Borough Council.

## 57. **MINUTES OF PREVIOUS MEETING**

The minutes of the last meeting were reviewed and agreed.

## 58. **DEPUTATIONS**

The Select Committee received four deputations regarding Item 10 on the agenda (Cycling Strategy Update) from:

- Andrew McGill
- Tim Pickering
- Andy Key (on behalf of Cycle Winchester)
- Paul Martin (on behalf of Cycle Gosport)

The deputees were critical of the impact of the Hampshire Cycling Strategy.

## 59. **CHAIRMAN'S ANNOUNCEMENTS**

The Chairman announced his intention to propose a working group on plastic waste and recycling, for further discussion under the work programme item.

## 60. **CYCLING STRATEGY UPDATE**

The Cycling Strategy Update was taken next, out of order compared to the published agenda for the meeting, to follow on from the deputations. The Select Committee received a report on behalf of the Director of Economy Transport & Environment, providing an update on the progress of the Hampshire County Council Cycling Strategy adopted in September 2015 (see Item 10 in the Minute Book).

Members heard that:

- The County Council was interested in engaging with cycling groups, however sometimes there were opportunities to bid for funding for schemes with short timescales
- The County Council was working on local strategies that would sit alongside the overall cycling strategy, for example the Winchester Movement Strategy, which would be out for consultation in November
- Officers were willing to follow up with the deputees regarding examples they had identified where they had feedback about schemes that had been implemented
- The County Council's approach was to take a balanced view between the needs of cyclists and car drivers

- Some funding for infrastructure projects was allocated via the Local Enterprise Partnerships

Members commented:

- There was potential opportunity for a working group to look into the Cycling Strategy, given the feedback received from the deputations
- Members were supportive of the County Council engaging with cycling groups on an ongoing basis
- Policy prioritising cycling was needed at a national level

RESOLVED:

To retain the Cycling Strategy on the work programme for a further update in future, and to give consideration to setting up a Working Group or alternative method for Members to further discuss this topic.

## 61. **PASSENGER TRANSPORT REVIEW 2018**

The Select Committee received a report and supporting presentation on behalf of the Director of Economy Transport & Environment, regarding proposals to make savings in passenger transport (see Item 6 in the Minute Book). The report was due to be considered by the Executive Member for Environment and Transport at his decision day later that day.

Members heard that:

- These proposals did not impact on home to school transport or social care transport
- Savings were required from the passenger transport budget, and options had been considered to achieve this and consulted on
- Consultation responses indicated a preference to maintain services on current days of the week and offer less journeys per day
- Of 80 supported services 48 would need to be revised if these proposals were approved
- In some cases, the operator was able to continue the service without the subsidy or with reduced funding
- The biggest changes affected around 80 residents who were regular passengers on those services
- It was proposed to cease providing funding to ferry services, and support bus services in those areas instead

Members commented:

- Some Members indicated they were unable to support the proposals without the opportunity to understand the detail behind each service change
- Other Members commented that the consultation had been good, with events held that provided detail on local impacts, and that the proposals offered the best way to make the required savings
- A Member queried the level of detail in the impact assessment, including the potential impact on ambitions to encourage bus use instead of car use for environmental reasons

The Chairman proposed the recommendation as per the cover report, which was carried with eight in favour and three against:

RECOMMENDED:

The Economy, Transport & Environment Select Committee support the recommendations being proposed to the Executive Member for Environment and Transport in section 1 of the Passenger Transport Review 2018 report.

## 62. **STREET LIGHTING T19 SAVINGS**

The Select Committee received a report and supporting presentation on behalf of the Director of Economy Transport & Environment, regarding proposals to make savings from street lighting (see Item 7 in the Minute Book). The report was due to be considered by the Executive Member for Environment and Transport at his decision day later that day.

Members heard that:

- It was proposed to reduce street lighting between 1am and 4am in residential areas, and therefore town centres and major roads would not be affected
- The lighting system in place enabled discreet areas to be switched on or off. Therefore, if following implementation of the proposals there were concerns about particular areas, the lighting times could be adapted, based on evidence of need.

Members commented:

- Some villages didn't want street lights due to the light pollution, and there was no evidence that this impacted on accident rates in those areas
- Street lighting had been reduced already, and there hadn't been complaints on that occasion, so it seemed a logical area to seek to make savings with minimal impact on the public
- A Member was concerned about the impact on students walking home at night

RECOMMENDED:

The Economy, Transport and Environment Select Committee support the recommendations being proposed to the Executive Member for Environment and Transport in section 1 of the Street Lighting T19 Savings report.

## 63. **T19 MODERNISATION OF THE ON-STREET PARKING SERVICE**

The Select Committee received a report and supporting presentation on behalf of the Director of Economy Transport & Environment, regarding the on-street parking service (see Item 8 in the Minute Book). The report was due to be considered by the Executive Member for Environment and Transport at his decision day later that day.



Cllr Jan Warwick left the room for this item, as per her declaration of a personal interest in relation to this item. Other Members present remained in the meeting for this item.

Members heard that:

- The Executive Member had previously approved to terminate the existing parking enforcement arrangements with the district/borough/city councils, which would mean this responsibility would return to the County Council from April 2020. This established the principle of managing on street parking at County level. The County Council, as highway authority, was ultimately responsible for on-street parking
- This report proposed that when the county undertakes this service it would do so on a full cost recovery basis, and also to establish the principle of introducing pilot on-street electric vehicle (EV) charging bays
- At present costs for on-street parking and levels of enforcement were variable across Hampshire
- The County Council would work with those districts/boroughs/cities that wished to continue to deliver the service, or would take this on if they chose not to. In such cases the County Council was likely to outsource provision of the service as it did not have the capacity in house.

Members commented:

- A Member from Winchester noted that in Winchester on-street parking demand was managed by requiring new developments to provide off street parking. Officers indicated that such arrangements could be accommodated in new agreements negotiated with districts that were interested in continuing to deliver the on-street parking service themselves.
- Some Members expressed concern that operating the scheme at county level reduced the opportunity for local priorities, for example to allow free parking in town centres to support the local economy
- If the fee for on-street parking permits was due to increase, care needed to be taken in how this was implemented to reduce the impact
- Demand for controlled parking zones changed over time, as parking patterns change as new zones are implemented. Officers acknowledged this and indicated they would work closely with district colleagues with local knowledge on such issues.

The Chairman proposed the recommendation as in the cover report, which was carried with seven in favour and three against.

**RECOMMENDED:**

The Economy, Transport and Environment Select Committee support the recommendations being proposed to the Executive Member for Environment and Transport as set out in the T19 Modernisation of the On-Street Parking Service report.

**64. CONSOLIDATION AND REVIEW OF SCHOOL CROSSING PATROL POLICY**

The Select Committee received a report on behalf of the Director of Economy Transport & Environment, regarding school crossing patrol policy (see Item 9 in the Minute Book). The report was due to be considered by the Executive Member for Environment and Transport at his decision day later that day.

Members heard that:

- In order to stop traffic, school crossing patrol officers need to be empowered to do so by the County Council as highway authority. The county therefore preferred to employ such officers rather than make it a volunteer position
- The criteria for providing school crossing patrols had not changed, and was based on number of vehicle movements
- The report was intended to consolidate and clarify existing policy

Members commented:

- That it was good to see flexibility being built in to allow for a range of ways to fund school crossing patrols

**RECOMMENDED:**

The Economy, Transport and Environment Select Committee support the recommendations being proposed to the Executive Member for Environment and Transport in section 1 of the Consolidation and Review of School Crossing Patrol Policy report.

**65. UPDATE FROM THE DIRECTOR OF ETE DEPARTMENT**

The Chairman invited the Director of the Economy Transport & Environment Department to provide an update, as an opportunity to update the Select Committee on developments outside of those items specifically on the agenda.

It was reported that national budget announcements were due shortly that were expected to include announcements affecting transport, waste and recycling. Further detail would be passed on when available.

**66. WORK PROGRAMME**

The Chairman presented the future work programme for the Select Committee (see Item 12 in the Minute Book). The Chairman suggested that the Committee give consideration to establishing a Working Group to look in to plastic waste and recycling, as this was currently a topical issue. Cllr Warwick reported that she was Vice Chair on Project Integra the Waste Partnership in Hampshire, which had initiated a working group looking at recycling.

Cllr Kyrle requested an item for the work programme on the economy, as this was part of the Select Committee's remit that had not been considered for a while. It was requested this cover consideration of the impact of Brexit.

Cllr Bennison requested a further report back on the Cycling Strategy be added to the work programme, and consideration be given to establishing a Working Group on cycling.

Cllr Tod commented that he would like to see a date for the update on the Walking Strategy that was in the work programme.

Cllr Philpott suggested inviting the bus companies that operate in Hampshire to a meeting, to hear their perspective and share the Member perspective with them.

Cllr Mellor suggested an update for Members on developments regarding electric vehicles would be useful.

RESOLVED:

The Work Programme was agreed, subject to any updates arising from items considered at this meeting.

The Chairman would consider the requests made by Members, and update the work programme for the next meeting. This would include inviting volunteers to take part in a Working Group on plastic waste and recycling, and a Working Group on cycling, to gauge interest and inform the best way forward on these issues.

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Chairman,

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## HAMPSHIRE COUNTY COUNCIL

### Report

<b>Committee:</b>	Economy, Transport & Environment Select Committee
<b>Date:</b>	15 January 2019
<b>Title:</b>	2019/20 Revenue Budget
<b>Report From:</b>	Director of Economy, Transport and Environment

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

**Tel:** 01962 845260                      **Email:** stuart.jarvis@hants.gov.uk  
01962 847804                              sue.lapham@hants.gov.uk

#### 1. Purpose of Report

- 1.1. For the Economy, Transport and Environment Select Committee to pre-scrutinise the Revenue Budget proposals for the Economy, Transport and Environment Department for 2019/20, as set out in the two attached reports which are due to be considered at the Decision Day of the Executive Member for Economic Development at 1.00pm on 15 January 2018 and at the Decision Day of the Executive Member for Environment and Transport at 2.00pm on 15 January 2019.

#### 2. Recommendations

- 2.1. That, in regards to the revenue budget for Environment and Transport, the Select Committee either:

supports the recommendations being proposed to the Executive Member for Environment and Transport that the revised revenue budget for 2018/19, as set out in Appendix 1 of the attached report, and the summary revenue budget for 2019/20, as set out in Appendix 1 of the attached report, be recommended for approval by the Leader and Cabinet.

Or:

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

- 2.2. That, in regards to the revenue budget for Economic Development, the Select Committee either:

supports the recommendations being proposed to the Executive Member for Economic Development that the revised revenue budget for 2018/19, as set out in section 5 of the attached report, and the summary revenue budget for 2019/20, as set out in section 7 of the attached report, be recommended for approval by the Leader and Cabinet.

Or:

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

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**HAMPSHIRE COUNTY COUNCIL**

**Decision Report**

<b>Decision Maker:</b>	Executive Member for Economic Development
<b>Date:</b>	15 January 2019
<b>Title:</b>	2019/20 Revenue Budget Report for Economic Development
<b>Report From:</b>	Director of Economy, Transport and Environment and Deputy Chief Executive and Director of Corporate Resources

**Contact name:** Stuart Jarvis  
Sue Lapham

**Tel:** 01962 845260      **Email:** [stuart.jarvis@hants.gov.uk](mailto:stuart.jarvis@hants.gov.uk)  
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**1. Recommendations**

To approve for submission to the Leader and the Cabinet:

- 1.1. The revised revenue budget for 2018/19 as set out in Section 5.
- 1.2. The summary revenue budget for 2019/20 as set out in Section 7.

**2. Executive Summary**

- 2.1. The purpose of this report is to set out proposals for the 2019/20 budget for Economic Development in accordance with the Council's Medium Term Financial Strategy (MTFS) approved by the County Council in September 2018.
- 2.2. The deliberate strategy that the County Council has followed to date for dealing with grant reductions and the removal of funding that was historically provided to cover inflation, coupled with continued demand pressures over the last decade is well documented. It involves planning ahead of time, through a two-yearly cycle, releasing resources in advance of need and using those resources to help fund transformational change.
- 2.3. This strategy has served the County Council, and more particularly its services and community well, as it has delivered transformation programmes on time and on budget allowing maximum planning time and minimising disruption. Put simply, it is an approach that has ensured Hampshire County Council has continued to avoid the worst effects of funding reductions that have started to blight other local authorities.
- 2.4. In line with this financial strategy there were no new savings proposals presented as part of the 2018/19 budget setting process and the budget was balanced through the use of the Grant Equalisation Reserve (GER). Targets

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for 2019/20 based on a reduction of approaching 19% in cash limited spend, were approved by the County Council in July 2016 as part of the MTFs to 2020. Proposals to meet these targets were approved by Executive Members, Cabinet and County Council in October and November 2017 and are being implemented through the Transformation to 2019 (Tt2019) Programme.

- 2.5. The report also provides an update on the financial position for the current year. Overall the outturn forecast for Economic Development for 2018/19 is to break even against the current budget.
- 2.6. The proposed budget for 2019/20 analysed by service is shown in Section 7.
- 2.7. This report seeks approval for submission to the Leader and Cabinet of the revised budget for 2018/19 and detailed service budgets for 2019/20 for Economic Development. The report has been prepared in consultation with the Executive Member and will be reviewed by the Economy, Transport and Environment Select Committee. It will be reported to the Leader and Cabinet on 1 February 2019 to make final recommendations to County Council on 14 February 2019.

### **3. Context and Priorities**

- 3.1. 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 Grant Equalisation Reserve (GER) 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.
- 3.2. The County Council's strategy placed it in a very strong position to produce a 'steady state' budget for 2018/19 and safely implement the next phase of changes through the Transformation to 2019 (Tt2019) Programme to deliver savings totalling £140m.
- 3.3. The Tt2019 Programme is progressing well and to plan, but it is clear that bridging a further gap of £140m is extremely difficult and will take longer to achieve in order to avoid service disruption. The Chief Executive's report entitled Transformation to 2019 – Report No. 5 was presented to Cabinet in December 2018 and outlined the positive progress being made.
- 3.4. The anticipated delay in the delivery of some elements of programme has been factored into our medium term planning to ensure that sufficient one-off funding exists both corporately and within departments to meet any potential gap over the period. Taking up to four years to safely deliver service changes rather than being driven to deliver within the two year financial target requires the careful use of reserves as part of our overall financial strategy and further emphasises the value of our reserves strategy.
- 3.5. Budget setting for 2019/20 will therefore be different in that the majority of decisions in respect of major changes to the budget were taken early. However other factors will still affect the budget, such as council tax decisions



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and inflation, but these will not be as significant as the transformation programme that has already been put in place.

- 3.6. The MTFS approved by the County Council in September 2018 flagged that the expectation was for minimal change to the provisional Local Government Finance Settlement for 2019/20, the final year of the Comprehensive Spending Review (CSR). However, it was acknowledged that the Budget in the autumn could potentially contain some additional information that could impact our planning assumptions.
- 3.7. In overall terms, the announcements in the Budget had very little impact on the revenue position reported in the MTFS, although there were some welcome announcements in respect of one off additional funding for both adults' and children's social care and for highways. Although this funding falls far short of the amount required and is only one off, it does however signal that some of the pressures on local government are being recognised by the Treasury and the hope is that this will feed through to further changes within next years CSR.
- 3.8. The provisional Local Government Settlement announced on 13 December confirmed the grant figures for 2019/20 broadly in line with the four year settlement and there has been no change to the council tax thresholds, with the exception of the police precept. The other key elements of the provisional settlement were:
  - The County Council's Revenue Support Grant (RSG) was reduced to zero in 2019/20 as part of the original four year settlement. On top of this a further £1.6m was lost as a result of 'negative RSG' which reduced the top up grant from business rates. The Government has announced that there will be no 'negative RSG' in 2019/20 and this therefore represents a benefit of £1.6m to the County Council next year.
  - A £180m surplus from the business rates levy account will be distributed pro rata to the Settlement Funding Assessment (SFA) which is a proxy for the relative need of each local authority - the County Council's allocation is £1.8m.
  - The continuation of 100% pilots in Devolution Deal Areas and fifteen 75% business rates retention pilots. Hampshire County Council's bid was unsuccessful but Portsmouth, Southampton and the Isle of Wight have had their existing pilot extended, albeit at a lower retention level (2018/19 was 100% retention).
  - £20m has been added to the settlement to maintain the New Home Bonus (NHB) baseline at 0.4% (only growth in new homes above this baseline level attract the NHB). Hampshire will receive approaching £4.9m from the NHB and this is already factored into the MTFS for next year.
  - The provisional settlement confirmed the allocations of adult social care funding announced in the Budget but the Green Paper for adult social care which was originally due to be published in summer 2018 has been delayed further until next year.

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- 3.9. Economic Development has been developing its service plans and budgets for 2019/20 and future years in keeping with the County Council's priorities and the key issues, challenges and priorities for the service are set out below.

### 4. Departmental Challenges and Priorities

- 4.1. Hampshire has one of the most successful economies in the UK. With a GVA (Gross Added Value) of around £50bn, it represents the largest sub regional economy in the South East of England. However, a number of macro national and international influences mean that we cannot assume that continued success. These external factors include:

- Ever greater globalisation of markets for goods, services, technology and talent;
- The challenges associated with the UK's post recession productivity 'gap';
- The digital revolution which will continue to impact on all aspects of our lives and our economy;
- The UK's imminent exit from the EU and its impact on both investor and consumer confidence, and on the UK's relative competitiveness.

Within the County Council's Strategic Plan, Outcome 1 is that 'Hampshire maintains strong and sustainable economic growth and prosperity.'

- 4.2. The current priorities of the Economic Development function include:
- Supporting the delivery of transformational regeneration projects – such as the new £33m Farnborough conference centre
  - Attracting quality inward investment – for example the new £50m Gulfstream service centre in Farnborough
  - Supporting key sectors – such as marine & maritime, aerospace & defence – which offer significant prospects for growth and export sales
  - Promoting tourism – a key sector for Hampshire, supported primarily via the Visit Hampshire website
- 4.3. However, these priorities are evolving and now need to encompass to a greater degree:
- Internationalisation – especially in the context of Brexit and the need for more Hampshire businesses to grow their export markets, and a greater focus needed on attracting foreign direct investment into the county
  - Disruptive technologies – autonomy, internet of things, artificial intelligence – all of which we have a number of local specialisms in universities and in the business community – and which offer knowledge intensive growth into the future.
- 4.4. In relation to internationalisation, following the decision to cease the SELP (Southern England Local Partners) arrangements by 31 March 2019, it is the County Council's intention to develop further our internationalisation activities through the resources previously deployed to support the SELP partners. As

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a result of these proposed changes, the Head of SELP post will now report directly to the Assistant Director for Economic Development, with the associated cash limit transferred from Policy and Resources (Corporate Services) to the Economic Development budget within ETE from 2019/20 onwards.

### **5. 2018/19 Revenue Budget**

- 5.1. Early savings from Economic Development services are retained within the Economy, Transport and Environment Department and, as last year, have been included within the figures reported to the Executive Member for Environment and Transport. This and any further early delivery achieved during the year can be transferred to the departmental cost of change reserve and used to fund future transformational change or to cash flow delivery and offset service pressures.
- 5.2. 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.
- 5.3. The budget for Economic Development has been updated throughout the year resulting in a revised budget of £912,000. The movement between the original and revised 2018/19 budget encompasses two one-off adjustments relating to the County Council's agreed £75,000 revenue seed funding contribution to support the early stages of the development and activities of the Centre for Social Innovation (redevelopment of South Efford House) as agreed by the Executive Member for Policy and Resources in September 2018 and the use of cost of change funding for one-off projects (£69,000) together with an inflation uplift for the pay award (£11,000).
- 5.4. The expected outturn forecast for 2018/19 is to break even against the budget.

### **6. 2019/20 Revenue Savings Proposals**

- 6.1. As part of the overall savings target of £15.805m for the Economy, Transport and Environment Department the Economic Development service has been progressing proposals to contribute towards this total. Planned savings in Economic Development of £120,000 will be fully achieved by 2019/20.
- 6.2. This early action in developing and implementing the savings programme for 2019/20 means that the County Council is in a strong position for setting a balanced budget in 2019/20 and that no new savings proposals will be considered as part of the budget setting process for the next financial year.

### **7. Budget Summary 2019/20**

- 7.1. The budget update report presented to Cabinet in December included provisional cash limit guidelines for each department. The cash limit for the Economic Development service within the Economy, Transport and

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Environment Department total was £750,000, a net reduction of £7,000 compared to the original 2018/19 budget.

- 7.2. At that stage the cash limit guidelines did not include an allowance for the second year of the two year pay award covering the 2018/19 and 2019/20 financial years. However, the required allocations have now been finalised and have been added – full details will be included in the February budget setting report. For Economic Development this amount is £16,000 and increases the cash limit to £766,000.
- 7.3. This net increase of £9,000 comprises:
- An increase of £94,000 resulting from the transfer of the Head of SELP post referred to in paragraph 4.4
  - A reduction of £120,000 from Tt2019 savings
  - An inflation increase of £24,000 offset by a modest reduction of £5,000 relating to the centralising of learning and development budgets within the Economy, Transport and Environment Department (the latter does not result in any reduced access to learning and development activity for Economic Development staff).
  - The pay inflation increase referred to in paragraph 7.2 above of £16,000.
- 7.4. Table 1 summarises the proposed budgets for Economic Development for 2018/19 and 2019/20 and shows that these are within the cash limit set out.

**Table 1: Economic Development Budgets**

<b>Service Activity</b>	<b>Original Budget 2018/19 £'000</b>	<b>Revised Budget 2018/19 £'000</b>	<b>Proposed Budget 2019/20 £'000</b>
Economic Development	757	912	766

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

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

**Other Significant Links**

<b>Links to previous Member decisions:</b>	
<u>Title</u>	<u>Date</u>
Transformation to 2019 – Revenue Savings Proposals (Executive Member for Economic Development) <a href="https://democracy.hants.gov.uk/ieListDocuments.aspx?CId=172&amp;MId=312">https://democracy.hants.gov.uk/ieListDocuments.aspx?CId=172&amp;MId=312</a>	19 September 2017
Medium Term Financial Strategy Update and Transformation to 2019 Savings Proposals <a href="https://democracy.hants.gov.uk/mgAi.aspx?ID=3194#mgDocuments">https://democracy.hants.gov.uk/mgAi.aspx?ID=3194#mgDocuments</a>	Cabinet - 16 October 2017 County Council – 2 November 2017
Revenue Budget and Precept 2018/19 and Capital Programme 2018/19 to 2020/21 <a href="https://democracy.hants.gov.uk/ieListDocuments.aspx?CId=163&amp;MId=329">https://democracy.hants.gov.uk/ieListDocuments.aspx?CId=163&amp;MId=329</a>	Cabinet – 5 February 2018 County Council – 22 February 2018
Looking Ahead - Medium Term Financial Strategy <a href="https://democracy.hants.gov.uk/ieIssueDetails.aspx?Id=10915&amp;PlanId=0&amp;Opt=3#A18687">https://democracy.hants.gov.uk/ieIssueDetails.aspx?Id=10915&amp;PlanId=0&amp;Opt=3#A18687</a>	Cabinet - 18 June 2018 County Council – 20 September 2018
Budget Setting and Provisional Cash Limits 2019/20 (Cabinet) <a href="https://democracy.hants.gov.uk/ieListDocuments.aspx?CId=134&amp;MId=3479">https://democracy.hants.gov.uk/ieListDocuments.aspx?CId=134&amp;MId=3479</a>	10 December 2018

**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:**

The budget setting process for 2019/20 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 Transformation to 2019 Programme were considered in detail as part of the approval process carried out in October and November 2017 and full details of the Equalities Impact Assessments relating to those changes can be found in Appendices 4 to 7 in the October Cabinet report linked below:

<https://democracy.hants.gov.uk/ieListDocuments.aspx?CId=134&MId=737>

### **2. Impact on Crime and Disorder:**

2.1 The report does not contain any proposals which impact on crime and disorder.

#### **Climate Change:**

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

The report does not contain any proposals which impact on our carbon footprint or 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?

The report contains no proposals which will impact on climate change.

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## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Environment and Transport		
<b>Date:</b>	15 January 2019		
<b>Title:</b>	2019/20 Revenue Budget Report for Environment and Transport		
<b>Report From:</b>	Director of Economy, Transport and Environment and Deputy Chief Executive and Director of Corporate Resources		
<b>Contact name:</b>	Stuart Jarvis Sue Lapham		
<b>Tel:</b>	01962 845260 01962 847804	<b>Email:</b>	<a href="mailto:stuart.jarvis@hants.gov.uk">stuart.jarvis@hants.gov.uk</a> <a href="mailto:sue.lapham@hants.gov.uk">sue.lapham@hants.gov.uk</a>

#### 1. Recommendations

To approve for submission to the Leader and the Cabinet:

- 1.1. The revised revenue budget for 2018/19 as set out in Appendix 1.
- 1.2. The summary revenue budget for 2019/20 as set out in Appendix 1.

#### 2. Executive Summary

- 2.1. The purpose of this report is to set out proposals for the 2019/20 budget for Environment and Transport services in accordance with the Council's Medium Term Financial Strategy (MTFS) approved by the County Council in September 2018.
- 2.2. The deliberate strategy that the County Council has followed to date for dealing with grant reductions and the removal of funding that was historically provided to cover inflation, coupled with continued demand pressures over the last decade is well documented. It involves planning ahead of time, through a two-yearly cycle, releasing resources in advance of need and using those resources to help fund transformational change.
- 2.3. This strategy has served the County Council, and more particularly its services and community well, as it has delivered transformation programmes on time and on budget allowing maximum planning time and minimising disruption. Put simply, it is an approach that has ensured Hampshire County Council has continued to avoid the worst effects of funding reductions that have started to blight other local authorities.
- 2.4. In line with this financial strategy there were no new savings proposals presented as part of the 2018/19 budget setting process and the budget was

balanced through the use of the Grant Equalisation Reserve (GER). Targets for 2019/20 based on a reduction of approaching 19% in cash limited spend, were approved by the County Council in July 2016 as part of the MTFS to 2020. Proposals to meet these targets were approved by Executive Members, Cabinet and County Council in October and November 2017 and are being implemented through the Transformation to 2019 (Tt2019) Programme.

- 2.5. The report also provides an update on the financial position for the current year. Overall the outturn forecast for Environment and Transport services for 2018/19 is a saving of £6.117m resulting from planned early achievement of Tt2019 savings as well as adopting a cautious approach to business as usual budget with tight control of vacancy management and non-pay budgets in the light both of delivery challenges around the Tt2019 Programme and the need for future savings.
- 2.6. The proposed budget for 2019/20 analysed by service is shown in Appendix 1.
- 2.7. This report seeks approval for submission to the Leader and Cabinet of the revised budget for 2018/19 and detailed service budgets for 2019/20 for Environment and Transport services. The report has been prepared in consultation with the Executive Member and will be reviewed by the Economy, Transport and Environment Select Committee. It will be reported to the Leader and Cabinet on 1 February 2019 to make final recommendations to County Council on 14 February 2019.

### **3. Context and Priorities**

- 3.1. 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 Grant Equalisation Reserve (GER) 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.
- 3.2. The County Council's strategy placed it in a very strong position to produce a 'steady state' budget for 2018/19 and safely implement the next phase of changes through the Transformation to 2019 (Tt2019) Programme to deliver savings totalling £140m.
- 3.3. The Tt2019 Programme is progressing well and to plan, but it is clear that bridging a further gap of £140m is extremely difficult and will take longer to achieve in order to avoid service disruption. The Chief Executive's report entitled Transformation to 2019 – Report No. 5 was presented to Cabinet in December 2018 and outlined the positive progress being made.
- 3.4. The anticipated delay in the delivery of some elements of programme has been factored into our medium-term planning to ensure that sufficient one-off funding exists both corporately and within departments to meet any potential gap over the period. Taking up to four years to safely deliver service changes rather than being driven to deliver within the two-year financial target

requires the careful use of reserves as part of our overall financial strategy and further emphasises the value of our reserves strategy.

- 3.5. Budget setting for 2019/20 will therefore be different in that the majority of decisions in respect of major changes to the budget were taken early. However other factors will still affect the budget, such as council tax decisions and inflation, but these will not be as significant as the transformation programme that has already been put in place.
- 3.6. The MTFS approved by the County Council in September 2018 flagged that the expectation was for minimal change to the provisional Local Government Finance Settlement for 2019/20, the final year of the Comprehensive Spending Review (CSR). However, it was acknowledged that the Budget in the autumn could potentially contain some additional information that could impact our planning assumptions.
- 3.7. In overall terms, the announcements in the Budget had very little impact on the revenue position reported in the MTFS, although there were some welcome announcements in respect of one-off additional funding for both adults' and children's social care and for highways. Although this funding falls far short of the amount required and is only one-off, it does however signal that some of the pressures on local government are being recognised by the Treasury and the hope is that this will feed through to further changes within next year's CSR.
- 3.8. The provisional Local Government Settlement announced on 13 December confirmed the grant figures for 2019/20 broadly in line with the four year settlement and there has been no change to the council tax thresholds, with the exception of the police precept. The other key elements of the provisional settlement were:
  - The County Council's Revenue Support Grant (RSG) was reduced to zero in 2019/20 as part of the original four year settlement. On top of this a further £1.6m was lost as a result of 'negative RSG' which reduced the top up grant from business rates. The Government has announced that there will be no 'negative RSG' in 2019/20 and this therefore represents a benefit of £1.6m to the County Council next year.
  - A £180m surplus from the business rates levy account will be distributed pro rata to the Settlement Funding Assessment (SFA) which is a proxy for the relative need of each local authority - the County Council's allocation is £1.8m.
  - The continuation of 100% pilots in Devolution Deal Areas and fifteen 75% business rates retention pilots. Hampshire County Council's bid was unsuccessful but Portsmouth, Southampton and the Isle of Wight have had their existing pilot extended, albeit at a lower retention level (2018/19 was 100% retention).
  - £20m has been added to the settlement to maintain the New Home Bonus (NHB) baseline at 0.4% (only growth in new homes above this baseline level attract the NHB). Hampshire will receive approaching £4.9m from the NHB and this is already factored into the MTFS for next year.

- The provisional settlement confirmed the allocations of adult social care funding announced in the Budget but the Green Paper for adult social care which was originally due to be published in summer 2018 has been delayed further until next year.
- 3.9. Environment and Transport services have been developing their service plans and budgets for 2019/20 and future years in keeping with the County Council's priorities and the key issues, challenges and priorities for the Economy, Transport and Environment Department are set out below.

#### **4. Departmental Challenges and Priorities**

- 4.1. The Department's overarching budget strategy continues a relentless focus on core service delivery around Highways, Waste Management, Transport and statutory planning services (budget priorities relating to Economic Development, a further key service priority for the Department, are now reported to the Executive Member for Economic Development).
- 4.2. After allowing for the removal of the major 2017 savings in highways maintenance resulting from the new Hampshire Highway Service Contract (HHSC), of the £27.6m overall revenue budget provision for highways maintenance services in 2019/20, 57% is required either to cover street lighting PFI contractual payments and energy costs or set aside for winter and other weather emergency responses with just 43% available for routine maintenance and safety defects (the equivalent percentage figures for maintenance in 2016/17 was 50%). While the HHSC has already delivered £4.8m of savings in highways works and facilitated a further £1m of savings in the highways operating model its successful implementation in August 2017 now embeds a commitment to closer, collaborative working to develop further service innovation and efficiencies.
- 4.3. The Department continues to look to retain services, capacity and expertise by charging for services or developing a broader client base for sold services where possible. While movement in this area is still required, the County Council remains in discussion with the Government over user charging and these discussions have broadened out to include areas such as the potential to charge for issuing Concessionary Fares passes in addition to a universal access charge for Household Waste Recycling Centres.
- 4.4. Waste volume growth (due to demographic growth) and falling recycling rates (reflecting the national trend) continue to represent a significant risk to the financial position of the Department; addressing the challenges remains a key priority for the Department. Progress has been made in this area with the approval by the Executive Member for Environment and Transport in November 2017 of a new waste strategy together with recent constructive discussions with District Councils as Waste Collection Authorities around more collaborative approaches to recycling. The proposed new Single Materials Recovery Facility (MRF) would be expected to play a major role in increasing recycling and reducing the overall cost of waste disposal. The waste service budget will however continue to be sensitive to changes in statutory waste definitions and fluctuations in markets or currencies which affect the value of recycled materials such as metal or paper or the treatment costs of materials like wood.

## **5. 2018/19 Revenue Budget**

- 5.1. The original cash limited budget for 2018/19 included the early achievement of Tt2019 proposals of £3.840m during the year. This figure has been exceeded by £814,000 and, after applying £2.374m of this total to fund one-off investment and costs to support transformational change during the year, the net early delivery achieved can be transferred to cost of change reserves and used to fund future transformational change or to cash flow delivery and offset service pressures.
- 5.2. 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.
- 5.3. The budget for Environment and Transport services has been updated throughout the year and the revised budget is shown in Appendix 1. The net increase of £2.341m is made up of:
  - A one-off addition of £2m of local resources to the highways maintenance budget.
  - Inflation (e.g. pay award & business rates uplift) of £565,000.
  - A net increase to the waste disposal budget of £132,000 covering volume growth pressures.
  - A contribution towards the Parish Lengthsman Scheme of £35,000 from the Culture, Communities and Business Services Department.
  - Budget transfers of £281,000 relating to services e.g. Chichester Harbour moved out of the Environment and Transport cash limit.
  - One-off cost of change funding transferred to Culture, Communities and Business Services Department (hosting the fly-tipping co-ordination post) plus other minor adjustments (reduction of £110,000).
- 5.4. Over the past months the Government has announced several initiatives with relation to waste disposal and recycling including a consultation on a Deposit Return Scheme and the Resources and Waste Strategy published on 18 December 2018. The resulting uncertainty about the wider regulatory and financial environment in which the service will operate in future has impacted on the County Council's progress with the MRF project which underpins the planned Tt2019 saving for waste disposal. Some £3.1m of the Department's Tt2019 savings will be delayed so the County Council can better understand the Government's intentions and ensure appropriate facilities are constructed.
- 5.5. The expected outturn forecast for 2018/19 is a saving of £6.117m resulting from planned early achievement of Tt2019 savings as well as adopting a cautious approach to business as usual budget with tight control of vacancy management and non-pay budgets in the light both of delivery challenges around the Tt2019 programme and the need for future savings. This sum will be transferred to the Department's cost of change reserve at the end of the year in line with the County Council's financial strategy to be used to fund future transformational change or to cash flow delivery and offset service pressures.

## **6. 2019/20 Revenue Budget Pressures and Initiatives**

- 6.1. Staff recruitment and retention continues to be challenging, in particular for areas such as engineering, planning and specialist environmental services, and the cost and availability of temporary agency staff in these areas continues to create pressures. The Department is continuing to develop initiatives such as apprenticeships, including at graduate level, and working collaboratively with universities and strategic partners to secure access to the capacity needed. However, the size and scope of the Capital Programme, which is delivering major infrastructure improvements in Hampshire, does mean that particular pressures are being felt in professional services and project delivery areas of the Department.
- 6.2. Although the new contract and operating model are designed to maximise the service provision from reduced resources the budget available for routine maintenance and safety defects in 2018/19 is at the lowest level for many years in real terms. Experience from previous years of where the Department has implemented or proposed savings, particularly in 'universal' service areas like Highways or Household Waste Recycling Centre (HWRC) operations, indicates that there will be an increase in contact from members of the public and also from MPs and others who expect previous service levels to continue and challenge responses that indicate that services levels have been reduced or withdrawn. The combination of reduced staffing levels (since 2010 the Department has reduced its core permanent staff numbers by around 25%) and the lower operational budget provision mean it will be challenging to respond to these demands.
- 6.3. Many of the Department's services have interdependencies with both District Councils and government agencies (e.g. waste, flood risk management) and successfully addressing the challenge of maintaining good relationships while all organisations face pressures to reduce costs against a backdrop of uncertainty around arrangements for the future delivery of local public services will be important.

## **7. 2019/20 Revenue Savings Proposals**

- 7.1. The Department was given a final savings target for 2019/20 of £15.805m by the County Council in February 2018 following County Council agreement that officers would continue to explore all viable options to revise or refine the savings proposals agreed with particular regard to service continuity in areas such as community transport, school crossing patrols and waste and recycling centres, while recognising that any modification to any proposal must be consistent with the financial and time imperatives of the overall programme. Proposals to meet these targets were approved by Executive Members, Cabinet and County Council in October and November 2017 and have been developed through the Tt2019 Programme.
- 7.2. Of this target, £15.685m relates to Environment and Transport services with the balance found from Economic Development.
- 7.3. During the last year, the Department has been progressing the implementation of these proposals, which have been subject to regular reporting to Cabinet and CMT.

- 7.4. It is now anticipated that full year savings of £11.897m will be achieved in 2019/20 with the shortfall of £3.908m against the target being made up from the cost of change reserve.
- 7.5. The main reasons for the shortfall relate to:
- Waste disposal £3.1m – As outlined in paragraph 5.4 above, recent Government initiatives in this area have generated uncertainty about the wider regulatory and financial environment in which the service will operate in future and this has impacted on the County Council's progress with the MRF project which underpins the planned Tt2019 saving for waste disposal. The Government's Resource and Waste Strategy was published on 18 December 2018 but the savings resulting from the MRF are expected to be delayed by at least one year.
  - Parking £0.8m – A timing delay of up to one year due to the need to give sufficient notice to District Councils currently operating on-street parking on the County Council's behalf under agency agreements and to ensure arrangements to deliver a full cost recovery approach consistently across the county are in place. The take up of revised agency arrangements is expected to be significantly reduced across the district councils.

These issues and the increasing extent to which the Department's savings programmes are dependent at least in part on the actions and decisions of others emphasise the importance of the Department's approach in taking savings early when possible and adopting a cautious approach to business as usual budget with tight control of vacancy management and non-pay budgets so one-off cost of change funding continues to be available to bridge these timing shortfalls.

- 7.6. Rigorous monitoring of the delivery of the programme will continue during 2019/20, to ensure that the Department is able to stay within its cash limited budget as set out in this report.
- 7.7. This early action in developing and implementing the savings programme for 2019/20 means that the County Council is in a strong position for setting a balanced budget in 2019/20 and that no new savings proposals will be considered as part of the budget setting process for the next financial year.

## **8. 2019/20 Revenue Budget Other Expenditure**

- 8.1. The budget includes some items which are not counted against the cash limit.
- 8.2. For Environment and Transport this is:
- £648,000 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.
  - £193,000 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.

## **9. Budget Summary 2019/20**

- 9.1. The budget update report presented to Cabinet in December included provisional cash limit guidelines for each department. The cash limit for the Economy, Transport and Environment Department in that report was £102.023m of which £101.273m relates to Environment and Transport services. This was a reduction of £10.476m against the original 2018/19 budget.
- 9.2. At that stage the cash limit guidelines did not include an allowance for the second year of the two year pay award covering the 2018/19 and 2019/20 financial years. However, the required allocations have now been finalised and have been added – full details will be included in the February budget setting report. For Environment and Transport this amount is £0.817m and increases the cash limit to £102.090m which represents a net reduction of £9.659m.
- 9.3. This net reduction is made up as follows:
- The removal of the Tt2019 savings of £15.685m
  - The three-year funding arrangement providing £1m per year to develop a pipeline of major transport schemes ends in 2018/19 and the associated funding has therefore been removed from the Department's budget. Alternative arrangements to access the strategic development and infrastructure funding of £2m per year across the whole Council for the next three years agreed by Cabinet and the County Council in February 2018 are expected to allow this work to continue in 2019/20 and beyond.
  - The full year effect of budget reductions from services (e.g. Chichester Harbour) transferred out of the Environment and Transport cash limit of £292,000.
  - Inflation and allowable growth pressures (mainly relating to waste disposal and highways maintenance) of £5.764m.
  - The pay inflation adjustment referred to in paragraph 9.2 above of £817,000.
  - An increase to the waste disposal budget of £726,000 covering forecast volume growth pressures.
  - Other minor adjustments adding £11,000 in total.
- 9.4. Appendix 1 sets out a summary of the proposed budgets for the service activities provided by Environment and Transport for 2019/20 and shows that these are within the cash limit, including provision for the 2019/20 pay award, set out above.
- 9.5. In addition to these cash limited items there are further budgets which fall under the responsibility of the Economy, Transport and Environment Department, which are shown in the table below:



	<b>2019/20</b>	
	<b>£'000</b>	<b>£'000</b>
Cash Limited Expenditure	139,327	
Less Income (Other than Government Grants )	(37,237)	
<b>Net Cash Limited Expenditure</b>		<b>102,090</b>
Flood Protection Levy		648
Chichester Harbour Conservancy		193
Less Government Grants:		
• Lead Local Flood Authority	(96)	
• Bikeability	(305)	
• Bus Service Operators Grant	(1,068)	
Total Government Grants		(1,469)
<b>Total Net Expenditure</b>		<b>101,462</b>

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

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

**Other Significant Links**

<b>Links to previous Member decisions:</b>	
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Medium Term Financial Strategy Update and Transformation to 2019 Savings Proposals <a href="https://democracy.hants.gov.uk/mgAi.aspx?ID=3194#mgDocuments">https://democracy.hants.gov.uk/mgAi.aspx?ID=3194#mgDocuments</a>	Cabinet - 16 October 2017 County Council – 2 November 2017
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Document

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None

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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:

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**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:**

The budget setting process for 2019/20 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 Transformation to 2019 Programme were considered in detail as part of the approval process carried out in October and November 2017 and full details of the Equalities Impact Assessments relating to those changes can be found in Appendices 4 to 7 in the October Cabinet report linked below:

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### **2. Impact on Crime and Disorder:**

2.1 The report does not contain any proposals which impact on crime and disorder.

#### **Climate Change:**

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

The report does not contain any proposals which impact on our carbon footprint or 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?

The report contains no proposals which will impact on climate change.

## Budget Summary 2019/20 – Environment and Transport

<b>Service Activity</b>	<b>Original Budget 2018/19 £'000</b>	<b>Revised Budget 2018/19 £'000</b>	<b>Proposed Budget 2019/20 £'000</b>
Highways Maintenance	11,392	14,024	12,244
Street Lighting	9,969	9,969	10,125
Winter Maintenance	6,144	5,594	5,732
Concessionary Fares	13,118	13,118	13,222
Other Public Transport	5,297	5,441	3,249
Road Safety & Traffic Management	1,292	1,400	1,543
Other Highways, Traffic & Transport Services	(48)	(46)	(996)
Staffing and Operational Support	9,405	10,157	7,324
<b>Highways, Traffic and Transport</b>	<b>56,569</b>	<b>59,657</b>	<b>52,443</b>
Waste Disposal	46,315	47,106	45,044
Environment	319	305	297
Strategic Planning	967	1,038	762
Chichester Harbour Conservancy	193		
<b>Waste, Planning and Environment</b>	<b>47,794</b>	<b>48,449</b>	<b>46,103</b>
<b>Departmental and Corporate Support</b>	<b>3,546</b>	<b>3,704</b>	<b>3,494</b>
<b>Early achievement of savings</b>	<b>3,840</b>	<b>2,280</b>	<b>50</b>
<b>Net Cash Limited Expenditure</b>	<b>111,749</b>	<b>114,090</b>	<b>102,090</b>

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## HAMPSHIRE COUNTY COUNCIL

### Report

<b>Committee:</b>	Economy, Transport & Environment Select Committee
<b>Date:</b>	15 January 2019
<b>Title:</b>	ETE proposed Capital Programme for 2019/20, 2020/21 and 2021/22
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Amanda Beable

**Tel:** 01962 667940

**Email:** amanda.beable@hants.gov.uk

#### 1. Purpose of Report

- 1.1. For the Economy, Transport and Environment Select Committee to pre-scrutinise the proposals for the Economy, Transport and Environment (ETE) Capital programme for 2019/20, 2020/21 and 2021/22 (see report attached due to be formally considered by the Executive Member for Environment and Transport at 2.00pm on 15 January 2019).

#### 2. Recommendation

That the Economy, Transport and Environment Select Committee:

##### 2.1. Either:

supports the recommendation to the Executive Member for Environment and Transport that the proposed capital programmes for 2019/20, 2020/21 and 2021/22 totalling £194.275million, as set out in the attached report and its appendices, be put forward for approval to the Leader and Cabinet.

Or:

agrees any alternative recommendations to the Executive Member for Environment and Transport, with regards to the proposed capital programmes set out in the attached report.

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# HAMPSHIRE COUNTY COUNCIL

## Decision Report

<b>Decision Maker:</b>	Executive Member for Environment and Transport
<b>Date:</b>	15 January 2019
<b>Title:</b>	ETE Proposed Capital Programme 2019/20, 2020/21 and 2021/22
<b>Report From:</b>	Director of Economy, Transport and Environment

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### 1. Recommendation

- 1.1. That the Executive Member recommends approval to the Leader and Cabinet of the proposed 2019/20, 2020/21 and 2021/22 capital programmes totalling £194.275million, as set out in this report and in Appendices 1 and 2.

### 2. Executive Summary

- 2.1 The purpose of this paper is to set out, subject to confirmation of funding, the proposals for the Transport and Environment (ETE) Capital programme for 2019/20, 2020/21 and 2021/22 and to seek approval for their onward submission to the Cabinet in February 2019. Appendix 1 is the approved format for the budget book, and Appendix 2 is a simplified view with expenditure profiled.
- 2.2 These proposals amount to just under £195million across the next three years. Government formula settlements (£92million) and Government competitively bid grants (£4.8million) make up the bulk of the funding, with other competitively-bid project specific grants, e.g. Local Growth fund (LGF) through the Local Enterprise Partnerships (LEPs) (£27million) also contributing. The remainder is funded through a mix of local resources, (£44million), developer contributions (£26million) and other local authority contributions (£0.46million).

### 3. Contextual information

- 3.1 Executive Members can now prepare proposals for:

- A locally resourced capital programme for three years from 2019/20 to 2021/22 within the guidelines of the current capital programme.
- A programme of capital schemes supported by Government Grants in 2019/20, 2020/21 and 2021/22.

3.2 The 2019/20, 2020/21 and 2021/22 programmes set out new capital resources only, with the latter two years based on indicative figures. The 2019/20 and 2020/21 programmes replace previously approved programmes, they do not add to them.

3.3 ETE’s forward capital programme includes the following programmes:

- Structural Maintenance;
- Integrated Transport;
- Waste; and
- Flood Risk and Coastal Defence

3.4 The proposed programmes have been prepared in consultation with the Executive Member for Environment and Transport, and have been reviewed by the Economy, Transport and Environment Select Committee. They are to be reported to the Leader and Cabinet on 5 February 2019 to make final recommendation to Council on 22 February 2019.

## PART A: RESOURCES

### 4 Local Resources

4.1 Local resources guidelines were agreed by Cabinet on 10<sup>th</sup> December 2018. The guidelines reflect the additional funding of £10million per annum for Operation Resilience (from 2018/19 for three years), with the assumption that funding will continue at this level in 2021/22 also.

4.2 Total local resources amount to £ 44.064million over the next three years.

**Table 1: Local Resources**

	2019/20 £000	2020/21 £000	2021/22 £000	2022/23 £000
Capital Guidelines	11,929	11,929	1,929	25,787
<b>Original Capital Guidelines</b>	<b>11,929</b>	<b>11,929</b>	<b>1,929</b>	<b>25,787</b>
Local Resources Carried Forward/Vired from Earlier Years	2,277	0	0	2,277
Additional Approvals	6,000	0	10,000	16,000
<b>Revised Capital Guidelines</b>	<b>20,206</b>	<b>11,929</b>	<b>11,929</b>	<b>44,064</b>

## **5 Government Formula Allocations**

- 5.1 The Department for Transport (DfT) has confirmed the Integrated Transport and Structural Maintenance allocations for 2019/20 and 2020/21 as detailed in Table 3 below.
- 5.2 In addition the DfT has confirmed that Band 3 (highest band) recipients of its Incentive Fund will be awarded £4.531 million (the maximum available) each year until 2020/21. It is assumed in this report that HCC retains its Band 3 status and that funding remains at this level in 2021/22.
- 5.3 Further, in 2015 Government allocated £250 million for all local authorities over a 5 year period until 2020/21 through its Pothole Action Fund. An additional £100 million was added to this fund in the 2016 Autumn statement. It is assumed that HCC will receive £2.123 million more each year in 2019/20 and 2020/21 from this fund and that funding remains at this level in 2021/22.

## **6 Other Government funding**

- 6.1 The County Council has had a great deal of success in securing Local Growth Funding (LGF) from both the EM3 and Solent LEPs as evidenced in the significant number of schemes funded from this source in the existing programme. In 2018/19 the County Council and East Hampshire District Council were successful in a bid for £3.14million of funding from the Enterprise M3 LEP for funding toward the Green Grid Green Loop programme of sustainable schemes in and around Whitehill & Bordon.
- 6.2 This programme includes £2.361million funding for schemes which are being developed for delivery in 2019/20 as part of Hampshire County Council's response to the Department for Environment, Food & Rural Affairs and DfT's UK plan for tackling roadside NO<sub>2</sub> concentrations. Funding for these schemes is currently provisional.

## **7 Developer Contributions and other external funding**

- 7.1 The Department receives contributions from developers towards the cost of highway and transport infrastructure associated with mitigating the effects of developments.
- 7.2 This 3-year programme includes an estimate of £26.394million from s106 developer contributions; however 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.
- 7.3 Other external funding regularly includes contributions from District Councils. This plan includes £0.460million.

## **8 Revenue investment**

- 8.1 With all these potential funding sources available, it remains important to recognise that these substantial capital grants require revenue investment. Securing these funds requires schemes to be appropriately designed, costed and evidenced. Such activities are multi-disciplinary, time consuming, and do

need to be sufficiently resourced if the County Council is to take best advantage. The County Council has had a £1million per annum allocation to develop the pipeline of schemes up until 2018/19. To continue this vital area of work, at time of writing a bid has been made for a continuation of the funding for a further three years.

## 9 Total Resources

9.1 The table below is a breakdown of the capital resources in their respective starts year.

9.2 This table does not reflect actual expenditure in those years.

**Table 2: Total Capital Resources**

	2019/20 £000	2020/21 £000	2021/22 £000	TOTAL £000
Local Resources	20,206	11,929	11,929	44,064
LTP Grant - Maintenance	21,584	21,584	<i>21,584</i>	64,752
Government Pothole Fund	2,123	2,123	<i>2,123</i>	6,369
DfT Highways Maintenance Incentive Fund	4,531	4,531	<i>4,531</i>	13,593
LTP Grant – Transport (awarded not spent)	5,296	5,296	5,296	15,888
LGF Grant - Transport	25,118	1,500	0	26,618
JAQU (DfT & DEFRA)	2,129	0	0	2,129
DfT Safer Roads Fund Grant	2,361	0	0	2,361
Developer Contributions	15,846	7,948	2,600	26,394
Other Local Authority	460	0	0	460
Other Contributions	25	0	0	25
<b>Total Programme</b>	<b>99,679</b>	<b>54,911</b>	<b>48,063</b>	<b>202,653</b>

9.3 Figures in italics are subject to DfT decisions, for planning purposes it is assumed that funding will keep to current levels.

## PART B: PROGRAMMES

### 10 Structural Maintenance Programme

10.1 The maintenance programme is a 'spend' based programme, and therefore the figures in this table represent how much will be spent in that year.

**Table 3: Total Programme – Structural Maintenance**

	2019/20 £000	2020/21 £000	2021/22 £000	TOTAL £000
Local Resources	13,573	11,823	<i>11,823</i>	37,219
LTP Grant – Maintenance	21,584	21,584	<i>21,584</i>	64,752
Government Pothole Fund	2,123	2,123	<i>2,123</i>	6,369
DfT Highways Maintenance Incentive Fund	4,531	4,531	<i>4,531</i>	13,593
<b>Total Programme</b>	<b>41,811</b>	<b>40,061</b>	<b>40,061</b>	<b>121,933</b>

10.2 Figures in italics are subject to DfT and local decisions, for planning purposes it is assumed that funding will keep to current levels.

## 11 Integrated Transport Programme

- 11.1 This programme is a ‘starts’ based programme, and therefore the figures in table 4 do not represent how much will be spent but the full value of projects that are proposed to start construction in that year.
- 11.2 With an increasing emphasis on higher value schemes across the county, to more efficiently manage the ITP programme, a new Local Improvement Works sub-programme has been created for 2020/21 onwards. This sub-programme will bring forward schemes between the value of £0.07million - £0.250million in a similar way to small value schemes (<£0.07million) in the Minor Works sub-programme and will have a provisional allocation of £1.3million developer contributions and £0.2million of LTP. To ensure member engagement in this new programme, the Executive Member for Transport & Environment and relevant local member will be consulted prior to each scheme’s Project Appraisal being approved by the Director for Economy, Transport & Environment.
- 11.3 In addition to the new Local Improvement Works sub-programme, 2019/20 also sees the introduction of the new Walking & Cycling sub-programme. All schemes above £0.07million which are mainly concerned with walking and/or cycling improvements will be individually included in this sub-programme, ensuring that these schemes gain sufficient visibility. The current value of this sub-programme is almost £9million. It is noted however that this is the value of schemes mainly focused on walking and cycling improvements, there are many other schemes in the programme that include walking and cycling elements, which are not included in this sub-programme.
- 11.4 The 2019/20 main programme provides details of the schemes expected to commence during that financial year. Circumstances outside of the organisation’s control such as unexpected public utility apparatus or environmental considerations can intervene that may cause some schemes to be delayed to later financial years. Members will be kept informed of progress, any potential changes during the management of the detailed design and delivery of the main 2019/20 programme. The main 2020/21 and 2021/22

programmes are at this stage provisional and programmed based upon the more limited information available for schemes at a much earlier stage of development. These programmes will be updated as required with members kept informed. Further a limited number of schemes have been included in this programme prior to full funding being confirmed. Updates to the capital programme will be made during 2019/20 to reflect further confirmation of funding as required.

- 11.5 It should be noted that this programme includes £2.129million of schemes which are being developed for delivery in 2019/20 as part of Hampshire County Council's response to the Department for Environment, Food & Rural Affairs and DfT's UK plan for tackling roadside NO<sub>2</sub> concentrations. For these schemes to qualify for Government funding, approval in principle needs to be in place prior to submission of the Full Business Case. Given this, schemes to the value of £2.129million are entering the Integrated Transport Programme prior to funding being confirmed and are individually detailed in Appendix 2.

In 2018/19 the County Council was successfully awarded £2.361million of further funding from the Department for Transport's Safer Roads Fund to fund the delivery of safety schemes on routes identified by the Department for Transport as key high-risk safety routes. This has enabled the County Council to reallocate £0.5million of the £1.5million LTP originally allocated to the casualty reduction sub-programme in each of 2019/20 and 2020/21 to other priority areas within the Integrated Transport Programme.

- 11.6 Appendix 2 provides detail on the schemes to be included in this programme and presents a spend profile across years for information.

**Table 4: Total Programme – Integrated Transport**

	2019/20 £000	2020/21 £000	2021/22 £000	TOTAL £000
Local Resources	6,527	0	0	6,527
LTP Grant - Transport	3,210	2,150	2,150	7,510
LGF Grant - Transport	25,118	1,500	0	26,618
JAQU (DfT DEFRA)	2,129	0	0	2,129
DfT Safer Roads Fund Grant	2,361	0	0	2,361
Developer Contributions	15,846	7,948	2,600	26,394
Other Local Authority	460	0	0	460
Other Contributions	25	0	0	25
<b>Total Programme</b>	<b>55,676</b>	<b>11,598</b>	<b>4,750</b>	<b>72,024</b>

- 11.7 The proposed programme includes 6 major infrastructure schemes expected to start in 2019/20, totalling over £42million. In addition, it is expected that the 2019/20 programme will increase significantly early in the next financial year as the full values of the Botley Bypass and potentially M27 Junction 10 schemes are approved and reflected in the programme. Further, the County Council is developing additional schemes, which are expected to be added to 2020/21 and 2021/22 capital programme years once further developed. This

explains why the value is so much higher in 2019/20 than the following two years.

## **12 Waste Programme**

- 12.1 Early business case modelling has been undertaken regarding the development of new a material recycling facility (MRF). However, this was temporarily suspended in mid-2018 due to a series of Government policy initiatives and announcements on waste and recycling. The Resources and Waste Strategy was published in December 2018 and helps provide further clarity on national policy and the transposition of EU Regulations.
- 12.2 This initial modelling indicates a positive outcome from the development of a new MRF and further work, expected in to be undertaken in early 2019, can therefore reflect emerging Government policy, as well as addressing the following points:
- Clarify the type of MRF required
  - Revise & refine the initial capital expenditure proposal of an estimated £42m, in line with final design requirements
  - Refine the model assumptions regarding the financial implications of a new MRF on the existing contract payment mechanism.
- 12.3 Due to the urgent need to refit or replace the Alton MRF, a decision on whether to progress with this project is required by Mid-summer 2019. It is expected that the final business case will be presented in late Q1 or early Q2 of 2019/20.
- 12.4 Subject to completion of a full business case that illustrates a positive outcome in terms of delivery of MRF infrastructure there will be a requirement for borrowing on an invest to save basis of capital up £42million to fund the project, the level required will be confirmed by Q2 of 2019/20.

## **13 Flood Risk and Coastal Defence Programme**

- 13.1 The Flood Risk and Coastal Defence programme includes a number of major infrastructure projects of which schemes at Buckskin in Basingstoke, and at Romsey are the most significant. The two schemes are projected to cost respectively £6.24million and £6.68m, although elements will be undertaken separately by the Environment Agency. Implementation of Phase 1 of the Buckskin Flood Alleviation Scheme is well underway and Phase 2 is planned to start in the Spring. Construction of the Romsey Flood Alleviation Programme will commence in March 2019 with the work due to be substantially completed before the winter. Hampshire County Council's investment of £3.54million across the two schemes has unlocked national funding including Flood Defence Grant in Aid and Local Levy of approximately £8.8 million with districts partners contributing in excess of £0.5million. Further schemes from the Flood Risk and Coastal Defence programme are being developed and delivered including at Lower Farringdon, Winchester and Farnborough. Other locations will be brought forward for delivery over the next

2 – 3 years as detailed designs and business cases are approved. Future iterations of the capital programme will therefore be developed to reflect the additional anticipated spend for these, and subsequent, years.

**Table 5: Flood Risk and Coastal Defence Capital Programme**

Total/year	2018/19 £000	2019/20 £000	2020/21 £000	Total £000
Local Resources – Capital Guidelines	106	106	106	318
<b>Total</b>	<b>106</b>	<b>106</b>	<b>106</b>	<b>318</b>

## PART C: SUMMARY

### 14 Summary

14.1 On the basis of the position outlined in Part B above, Table 6 summaries the proposed new capital investment submitted for consideration for the next three years. Table 7 sets out how they are to be funded in aggregate.

**Table 6: Summary of Capital Programmes**

	2019/20 £000	2020/21 £000	2021/22 £000	TOTAL £000
Structural Maintenance	41,811	40,061	40,061	121,933
Integrated Transport	55,676	11,598	4,750	72,024
Flood and Coastal Defence	106	106	106	318
<b>Total Programme</b>	<b>97,593</b>	<b>51,765</b>	<b>44,917</b>	<b>194,275</b>

**Table 7: Summary of Capital Funding**

	2019/20 £000	2020/21 £000	2021/22 £000	TOTAL £000
Local Resources	20,206	11,929	11,929	44,064
LTP Grant - Maintenance	21,584	21,584	21,584	64,752
Government Pothole Fund	2,123	2,123	2,123	6,369
DfT Highways Maintenance Incentive Fund	4,531	4,531	4,531	13,593
LTP Grant – Transport (spent)	3,210	2,150	2,150	7,510
LGF Grant - Transport	25,118	1,500	0	26,618
JAQU (DfT & DEFRA)	2,129	0	0	2,129
DfT Safer Roads Fund Grant	2,361	0	0	2,361
Developer Contributions	15,846	7,948	2,600	26,394
<i>Other Local Authority</i>	460	0	0	460
Other Contributions	25	0	0	25



<b>Total Programme</b>	<b>97,593</b>	<b>51,765</b>	<b>44,917</b>	<b>194,275</b>
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## 15 Revenue Implications

15.1 On the basis of the position outlined in Part B above, Table 8 summarises the Revenue Implications of the proposed capital investment.

**Table 8: Revenue Implications**

	2019/20 £000	2020/21 £000	2021/22 £000	TOTAL £000
Running Costs	784	162	67	1013
Capital Charges	4,895	2,588	2,243	9,726
<b>Revenue Implications</b>	<b>5,679</b>	<b>2,750</b>	<b>2,310</b>	<b>10,739</b>

**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>	yes
<b>People in Hampshire enjoy being part of strong, inclusive communities:</b>	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.)**

DocumentLocation

None

## **IMPACT ASSESSMENTS:**

### **1. Equality Duty**

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

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, gender and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

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

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

### **1.2 Equalities Impact Assessment:**

This is a financial report amending or proposing budgets for programmes and individual schemes. Changes or proposals for individual schemes will have been made following consultation, and will have undertaken their own specific consideration of equalities issues. The decisions in this report are financial, and mainly relate to in-house management of accounts.

### **2 Impact on Crime and Disorder:**

2.1 The decision in this report has no direct impact on crime and disorder. Projects within the programmes being agreed here may have some positive effect on the fear of crime. Where this is the case, individual project appraisals will reference the impact.

### **3 Climate Change:**

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

Much of the capital programme is centred on improving the health of our road network so that it will survive changing weather patterns. Similarly, the Flood Integral Appendix B Risk and Coastal Defence programme is about dealing with known flooding issues, and making low-maintenance sustainable improvements that are able to cope with high rainfall for years to come.

**Economy, Transport and Environment**

Ref	Project	Construction 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>2019/20 Schemes</b>							
<b>Schemes Supported from Local Resources</b>							
1	Structural Maintenance of Non Principal Roads #	10,641	1,182	-	11,823	-	591
2	Structural Maintenance - A31 Near Alton	900	100	-	1,000	-	50
3	Structural Maintenance - A33 North of Basingstoke	675	75	-	750	-	38
4	Flood and Coastal Defence Management	88	18	-	106	-	2
<b>Total Programme Supported by Local Resources</b>		12,304	1,375	-	13,679	-	681
<b>Schemes Supported by the Government and Other External Bodies</b>							
5	Whitehill Bordon, A325 Integration +	2,454	816	-	3,270	-	164
6	Whitehill Bordon, Budds Lane *	2,565	855	-	3,420	-	171
7	Botley Bypass Phase1	4,500	1,500	-	6,000	-	300
8	A30 Corridor Brighton Hill Improvements, Basingstoke +	14,119	4,709	-	18,828	-	941
9	Redbridge Lane Roundabout (Bakers Drove), Nursling *	1,875	625	-	2,500	-	125
10	Farnborough Corridor - Lynchford Road Improvements *	6,150	2,050	-	8,200	-	410
11	Farnborough Corridor - Invincible Road Improvements *	375	125	-	500	-	25
12	High Street, West End Accessibility Improvements *	188	62	-	250	-	13
13	A3090 Winchester Road/ Halterworth Lane, Romsey *	431	143	-	574	-	29

**Capital Programme - 2019/20**

Site Position	Contract Start		Remarks	Ref
	Date	Duration		
	Qtr	Months		
<b>The following schemes all reflect the Corporate Priorities</b>				
N/A	1	12	Structural maintenance to improve road conditions.	1
	4	6	Structural maintenance to improve road conditions.	2
	4	6	Structural maintenance to improve road conditions.	3
N/A	-	-	Provision for works and strategies for coastal sites and flood defence including match funding for joint funded schemes with external bodies.	4
N/A	2	18	Integration of new relief road with current A325	5
N/A	1	5	Pedestrian and cycle improvements	6
N/A	1 / (2021)	24	New road construction	7
N/A	1 / (2021)	24	Road improvements	8
N/A	1	7	Road improvements	9
N/A	4	18	Junction and capacity improvements	10
N/A	4	6	Junction and capacity improvements	11
N/A	2	4	Pedestrian accessibility improvements	12
N/A	1	7	Junction Improvements	13

# 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>2019/20 Schemes (continued)</b>							
14	Hambledon Rd, Waterlooville - Toucan and Cycling Imps, Waterlooville*	188	62	-	250	-	13
15	Over Wallop Village - Traffic Management, Phase 2 *	249	83	-	332	-	17
16	Romsey Road/Clifton Terrace, Winchester - Pedestrian Crossing *	361	120	-	481	-	24
17	Bishops Waltham Village Access Improvements *	203	68	-	271	-	14
18	Whitchurch Access & Traffic Management *	291	97	-	388	-	19
19	Hook to Dilly Lane, Hartley Wintney Cycle Route *	334	111	-	445	-	22
20	Town Mill, Andover - Access to Car Park Improvements*	248	82	-	330	-	17
21	Town Mill, Andover - Riverside/Pocket Park Improvements+	390	130	-	520	-	26
22	Walling Island (South Side) Accessibility Improvements *	176	59	-	235	-	12
23	Andover Railway Station *	244	81	-	325	-	16
24	Roman Way/Viking Way/Smanell Road Traffic Calming, Andover *	225	75	-	300	-	15
25	Jermyns Lane to Braishfield, Romsey*	263	87	-	350	-	18
26	Kings School, Winchester *	225	75	-	300	-	15
27	AQS programme - Rushmoor A331 NO <sub>2</sub> Speed Reduction*	284	94	-	378	-	19
28	AQS programme - Basingstoke A339 NO <sub>2</sub> Speed Reduction*	284	94	-	378	-	19
29	AQS programme - Fareham, NO <sub>2</sub> Bus Stop RTI*	266	88	-	354	-	18
30	AQS programme - Fareham, NO <sub>2</sub> Cycle Infrastructure*	420	140	-	560	-	28

**Capital Programme - 2019/20**

Site Position	Contract Start		Remarks	Ref
	Date	Duration		
	Qtr	Months		
<b>The following schemes all reflect the Corporate Priorities</b>				
N/A	2	3	Pedestrian and cycling improvements	14
N/A	1	4	Traffic calming on Wallop Rd and reclassification of the B3084	15
N/A	1	3	New puffin crossing with associated improvements and junction work	16
N/A	2	3	Access improvements for pedestrians and cyclists to village centre	17
N/A	2	3	Cycle and Accessibility improvements and A34 Off-Slip TM	18
N/A	4	4	Cycle route	19
N/A	1	4	New access to Town Mill car park for vehicles from A3057 ring road	20
N/A	3	4	Environmental enhancements at Riverside area and Pocket Park	21
N/A	1	4	Pedestrian improvements	22
N/A	1	4	Improvements to promote sustainable travel.	23
N/A	3	4	Traffic calming & safety imp for pedestrians travelling to/from school	24
N/A	1	4	Construction of footway	25
N/A	1	1	Pedestrian/cyclist safety and accessibility improvements.	26
N/A	3	3	Scheme to support air quality enhancements	27
N/A	3	3	Scheme to support air quality enhancements	28
N/A	3	4	RTI installation	29
N/A	3	3	Cycling improvements	30
# 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>2019/20 Schemes (continued)</b>							
31	AQS programme - Rushmoor Bractfords Roundabout NO <sub>2</sub> Scheme*	329	110	-	439	-	21
32	A32/Wych Lane lane Junction Improvements, Gosport*	1,187	394	-	1,581	-	79
33	A27 Portchester Precinct*	450	150	-	600	-	30
34	Schemes Costing Less than £250,000	1,176	391	-	1,567	-	78
35	Safety Schemes #	750	250	-	1,000	-	50
36	Minor Improvements (part #) +	563	187	-	750	-	38
37	Structural Maintenance of Roads and Bridges #	25,415	2,823	-	28,238	-	1,412
<b>Total Programme Supported by the Government and other bodies</b>		67,178	16,736	-	83,914	779	4,198
<b>Total Programme</b>					97,593	779	4,879

**Capital Programme - 2019/20**

Site Position	Contract Start		Remarks	Ref
	Date	Duration		
	Qtr	Months		
<b>The following schemes all reflect the Corporate Priorities</b>				
N/A	4	5	Scheme to support air quality enhancements	31
N/A	1	4	Junction improvements	32
N/A	2	6	Safety improvements	33
N/A	1	12	Local Improvements Sub-programme	34
N/A	1	12	Casualty reduction programme.	35
N/A	1	12	Improvement schemes costing less than £70,000 each.	36
N/A	1	12	Structural maintenance to improve road conditions and structural maintenance and strengthening of bridges.	37
# 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>2020/21 Schemes</b>							
<b>Schemes Supported from Local Resources</b>							
38	Structural Maintenance of Non Principal Roads #	10,641	1,182	-	11,823	-	591
39	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>							
40	Hartford Bridge Flats Junction Imps Phase 2 - Fourth Arm+	825	275	-	1,100	-	55
41	Blackwater Valley Gold Grid*	1,125	375	-	1,500	-	75
42	A340 Safety and Accessibility Improvements, Basingstoke*	225	75	-	300	-	15
43	Chapel Hill Cycle & Accessibility Improvements, Basingstoke*	188	62	-	250	-	13
44	A33 Additional Junctions, Basingstoke*	488	163	-	651	-	33
45	A339/B3349 Junction Improvements, Alton*	727	243	-	970	-	49
46	Anstey Road/Anstey Lane, Alton Junction Improvements*	225	75	-	300	-	15
47	Horndean Access Improvements*	338	112	-	450	-	23
48	A27 Barnes Lane Junction Improvements*	488	162	-	650	-	33
49	Walworth RAB/A3093/A3057, Andover*	637	213	-	850	-	43
50	Sustainable Eastern Access, Andover*	525	175	-	700	-	35
51	London Road/Eastern Avenue, Andover*	229	77	-	306	-	15

**Capital Programme - 2020/21**

Site Position	Contract Start		Remarks	Ref
	Date	Duration		
	Qtr	Months		
			<b>The following schemes all reflect the Corporate Priorities</b>	
N/A	1	12	Structural maintenance to improve road conditions.	38
N/A	-	-	Provision for works and strategies for coastal sites and flood defence including match funding for joint funded schemes with external bodies	39
N/A	4	6	Addition of fourth arm on roundabout	40
N/A	3	12	Bus route improvements	41
N/A	2	4	Cycleway and upgraded road surface to improve safety	42
N/A	4	4	Improve general access to and from development	43
N/A	4	6	Provision of right turn lane on A33	44
N/A	4	9	Junction improvements (enhance capacity)	45
N/A	1	3	Junction improvements for peds/cyclists and enhanced capacity	46
N/A	1	4	Pedestrian and cycle accessibility imps and traffic management	47
N/A	3	6	Capacity improvements	48
N/A	1	8	Signalisation of rbt and improvements to ped/cycle infrastructure	49
N/A	1	7	Improvements to sustainable access	50
N/A	1	3	Junction imps at Eastern Ave/London Street	51
			# 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>2020/21 Schemes (continued)</b>							
52	London Road/The Middleway, Andover*	241	80	-	321	-	16
53	Schemes Costing Less than £250,000	1,125	375	-	1,500	-	75
54	Safety Schemes #	750	250	-	1,000	-	50
55	Minor Improvements (part #) +	563	187	-	750	-	38
56	Structural Maintenance of Roads and Bridges #	25,414	2,824	-	28,238	-	1,412
<b>Total Programme Supported by the Government and other bodies</b>		34,113	5,723	-	39,836	162	1,995
<b>Total Programme</b>					51,765	162	2,588

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**Capital Programme - 2020/21**

Site Position	Contract Start		Remarks	Ref
	Date	Duration		
	Qtr	Months		
<b>The following schemes all reflect the Corporate Priorities</b>				
N/A	1	3	Road safety improvements	52
N/A	1	12	Local Improvements Sub-programme	53
N/A	1	12	Casualty reduction programme.	54
N/A	1	12	Improvement schemes costing less than £70,000 each.	55
N/A	1	12	Structural maintenance to improve road conditions and structural maintenance and strengthening of bridges.	56
# Projects controlled on an accrued expenditure basis + Projects partly funded from external contributions * Projects externally funded				

**Economy, Transport and Environment**

Ref	Project	Construction 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>2021/22 Schemes</b>							
<b>Schemes Supported from Local Resources</b>							
57	Structural Maintenance of Non Principal Roads #	10,641	1,182	-	11,823	-	591
58	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>							
59	Whitehill Bordon - A325/B3004 - Sturford Lights Junction*	750	250	-	1,000	-	50
60	Safety Schemes #	1,125	375	-	1,500	-	75
61	Minor Improvements (part #) +	563	187	-	750	-	38
62	Schemes Costing Less than £250,000	1,125	375	-	1,500	-	75
63	Structural Maintenance of Roads and Bridges (part #)	25,415	2,823	-	28,238	-	1,412
<b>Total Programme Supported by the Government and other bodies</b>		28,978	4,010	-	32,988	67	1,650
<b>Total Programme</b>					44,917	67	2,243

**Capital Programme - 2021/22**

Site Position	Contract Start		Remarks	Ref
	Date	Duration		
	Qtr	Months		
<b>The following schemes all reflect the Corporate Priorities</b>				
N/A	1	12	Structural maintenance to improve road conditions.	57
N/A	-	-	Provision for works and strategies for coastal sites and flood defence including match funding for joint funded schemes with external bodies	58
N/A	1	10	Junction improvements	59
N/A	1	12	Casualty reduction programme.	60
N/A	1	12	Improvement schemes costing less than £70,000 each.	61
N/A	1	12	Local Improvements Sub-programme	62
N/A	1	12	Structural maintenance to improve road conditions and structural maintenance and strengthening of bridges.	63
# Projects controlled on an accrued expenditure basis + Projects partly funded from external contributions * Projects externally funded				

Capital Programme Spend Profile and Proposed Programme 2019/20 to 2021/22

Appendix 2

	Budget				Expenditure Profile						
	19/20	20/21	21/22	Total	Pre 19/20	19/20	20/21	21/22	22/23	23/24 & beyond	TOTAL
	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000
<b>Capital Maintenance Programme</b>											
Structural Maintenance - new Resources											
Structural Maintenance - new Resources											
Structural Maintenance - new Resources											
Structural Maintenance - new Resources											
Structural Maintenance - new Resources											
Structural Maintenance - new Resources											
Structural Maintenance - new Resources											
Structural Maintenance - new Resources											
Structural Maintenance - new Resources											
Structural Maintenance of A31 Near Alton deferred from 18/19											
Structural Maintenance of A33 North of Basingstoke deferred from 18/19											
<b>Capital Maintenance Programme</b>	<b>41,811</b>	<b>40,061</b>	<b>40,061</b>	<b>121,933</b>	<b>-</b>	<b>41,811</b>	<b>40,061</b>	<b>40,061</b>	<b>-</b>	<b>-</b>	<b>121,933</b>
<b>Spend Against Pre 2019/20 Programme Approvals (All)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>221,495</b>	<b>91,579</b>	<b>27,156</b>	<b>4,256</b>	<b>1,842</b>	<b>1,219</b>	<b>347,547</b>
<b>2019/20 TO 2021/22 PROGRAMME</b>											
<b>Major Highway Improvements (&gt;£1.0m)</b>											
Whitehill Bordon, A325 Integration, Phase 1 (Gateways)	3,270	-	-	3,270	700	500	2,070	-	-	-	3,270
Whitehill & Bordon, A325 Integration/Budds Lane	3,420	-	-	3,420	190	3,230	-	-	-	-	3,420
Botley Bypass Phase 1	6,000	-	-	6,000	1,643	4,357	-	-	-	-	6,000
A30 Corridor - Brighton Hill, Basingstoke	18,828	-	-	18,828	945	4,220	8,000	5,663	-	-	18,828
Farnborough Corridor Improvements - Lynchford Road	8,200	-	-	8,200	510	1,500	4,750	1,440	-	-	8,200
A3057/Redbridge Lane Roundabout (Bakers Drove), Nursling	2,500	-	-	2,500	251	2,000	249	-	-	-	2,500
A32/Wych Lane Lane Junction Improvement, Gosport	1,581	-	-	1,581	30	400	1,151	-	-	-	1,581
Hartford Bridge Flats Junction Improvements Ph 2 - Fourth Arm	-	1,100	-	1,100	64	310	726	-	-	-	1,100
Blackwater Valley Gold Grid	-	1,500	-	1,500	-	30	1,200	270	-	-	1,500
Whitehill Bordon - A325/B3004 Junction - Steaford Lights Junction	-	-	1,000	1,000	-	100	200	700	-	-	1,000
	<b>43,799</b>	<b>2,600</b>	<b>1,000</b>	<b>47,399</b>	<b>4,333</b>	<b>16,647</b>	<b>18,346</b>	<b>8,073</b>	<b>-</b>	<b>-</b>	<b>47,399</b>
<b>Schemes costing &gt;£250k</b>											
A3090 Winchester Road/Halterworth Lane Junction Improvements, Romsey	574	-	-	574	218	356	-	-	-	-	574
Over Wallop Village Traffic Management (Phase 2)	332	-	-	332	208	124	-	-	-	-	332
Romsey Road/Clifton Terrace, Winchester - Pedestrian Crossing	481	-	-	481	81	400	-	-	-	-	481
Hambleton Road, Waterlooville	250	-	-	250	23	227	-	-	-	-	250
Bishops Waltham Village Centre - Access Improvements	271	-	-	271	25	246	-	-	-	-	271
Whitchurch - Access & Traffic Management	388	-	-	388	40	348	-	-	-	-	388
Hook to Dilly Lane, Hartley Wintney - Cycle Route	445	-	-	445	25	50	370	-	-	-	445
Town Mill, Andover - Accessibility and Environmental Improvements - Highway Improvements	330	-	-	330	20	310	-	-	-	-	330
Town Mill, Andover - Accessibility and Environmental Improvements - Riverside/Pocket Park	520	-	-	520	20	100	400	-	-	-	520
Hayling Island (South Side) - Pedestrian, Cycle and Accessibility Improvements - Phase 2	235	-	-	235	25	210	-	-	-	-	235
Andover Railway Station Improvements	325	-	-	325	25	300	-	-	-	-	325
Roman Way/Viking Way/Smannell Rd, Andover - Traffic Calming	300	-	-	300	50	250	-	-	-	-	300
Jermyns Lane to Braishfield, Romsey - Footway	350	-	-	350	30	320	-	-	-	-	350
Kings School, Winchester - Access Improvements	300	-	-	300	25	275	-	-	-	-	300
West End High Street, West End - Accessibility Improvements	250	-	-	250	20	230	-	-	-	-	250
AQS programme - Rushmoor A331 NO <sub>2</sub> Speed Reduction	378	-	-	378	-	378	-	-	-	-	378
AQS programme - Basingstoke A339 NO <sub>2</sub> Speed Reduction	378	-	-	378	-	378	-	-	-	-	378
AQS programme - Fareham, NO <sub>2</sub> Bus Stop RTI	354	-	-	354	-	354	-	-	-	-	354
AQS programme - Fareham, NO <sub>2</sub> Cycle Infrastructure	560	-	-	560	-	560	-	-	-	-	560
AQS programme - Rushmoor - Bradford's Rbt NO <sub>2</sub> Scheme	439	-	-	439	-	39	400	-	-	-	439
A27 Portchester Precinct	600	-	-	600	20	580	-	-	-	-	600
Farnborough Corridor Improvements - Invincible Road	500	-	-	500	-	250	250	-	-	-	500
A340, Basingstoke - Safety and Accessibility Improvements	-	300	-	300	-	20	280	-	-	-	300
Chapel Hill, Basingstoke - Cycle & Accessibility Improvements	-	250	-	250	-	20	230	-	-	-	250
A33, Basingstoke - Additional Junctions	-	651	-	651	-	76	575	-	-	-	651
A339/B3349, Alton - Junction Improvements	-	970	-	970	-	30	240	700	-	-	970
Anstey Road/Anstey Lane, Alton - Junction Improvements	-	300	-	300	-	50	250	-	-	-	300
Horndean - Access Improvements	-	450	-	450	20	250	180	-	-	-	450
A27 Barnes Lane, Fareham - Junction Improvements	-	650	-	650	10	40	600	-	-	-	650
Walworth RAB/A3093/A3057, Andover	-	850	-	850	-	50	200	600	-	-	850
Sustainable Eastern Access, Andover	-	700	-	700	-	50	150	500	-	-	700
London Road/Eastern Avenue, Andover	-	306	-	306	-	50	256	-	-	-	306
London Road Junction/The Middleway, Andover	-	321	-	321	-	50	271	-	-	-	321
	<b>8,560</b>	<b>5,748</b>	<b>-</b>	<b>14,308</b>	<b>885</b>	<b>6,971</b>	<b>4,652</b>	<b>1,800</b>	<b>-</b>	<b>-</b>	<b>14,308</b>
<b>Schemes Costing &lt;£250k</b>	<b>1,567</b>	<b>1,500</b>	<b>1,500</b>	<b>4,567</b>	<b>314</b>	<b>1,162</b>	<b>621</b>	<b>1,470</b>	<b>1,000</b>	<b>-</b>	<b>4,567</b>
<b>Safety Schemes</b>											
Casualty Reduction Programme	1,000	1,000	1,500	3,500	-	1,000	1,000	1,500	-	-	3,500
<b>Minor Improvements</b>											
Minor Works Programme	300	300	300	900	-	300	300	300	-	-	900
Minor Traffic Management Programme	450	450	450	1,350	-	450	450	450	-	-	1,350
	<b>750</b>	<b>750</b>	<b>750</b>	<b>2,250</b>	<b>-</b>	<b>750</b>	<b>750</b>	<b>750</b>	<b>-</b>	<b>-</b>	<b>2,250</b>
<b>TOTAL INTEGRATED TRANSPORT PROGRAMME</b>	<b>55,676</b>	<b>11,598</b>	<b>4,750</b>	<b>72,024</b>	<b>5,532</b>	<b>26,530</b>	<b>25,369</b>	<b>13,593</b>	<b>1,000</b>	<b>-</b>	<b>72,024</b>
<b>Flood Risk And Coastal Defence</b>	<b>106</b>	<b>106</b>	<b>106</b>	<b>318</b>	<b>-</b>	<b>106</b>	<b>106</b>	<b>106</b>	<b>-</b>	<b>-</b>	<b>318</b>
<b>TOTAL CAPITAL PROGRAMME 2019/20-2021/22</b>	<b>97,593</b>	<b>51,765</b>	<b>44,917</b>	<b>194,275</b>	<b>227,027</b>	<b>160,026</b>	<b>92,692</b>	<b>58,016</b>	<b>2,842</b>	<b>1,219</b>	<b>541,822</b>

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## HAMPSHIRE COUNTY COUNCIL

### Report

<b>Committee:</b>	Economy, Transport and Environment Select Committee
<b>Date:</b>	15 January 2019
<b>Title:</b>	Work Programme
<b>Report From:</b>	Director of Transformation & Governance – Corporate Services

**Contact name:** Marie Mannveille, Scrutiny Officer

**Tel:** 01962 845018

**Email:** [marie.mannveille@hants.gov.uk](mailto:marie.mannveille@hants.gov.uk)

#### 1. Summary

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

#### 2. Recommendation

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

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

<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**

Topic	Issue	Reason for inclusion	Status and Outcomes	15 January 2019	23 April 2019	4 June 2019	17 September 2019
<b>Overview/Pre-Scrutiny</b> - <i>To maintain an overview of the Environment and Transportation in Hampshire agenda, and to consider proposed scrutiny topics for inclusion in the work programme.</i>							
<b>Pre-scrutiny</b>	ETE Dept Capital and Revenue budgets	Pre scrutiny of department budget prior to Executive Member sign-off	Select Committee’s pre-scrutinise the budget proposals annually in January. In 2019 there is also due to be pre-scrutiny at the September meeting of Transformation to 2021 savings plans.	✓			✓
<b>Overview</b>	Air Pollution/Air Quality	Request Cllr Kyrle June 2017	Item received at November 2017 meeting. Update in 6 months requested. Specific item heard April 2018, further update on wider issues due April 2019		✓		
<b>Overview</b>	Managing a Declining Highway Asset	Requested by Cllr Hughes June 2017	To receive an overview of the position via a workshop scheduled for 15 December 2017.				



<b>Topic</b>	<b>Issue</b>	<b>Reason for inclusion</b>	<b>Status and Outcomes</b>	<b>15 January 2019</b>	<b>23 April 2019</b>	<b>4 June 2019</b>	<b>17 September 2019</b>
<b>Overview</b>	Government 25 Year Environment Plan	Sets policy direction for protection of the environment	Item on the Plan received April 2018. Further detail on particular aspects may be considered in future. Annual update on progress against the Plan requested. Update to Jan 2019 meeting due	✓			
<b>Overview</b>	Fly Tipping	Request by Cllr Bennison June 2017	Update on Fly Tipping, following strategy agreed in March 2017. Update received at June 2018 meeting. To retain for further update, timing tbc			✓ tbc	
<b>Pre Scrutiny</b>	ETE Dept T19 Savings proposals	To consider impact on service provision.	Consultation undertaken summer 2018. Pre scrutinised decisions arising Oct 2018 meeting.				
<b>Overview</b>	Economic Development	Request from Cllr Kyrle Oct 2018, as part of the committee's remit	Overview item due Jan 2019	✓			
<b>Overview</b>	Electric Vehicle Developments	Request from Cllr Mellor Oct 2018	Overview item due Jan 2019	✓			

Topic	Issue	Reason for inclusion	Status and Outcomes	15 January 2019	23 April 2019	4 June 2019	17 September 2019
<b>Scrutiny</b> - to scrutinise, in-depth, priority areas agreed by the Committee, and supported by Policy and Resources Select Committee							
	No Task & Finish groups active at this time						
<b>Real-time Scrutiny</b> - to scrutinise light-touch items agreed by the Committee, through working groups or items at formal meetings.							
Item at meeting	Waste - Recycling rates and future infrastructure requirements	Request by Cllr Kyrle June 2017, following Director of ETE identifying this as an area for consideration in this administration.	Waste Strategy to Executive Member November 2017 to Select Committee for pre-scrutiny. Workshop held 16 March 2018. Update due in 2019.		✓?		
Item at meeting	Policy to enable community funded traffic management measures	Request by Cllr Mellor June 2017	To review the impact of the current policy position. Timing tbc				
Item at meeting	Review of Cycling Strategy (Strategy approved in 2016)	Progress update requested by Cllr Tod June 2017	Update on cycling strategy received Oct 2018. Requested further update in future (timing tbc), and consideration to opportunity for further input e.g. via a working group				

Topic	Issue	Reason for inclusion	Status and Outcomes	15 January 2019	23 April 2019	4 June 2019	17 September 2019
<b>Monitoring Scrutiny Outcomes</b> - to examine responses to the Committee's reports or comments and check on subsequent progress.							
Response to Recommendations	Road Safety	Referred from Policy and Resources Select Committee June 2017 due to performance against measure of deaths and serious injuries on Hampshire roads in 2016/17.	Terms of reference and membership of task and finish group agreed September 2017. Recommendations agreed at April 2018 meeting. Monitoring of response to recommendations tbc.		✓ ?		

**Suggestions to be added when timely:**

- Review of Walking Strategy brought in in 2016 (request by Cllr Tod June 2017)
- Impact of Brexit on the Hampshire Economy (request by Cllr Kyrle June 2017)
- Invite bus companies to a meeting to explain their perspective and hear the member perspective (request by Cllr Philpott Oct 2018)

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