

NOTICE OF MEETING

Meeting	Economy, Transport and Environment Select Committee
Date and Time	Tuesday, 23rd April, 2019 at 10.00 am
Place	Mitchell Room, Elizabeth II Court South, The Castle, Winchester
Enquiries to	members.services@hants.gov.uk

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

FILMING AND BROADCAST NOTIFICATION

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

AGENDA

1. APOLOGIES FOR ABSENCE

To receive any apologies for absence.

2. DECLARATIONS OF INTEREST

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

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

To confirm the minutes of the previous meeting.

4. DEPUTATIONS

To receive any deputations notified under Standing Order 12.

5. CHAIRMAN'S ANNOUNCEMENTS

To receive any announcements the Chairman may wish to make.

6. GOVERNMENT WASTE STRATEGY CONSULTATION RESPONSES

(Pages 9 - 20)

For the Economy, Transport and Environment Select Committee to pre-scrutinise the Government Waste Strategy consultation responses report, which is due to be considered at the Decision Day of the Executive Member for Environment and Transport at 14:00 on 23 April 2019.

7. AIR QUALITY PRESENTATION (Pages 21 - 22)

To receive an update from James Moore; Senior Transport Planner, regarding air quality and pollution following it being discussed at Select Committee in April 2018.

8. ROAD SAFETY UPDATE (Pages 23 - 24)

To receive an update from Adrian Gray; Head of Highways and Lindsay Ellarby; Principle Road Safety Officer, following recommendations agreed at the April 2018 meeting regarding the task and finish group .

9. WORK PROGRAMME (Pages 25 - 30)

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:

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

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

Agenda Item 3

AT A MEETING of the Economy, Transport and Environment Select Committee
of HAMPSHIRE COUNTY COUNCIL held at the castle, Winchester on Tuesday,
15th January, 2019

Chairman:

* Councillor Russell Oppenheimer

* Councillor Graham Burgess
* Councillor John Bennison
Councillor Roland Dibbs
* Councillor Gary Hughes
Councillor Rupert Kyrle
* Councillor Derek Mellor
* Councillor Floss Mitchell

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

* Present

67. APOLOGIES FOR ABSENCE

All Members were present and no apologies were noted

68. 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.

69. MINUTES OF PREVIOUS MEETING

The minutes of the last meeting were reviewed and agreed.

70. DEPUTATIONS

There were no deputations for the meeting.

71. CHAIRMAN'S ANNOUNCEMENTS

The Chairman reminded Members that the cycling working lunch was due to take place following the Committee meeting and Members were welcome to stay.

The Committee were informed that the Resources and Waste Strategy for England was published on the 18 December and could be accessed via the following link: <https://www.gov.uk/government/publications/resources-and-waste-strategy-for-england> . The Chairman highlighted Chapter 3 in the summary document as being of particular relevance for the Committee.

It was confirmed that Katy Sherwood would be taking over supporting the Select Committee from Marie Mannveille. Marie had worked with the Select Committee for over five years and was thanked for her work.

72. **2019/20 REVENUE BUDGET - ECONOMIC DEVELOPMENT AND ENVIRONMENT & TRANSPORT**

The Select Committee received a presentation from Stuart Jarvis and Sue Lapham, which covered both the Revenue Budgets for Economic Development and Environment and Transport, as well as the Proposed Capital Programme for Economy, Transport and Environment.

Members heard that:

- There were £140m of savings planned in the current programme;
- One off funding was in place to meet potential gaps as a result of possible delay in cash release;
- There would be a 2.99% council tax increase going forward;
- In the Local Government Finance Settlement, Hampshire County Council would receive £1.8m to account for the business rate levy surplus;
- Pilots were going ahead with Local Authorities keeping 75% and 100% of business tariffs as opposed to the current 50% and these would be reviewed at a later date;
- There was no change to the New Homes bonus, with remained at £4.9m;
- The Reserves Strategy was summarised with £115.7m (17.9%) being immediately available to support one-off spending;
- The approved £15.805m savings proposals for Tt2019 were highlighted, which included parking, street lighting and agency agreements.
- Highways maintenance and waste would continue to be a key challenge going forward as there were elements of fixed of costs that would need to be supported despite a shrinking revenue budget.
- The Materials Recovery Facility (MRF) would be of crucial importance going forward as the costs increase, with two thirds of waste costs falling on Hampshire County Council. Discussions would continue with Government as to a sustainable way forward.
- The Capital Programme and one-off funds available (like the Pothole Fund grant) meant that planning ahead was difficult.
- Only the funding that had been allocated was shown and there were further bids and developer funding to come going forward.
- Funding still existed from the Stubbington Bypass, consisting of both Capital Grant money and that from the Solent LEP.
- There were too many variables to plan anything for Brexit, but it was appreciated that there would be an impact in some areas.

- A short consultation was anticipated regarding MRF's, which Hampshire County Council would respond to.
- Food waste disposal was an area that would need further focus going forward, but there was currently spare capacity in anaerobic digesters so no issue with dealing with it locally.

Members queried as to whether money had been put aside to cover the potential risks resulting from Brexit, however it was confirmed that there were too many variables at this stage to plan effectively. Officers were, however, very conscious of potential impacts.

Members discussed the benefits of visiting an aerobic digester and MRF.

The Select Committee was informed that pooling restraints had been eased regarding 106 agreements. This was of benefit as SIL funding was released at trigger points for larger developments, which did not work as well for the County Council.

RESOLVED:

a) In regards to the revenue budget for Environment and Transport, the Select Committee supported 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.

b) In regards to the revenue budget for Economic Development, the Select Committee supported 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.

73. ETE PROPOSED CAPITAL PROGRAMME 2019/20, 2020/21 AND 2021/22

This item was considered alongside Item 6 on the agenda.

RESOLVED:

The Economy, Transport and Environment Select Committee: supported 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.

74. HAMPSHIRE ECONOMY

The Select Committee received a presentation from David Fletcher; Assistant Director of Economy regarding the Hampshire economy.

Members heard that:

- Hampshire faced challenges that were both national and Hampshire specific. These included a shortage of grade A office space and lack of digital skills.
- Despite challenges, Hampshire had a generally prosperous economy worth around £50bn, despite manufacturing decreasing by around 7%.
- A thriving economy was about getting a good mix of high productivity and employment to achieve the best economic output. Transport links also needed to be exploited.
- Urban centres were aimed at attracting young people and creating a mix of jobs and a good cultural environment. It was important that people were able to live and work in the same area.
- Most successful City Centres need 50% of commercial development dedicated to office space, and at the moment Southampton had 20% and Portsmouth 25%.
- Hampshire was the most export intensive county and looked to build on being a gateway for the UK economy as a whole.
- Gosport has sites coming forward for development/redevelopment with deep water access and it was important that these were utilised to drive the marine and maritime economy in the local area.

Members agreed that there would be multiple benefits to the LEP's working more closely together.

The Select Committee was shown a presentation by John Till, Director of Thinking Place on branding and marketing Hampshire. (Video can be seen at <https://youtu.be/V2kPhFIGkhs>)

RESOLVED:

Members noted the information provided by David Fletcher and thanked him for his ongoing work.

75. ELECTRIC VEHICLE DEVELOPMENTS

The Select Committee received a presentation from Steve Clow; Assistant Director of Property Services, and Paul Roebuck; Engineering Team Leader regarding Electric Vehicle developments in Hampshire.

Members heard that:

- Electric vehicles formed part of the overall energy programme, which was delivering significant reductions in energy and carbon.
- So far the cumulative saving on energy had been £30 million, including school and corporate buildings.

- Initiatives had included Solar Voltaic panels, updated boiler controls and LED lighting proposals.
- Hampshire County Council (HCC) were looking to have an electric vehicle fleet going forward with 54 vehicles anticipated by the end of 2020. There had been investment in 14 charging point and each year had seen a 25% growth each year in both rapid and fast charges.
- Hybrid vehicles had seen a 23% growth, with 8% of annual sales being low emission vehicles
- Electric vehicles cost 1p a mile compared to 11p a mile with conventional fuel, and there were also savings to be made regarding vehicle maintenance with electric cars.
- Hampshire had developed an Electric Vehicle Framework, in which approximately 30 organisations had so far joined and was free to Local Authorities.
- On-street parking was the biggest challenge and charging vehicles at the side of the road, and a strategy was being developed to look at this.
- There were three different types of charging. Slow charging was for cars parked all day or overnight, fast charging was for short visits whilst shopping as a top-up and rapid charging was like that at a service station where you would be with the vehicle.
- Councillor Mel Kendal attended the meeting and informed Members of the history of getting electric vehicles part of the energy programme. He was thanked for championing the work undertaken to date.

RESOLVED:

Members fully supported the energy programme and the modern, clean image of Hampshire it portrayed. Officers were thanked for their investment in the project.

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

The Select Committee received a presentation from Chris Murray, Head of Strategic Planning, updating Members on the Government 25 Year Environment Plan.

Members were taken through the main themes within the Plan, subsequent government policy and consultation and the County Council's response to the aims in the Plan, on issues such as waste management (including the plastic and food waste challenge), biodiversity, flood management and air quality.

Members heard that:

- There were plans for 11 million trees to be planted by 2060 to support landscaping and declining species.
- An Ecological Network had been produced to help protect threatened species and reduce decline in biodiversity.
- Better partnership arrangements were being sought around flood and water management
- The Clean Air Strategy had been published and could be found at <https://www.gov.uk/government/publications/clean-air-strategy-2019>. Climate

change and air quality implications had been discussed at Cabinet in November 2018.

Members enquired regarding initiatives to help protect wildlife by having dog free areas in national parks and other protected areas. This was acknowledged as an issue but would be something for the individual National Parks and other planning authorities to manage through planning policy.

RESOLVED:

Members noted the information and thanked Chris Murray for his presentation.

77. WORK PROGRAMME

The work programme was approved by Members.

Chairman,

HAMPSHIRE COUNTY COUNCIL

Report

Committee:	Economy, Transport & Environment Select Committee
Date:	23 April 2019
Title:	Government Waste Strategy Consultation Responses
Report From:	Director of Economy, Transport and Environment

Contact name: Paul Laughlin

Tel: 01962 832283

Email: paul.laughlin@hants.gov.uk

Purpose of Report

1. For the Economy, Transport & Environment Select Committee to pre-scrutinise the consideration of the County Council's broad position in relation to the key issues contained in the major waste consultations launched by the Government in February 2019 ahead of submitting a formal written response to each consultation in May 2019 (see report attached due to be considered at the decision day of the Executive Member for Environment and Transport at 2.00pm on Tuesday 23 April 2019).

Recommendation

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

Either:

Supports the recommendations being proposed to the Executive Member for Environment and Transport in section 1 (page 1) of the attached report.

Or:

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

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Environment and Transport
Date:	23 April 2019
Title:	Government Waste Strategy Consultation Responses
Report From:	Director of Economy, Transport and Environment

Contact name: Paul Laughlin

Tel: 01962 832283

Email: paul.laughlin@hants.gov.uk

1. Recommendations

- 1.1. That the Executive Member for Environment and Transport notes the content and potential impacts of the Government's four waste consultations as set out in this report and endorses the key principles in relation to each consultation to form a basis for the County Council's detailed response.
- 1.2. That the Executive Member for Environment and Transport approves the next steps for submission, set out in this report, to include a written letter from the Leader of the County Council to the Government setting out the key principles.
- 1.3. That authority is delegated to the Director of Economy, Transport and Environment to make all necessary arrangements to approve the detailed responses to be submitted to Government.

2. Executive Summary

- 2.1. The purpose of this paper is to provide an introduction to the major waste consultations launched by the Government in February 2019, and to set out the County Council's broad position in relation to the key issues contained therein ahead of submitting a formal written response to each consultation in May 2019.
- 2.2. This paper seeks to
 - summarise the broad themes arising in the consultations;
 - consider the potential impact that the proposed outcomes from the consultations may have on the performance of the County Council and its waste management partners; and
 - request approval from the Executive Member for Environment and Transport of the County Council's overarching position on each consultation ahead of submitting formal written responses.

3. Contextual information

- 3.1. In December 2018, the Government published a major Resources and Waste Strategy (RWS) for England. The strategy set out how Defra proposes to preserve material resources by minimising waste, promoting resource efficiency

and moving towards a circular economy. It also pledged to minimise the damage caused to our natural environment by reducing and managing waste safely and carefully, and by tackling waste crime. Building upon heightened public interest in waste through issues raised by the BBC's *Blue Planet* series, the RWS summarises longer-term policy direction in line with Defra's 25 Year Environment Plan, including the elimination of avoidable plastic waste, doubling resource productivity, and eliminating avoidable waste of all kinds by 2050.

- 3.2. Following this, four major consultations were launched on 18 February 2019 to ascertain opinion on some of the major themes. Three of the consultations were published by Defra, and the fourth by HM Treasury. The consultation period lasts for 12 weeks.
- 3.3. The timetable for delivery of many of the potential initiatives set out in both the RWS and these consultations would see legislation starting to be tabled in 2021/22 and potential roll out of initiatives from 2023. Each of the consultations interacts with the others and should be seen as one package of measures to deliver the Government's desired outcomes.
- 3.4. These consultations represent a potential once-in-a-generation shift in waste and resource management. Across the four consultations, over 300 detailed questions are posed, a significant proportion of which are related to Local Authority activity. There is a significant opportunity for the County Council to use these consultations to influence the delivery of an efficient, cost effective service to the public in a financially sustainable manner and set the strategic direction for managing waste in the next decade in a more consistent manner not just locally, but nationally.

4. The consultations and the potential impacts on the County Council

4.1. *Consistency in Household and Business Recycling Collections (England)*

a) Key proposals include:

- Local authorities and other waste operators to collect a core set of materials for recycling (glass bottles/jars, paper and card, plastic bottles, plastic pots/tubs/trays, tins and cans) and seek greater separation of materials to improve quality;
- Local authorities to provide a separate weekly food waste collection from households;
- consideration of whether local authorities should provide free garden waste collections to households;
- views sought on consistent frequency of collections and bin colours, statutory guidance on minimum service standards and new indicators and metrics for local authorities;
- promotion of greater joint working across council areas and between different tiers, identifying the benefits and barriers and where Government can assist; and
- businesses and other organisations that produce municipal waste to adopt the same core set of materials and improve their reporting and data capture on recycling performance.

b) There is recognition that the initiatives above will place additional burdens on local authorities. The consultations indicate that additional resources will be provided by Government, in line with the New Burdens doctrine, to meet any 'new net costs' arising from the policies when implemented, however it is noted that minimal detail is provided at this stage as to how this might work so this remains a concern for the County Council and its partners.

County Council commentary

- c) The County Council is supportive of consistency measures for household recycling as this should reduce confusion amongst the public and improve getting the right thing in the right bin.
- d) Changes to the types of waste collected at the kerbside will result in the need to vary the current Waste Disposal Service Contract (WDSC) as well as requiring changes to the existing waste disposal infrastructure.
- e) Waste composition analysis shows that there is significant dry mixed recyclable, glass and garden waste in the residual stream that currently goes for energy recovery which, when added to the potential removal of a proportion of food waste, would lead to a significant shift not only in performance, but also how materials are managed, for example with material moving from the Household Waste Recycling Centre (HWRC) network to the kerbside in the case of green waste collections.
- f) There will be significant implications for Waste Collection Authorities in terms of the services they have to provide and how they are provided, which will in turn affect the waste disposal infrastructure. This will require new markets for materials to be sought and reviews of waste flows so that these can be managed to suit revised collection frequencies.
- g) A phased approach to delivery would be necessary to take account of the contractual implications of the existing and varied collection systems and frequencies which exist across the county.
- h) The County Council is supportive of more consistent collections to reduce confusion among residents and, if properly and effectively communicated, increase performance in terms of recycling. Legislative change will require a contractual change which will alter the costs associated with the delivery of the waste disposal function. It is not known at present how 'new net costs' will be covered, and this will determine what the financial impact is on the County Council of any changes, particularly in terms of cost related to any contract variations required.

4.2. Introducing a Deposit Return Scheme in England, Wales and Northern Ireland

- a) The aims of the proposed Deposit Return Scheme (DRS) include;
- reducing the amount of littering of drinks packaging;
 - boosting recycling performance by facilitating enhanced quality and quantity of collected materials; and

- promoting recycling through clearer labelling and consumer messaging.
- b) A deposit would be added to the price of certain in-scope drinks containers at the point of purchase which would be redeemed when consumers return their empty containers to designated return points. The scheme is proposed to include PET and HDPE plastic bottles, which make up around 97% of plastic drinks bottles, steel and aluminium cans, and glass bottles, covering a broad range of beverages¹ including water, soft drinks, juice, and alcohol.
- c) There are two DRS options under consideration;
- 'All-in' – any container would have the deposit included, regardless of size or whether sold singly or as part of a multipack; and
 - 'On the go' – restricted to containers less than 750ml in size and sold in single format.

The consultation also considers whether disposable cups should be included in the scope of a DRS.

County Council commentary

- d) The key impact on Hampshire of a DRS is how it changes where waste goes and potentially who collects it. The majority of the materials in scope (plastic bottles, cans and glass) are already collected freely by District Councils and have a material value associated which is used by local authorities to off-set the costs of managing and disposing of household waste. Hampshire authorities have developed collection systems to target these materials, investing significantly in collection, transport and sorting infrastructure to do so. Introducing a new system targeting the same materials has implications as to what happens to that infrastructure from a financial and contractual perspective. Consideration will also need to be given as to the role that all Hampshire authorities will play in terms of providing and managing deposit points and how this would impact on existing systems.
- e) The County Council also has concerns about how such a process may be delivered. An 'on the go' system raises the potential for consumer confusion as it would apply only to specific container sizes or those sold as single format. For example, potentially rules out flexibility for families purchasing multi-packs for days out as the individual bottles would not be eligible to be returned for a deposit. Additionally, whilst the aims to reduce littering are to be commended, the scheme does nothing to tackle more prevalent and more damaging forms of litter such as fast food packaging, crisp packets, smoking-related waste and chewing gum.

¹ All variants of milk and plant based beverages are excluded having been classed as an essential product that is only widely available in containers.

4.3. Reforming the UK packaging producer responsibility system

- a) The aim of Extended Producer Responsibility (EPR) is to ensure that the producers of post-consumer packaging are financially responsible for the material that is placed on the market. It is estimated that the existing system (Packaging Recovery Notes (PRNs)) results in a very limited amount (less than 7%) of support from producers for managing packaging waste, which places unfair burden on local authorities to pay for the cost of disposal. The proposed EPR system under consideration through this consultation aims to achieve 'full net cost recovery' which should cover the cost of collection, recycling, disposal, the clear-up of littered and fly tipped packaging, as well as communications relating to recycling and tackling littering. Materials in scope include paper, card, metal (steel, aluminium, foil), plastic (i.e. PET, HDPE and PP² which includes most bottles as well as a side range of food packaging containers), glass and cartons.
- b) The consultation also seeks views on incentives to encourage producers to design and use packaging that can be readily recycled, and questions whether all producers should be subject to the principles of EPR or whether a certain scale of small business should be exempt. A key aspiration is to ultimately drive unrecyclable plastic packaging out of the market by making it uneconomical to produce. New packaging targets are also proposed, recommending that mandatory labelling is introduced on all packaging to indicate if it is recyclable or not, as well as the amount of, if any, recycled content within it to raise consumer awareness. Consideration is also given to different models for the organisation and governance of a future packaging EPR system to determine how the money should flow through the system, as well as measures to strengthen compliance and enforcement, particularly for packaging waste that is exported for recycling.

County Council commentary

- c) The key area of likely impact for the County Council and the collection authorities in Hampshire is the potential for significant funding to be channelled to local authorities to cover the costs of the packaging material that is collected. As such, there is a need to determine the actual meaning of 'full net cost recovery' and to confirm that it covers all costs to local authorities, not only of recyclable packaging material, but also packaging that cannot be recycled and goes for final disposal, including to Hampshire's energy recovery facilities. Clarity is also needed on requirements for authorities to meet the minimum service requirements in order to receive income.
- d) The County Council notes that there is significant crossover with the proposed DRS with the potential risk for confusion or blurring of responsibilities. Conceivably, a well-managed consistent collection system, coupled with a robust EPR, could achieve the same aims without a need for a DRS.

² Polyethylene Terephthalate (PET), High-Density Polyethylene (HDPE), Polypropylene (PP).

4.4. Plastic packaging tax

- a) Plastic packaging is typically only used for a short period of time before being disposed of and accounts for 44% of plastic used in the UK, but 67% of plastic waste. HM Treasury is proposing to introduce a world-leading new tax on plastic packaging that contains less than 30% recycled material. The new tax would be levied on the production and importation of unfilled plastic packaging, set at a rate that provides a clear economic incentive for business to use recycled material in the production of plastic packaging and, in so doing, stimulating greater demand for recycled plastic. The consultation includes questions on defining products within the scope of the tax, the precise point at which the tax is charged and who will be liable to pay, treatment of imports and exports, and how to minimise administrative burdens for the smallest operators.
- b) Clearly this consultation is of primary interest to manufacturers rather than local authorities because the aim is to drive the amount of recycled plastic that is used to create new packaging. However, the greater the amount of recycled content that is required for packaging, the greater the demand for waste plastics, which in turn will help drive investment in processing infrastructure and therefore the market for the secondary materials. This should lead to an increase in the value of the material, ensuring a sustainable market, and help increase the amount of material that can be recycled.

County Council commentary

- c) The County Council is supportive of the proposed financial mechanism in the expectation that it will help to drive producers to both reduce the range of plastic polymers that are used for packaging and, when considered alongside proposals for improved consistency, enable greater capture of materials.
- d) The County Council additionally notes that there is also a potential secondary impact on all businesses in Hampshire, including the County Council as a consumer of both products and services, because a tax on producers of plastic items could affect costs and therefore profit margins.

5. Next steps

- 5.1. Hampshire County Council will be submitting responses to all four consultations ahead of the submission deadline of 12-13 May. Consideration has been given to a wide range of impacts on existing and future waste services within Hampshire, and advice and shared knowledge has been sought with cross-authority networks such as Project Integra³, NAWDO⁴, the LGA⁵ and ADEPT⁶.

³ Hampshire's waste partnership.

⁴ National Association of Waste Disposal Officers.

⁵ Local Government Association

⁶ Association of Directors of Environment, Economy, Planning and Transport.

- 5.2. An all Member briefing session was held on 28 February where the four consultations were presented, and views sought on some the of key questions raised by them. Members were asked to vote on which options they favoured and had the opportunity to ask detailed questions about the consultations and their implications.
- 5.3. The Executive Member for Environment and Transport is asked to approve the County Council's position on the key issues as detailed above and authorise the proposed approach for responding to the consultations.
- 5.4. It is also proposed that the Leader of the County Council writes formally to the Government, setting out the County Council's position and any key concerns.

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

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

Other Significant Links

Links to previous Member decisions:	
<u>Title</u>	<u>Date</u>
Direct links to specific legislation or Government Directives	
<u>Title</u>	<u>Date</u>
HM Government - Our Waste, Our Resources: A Strategy for England - December 2018	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.)

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 decision entails the procedure and approach for a consultation response, and does not itself have a direct impact on any service users.

2. Impact on Crime and Disorder:

2.1. It is not anticipated that there will be any impact on crime and disorder.

3. Climate Change:

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

As this decision relates to consultation responses there is no direct impact and it is not known at present what impact any future legislative changes will have on waste services.

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

As this decision relates to consultation responses there is no direct impact and it is not known at present what impact any future legislative changes will have on waste services.

ADVANCE BRIEFING NOTE

The Public Health perspective

Air pollution is increasingly recognised as a serious public health issue. Public Health England (PHE) regards poor air quality as the largest environmental risk to public health in the UK. Hampshire County Council as the local Public Health Authority advocates the same policy position as Public Health England.

Air pollution is a mixture of particles and gases that can have adverse effects on human health. The most important primary air pollutants are particulate matter and nitrogen dioxide. In areas where the UK is exceeding its nitrogen dioxide limit values, on average about 80% of nitrogen dioxide emissions are due to transport. The largest source of transport emissions is from diesel vehicles.

As a national observation, the health effects of air pollution are unevenly distributed across the population with the heaviest burden falling on the most vulnerable – older people, children, those with cardiovascular and respiratory disease are at greater risk. Deprived communities are more likely to be situated near busy roads with higher levels of air pollution.

It is estimated that the effects of NO₂ on mortality are equivalent to 23,500 deaths annually in the UK. Many of the sources of NO_x (NO and NO₂) are also sources of particulate matter, and indeed levels of NO₂ can act as a proxy for levels of particulates. The combined impact of these two pollutants may be as much as 40,000 early deaths per year. Recent research is further highlighting the links between poor air quality and childhood asthma. This represents a significant public health challenge.

Urgent projects within Hampshire

The County Council is involved to varying degrees in work arising from Government's national plan for tackling roadside concentrations of nitrogen dioxide (NO₂), for which the legal imperative is to bring local concentrations to within legal limits 'in the shortest possible time', and for which the County Council has at the time of writing been served three Ministerial Directions mandating action be taken.

International & legal context

- EU Directive 2008/50/EC on ambient air quality adopted in 2008 with legal exposure limits of certain air pollutants
- Incorporated into UK legislation by the Air Quality Standards Regulations 2010
- Nitrogen Dioxide (NO₂) is one of the pollutants with a ceiling limit: forty micrograms per cubic metre (40µg/m³).
- 2010 was set deadline for compliance, later extended to 2015
- Implications of non-compliance are heavy fines from the EU to non-compliant countries

National context

- Government has published several iterations of national plans to tackle air quality but these have been successfully challenged by international environmental lawyers ClientEarth three times, where the UK courts have ruled government plans 'unlawful due to inadequacy'
- Summer 2017: government published their final national plan for tackling roadside emissions of NO₂
- The plan added to the previously identified 5 priority cities (**First Wave**) 23 further local authorities (**Second Wave**), which were predicted by DEFRA's national air quality model to have road links in exceedance of legal NO₂ limits in 2021 and beyond
- Summer '17: **Second Wave** named authorities were issued Ministerial Directions legally mandating them under The Environment Act 1995 to prepare outline plans by 31st March 2018, with costed, detailed plans by 31st December 2018, for bringing local NO₂ within legal limits in 'the shortest possible time'. These plans take the form of full Treasury Green Book business case submissions.

- The plan also identified 45 other local authorities (**Third Wave**) where NO₂ is modelled to currently be in breach of legal limits but is predicted to be within legal levels by 2021.
- Government's position was that no further action was required for Third Wave authorities. This was successfully challenged by ClientEarth, so Third Wave authorities were served Ministerial Directions to evidence their local emissions and prepare action plans where found to be necessary.
- In Hampshire's local two-tier system, air quality management is a District Council responsibility as environmental health authority. The County has a statutory duty to support as highway authority. Hampshire is also the local public health authority.
- The 2011 Localism Act contains legislation allowing national fines to be passed to local authorities.
- The working assumption is that government could pass EU infraction fines to local environmental health authorities, who could seek reparation from local highway authorities.
- Neighbouring authority Southampton City Council has been named in the First Wave; Fareham, Rushmoor & New Forest were named in the Second Wave; Basingstoke and neighbouring authority Portsmouth were named in the Third Wave

Future work

A joint Economy, Transport and Environment / Public Health report on Air Quality went to Cabinet in November 2018, to inform Cabinet on emerging issues related to air quality and agree an overall approach by the County Council to address air quality issues.

The report recommended that Cabinet:

- Note the statutory responsibilities and accountabilities shared between the County and Borough Councils for dealing with air quality and approve in principle the approach set out.
- Authorise the Directors of Economy, Transport and Environment and Public Health to develop options for undertaking additional work in line with the action plan set out and within existing available resources.
- Agree to the County Council undertaking a "coordination role" on air quality issues within Hampshire as outlined, where this is related to our core functions as both highway and public health authority.

Following the Cabinet report, officers from the Economy, Transport, and Environment Department and from Public Health have begun working together to develop the County Council's Air Quality Position Statement and will be undertaking a review of transport policies with regard to improving air quality once the urgent work mandated by government is taken forward to implementation.

Officers have also begun work with the District councils, which have responsibility for environmental health and planning, on a Supplementary Planning Document which will help ensure that future development fully considers air quality and seeks to minimise the impact of development within designated air quality areas.

Given the challenges facing the County Council and District partners, there is a range of scalable coordination activities that could be considered.

23rd April Economy, Transport and Environment Select Committee

Progress report on the outcomes from the Economy Transport & Environment Select Committee Road Safety Task & Finish Group.

Briefing Note

At the meeting of Economy Transport & Environment Select Committee held on the 24 April 2018 the Road Safety Task & Finish Group proposed a series of recommendations which were subsequently endorsed. This paper provides an update on progress of the recommendations as follows:

Recommendation	Progress
a) All County Councillors be provided with a list of schools & colleges within their divisions that do not currently participate with the various free Road Safety Education programmes and initiatives run by Hampshire County Council, and be encouraged to speak to the schools to encourage take up.	A spreadsheet has been prepared and will be shared with Councillors in due course.
b) County Councillors be asked to help raise awareness and understanding of the 60+ Driver Skills Scheme provided by the County Council, and as part of this Members be offered the opportunity to see first hand what the appraisals are like.	Road Safety officers to contact County Councillors with details of the scheme and offer to experience an appraisal.
c) Development and use of a targeted road safety poster programme, to supplement engineering based safety measures aimed at promoting cycle safety on pedal-powered two wheeler high risk routes with stubborn casualty problems.	A concept poster is being developed as part of a safety scheme along the A27 in Portchester to encourage cyclists to take control of the traffic lane at roundabouts. The Safety Engineering team will be considering other poster signs with specific messages at other locations.
d) Continuation of the policy of casualty reduction spend being evidence based, recognising the role and linkage of each of the three Es (Engineering, Enforcement, Education).	The delivery of this policy is ongoing.
e) In a year's time to task officers to liaise with the Police to consider any developments in the use of dash cam footage to support Road Safety work.	Hampshire Constabulary are running a pilot scheme which accepts dash cam footage as part of an online accident reporting system.
f) HCC Road Safety team to invite Members to 'Safe Drive Stay Alive' road safety education sessions and to help promote 6th Form and College take up.	The event dates for Autumn 2019 will be available shortly. When these are confirmed the road safety team will contact Councillors with details and a link to the SDSA website where they

	can book a place or alternatively a space can be booked for the Councillor.
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The Economy Transport & Environment Select Committee also supported the following recommendations to Hampshire Constabulary:

Recommendation	Progress
a) As part of an upcoming review of Speedwatch, that Hampshire Constabulary consider the option to enable Community Speedwatch in Hampshire to cover 40mph speed limits (to match the approach used in the Thames Valley area).	Recent changes to the scheme now permits Community Speedwatch teams to survey traffic speeds within 40 mph speed limits.
b) As part of the upcoming review of Speedwatch, that the constabulary consider agreeing thresholds with Community Speedwatch schemes for action to be taken (e.g. at what level above the speed limit incidents should be reported).	Hampshire Constabulary sends a warning letter to the registered owner of a vehicles if it is detected at travelling in excess of 34 mph by a Community Speedwatch scheme. A database is maintained by the Police of details of owners of vehicles previously caught speeding anywhere in the County of Hampshire and if reported a third time, they receive a police visit.
c) That Safer Neighbourhood teams continue to work with communities to respond to residents' concerns, and explain to their communities how they prioritise their efforts. (e.g. based on threat risk and harm)	Ongoing

HAMPSHIRE COUNTY COUNCIL

Report

Committee:	Economy, Transport and Environment Select Committee
Date:	23 April 2019
Title:	Work Programme
Report From:	Director of Transformation & Governance – Corporate Services

Contact name: Katy Sherwood, Democratic Services Officer

Tel: 01962 847347

Email: katy.sherwood@hants.gov.uk

1. Summary

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

2. Recommendation

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

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

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

Section 100 D - Local Government Act 1972 - background documents

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

DocumentLocation

None

IMPACT ASSESSMENTS:

1. Equality Duty

- 1.1. The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:
- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act;
 - Advance equality of opportunity between persons who share a relevant protected characteristic (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, gender and sexual orientation) and those who do not share it;
 - Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

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

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

1.2. Equalities Impact Assessment:

- 1.3. This is a forward plan of topics under consideration by the Select Committee, therefore this section is not applicable to this report. The Committee will request appropriate impact assessments to be undertaken should this be relevant for any topic that the Committee is reviewing.

2. Impact on Crime and Disorder:

- 2.1. This is a forward plan of topics under consideration by the Select Committee, therefore this section is not applicable to this report. The Committee will request appropriate impact assessments to be undertaken should this be relevant for any topic that the Committee is reviewing.

3. Climate Change:

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

This is a forward plan of topics under consideration by the Select Committee, therefore this section is not applicable to this report. The Committee will consider climate change when approaching topics that impact upon our carbon footprint / energy consumption.

WORK PROGRAMME – ECONOMY, TRANSPORT AND ENVIRONMENT SELECT COMMITTEE

Topic	Issue	Reason for inclusion	Status and Outcomes	23 April 2019	4 June 2019	17 September 2019	14 January 2020
Overview/Pre-Scrutiny - <i>To maintain an overview of the Environment and Transportation in Hampshire agenda, and to consider proposed scrutiny topics for inclusion in the work programme.</i>							
Pre-scrutiny	ETE Dept Capital and Revenue budgets	Pre scrutiny of department budget prior to Executive Member sign-off	Select Committee's pre-scrutinise the budget proposals annually in January. In 2019 there is also due to be pre-scrutiny at the September meeting of Transformation to 2021 savings plans.			✓	
Overview	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		
Scrutiny - <i>to scrutinise, in-depth, priority areas agreed by the Committee, and supported by Policy and Resources Select Committee</i>							

Topic	Issue	Reason for inclusion	Status and Outcomes	23 April 2019	4 June 2019	17 September 2019	14 January 2020
	No Task & Finish groups active at this time						
Real-time Scrutiny - to scrutinise light-touch items agreed by the Committee, through working groups or items at formal meetings.							
Item at meeting	Waste - Recycling rates and future infrastructure requirements	Request by Cllr Kyrle June 2017, following Director of ETE identifying this as an area for consideration in this administration.	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 following a cycling working lunch in January 2019. Frank Baxter is the officer lead.			✓	
Monitoring Scrutiny Outcomes - to examine responses to the Committee's reports or comments and check on subsequent progress.							

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)