

## **NOTICE OF MEETING**

<b>Meeting</b>	Economy, Transport and Environment Select Committee
<b>Date and Time</b>	Tuesday, 16th January, 2018 at 10.00 am
<b>Place</b>	Chute 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 - 10)**

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. 2018/19 REVENUE BUDGET - ENVIRONMENT AND TRANSPORT**  
(Pages 11 - 22)

For the Economy, Transport and Environment Select Committee to pre-scrutinise the Revenue Budget proposals for the Economy, Transport and Environment Department for 2018/19. The proposals for Environment and Transport are 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 2.30pm on 16 January 2018.

**7. 2018/19 REVENUE BUDGET REPORT FOR ECONOMIC DEVELOPMENT** (Pages 23 - 32)

For the Economy, Transport and Environment Select Committee to pre-scrutinise the Revenue Budget proposals for the Economy, Transport and Environment Department for 2018/19. The proposals for economic development are 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 22 January 2018.

**8. ETE PROPOSED CAPITAL PROGRAMME 2018/19, 2019/20 AND 2020/21** (Pages 33 - 52)

For the Economy, Transport and Environment Select Committee to pre-scrutinise the proposals for the Economy, Transport and Environment Capital programme for 2018/19, 2019/20 and 2020/21 (see report attached due to be formally considered by the Executive Member for Environment and Transport at 2.30pm on 16 January 2018).

**9. WORK PROGRAMME** (Pages 53 - 58)

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

**ABOUT THIS AGENDA:**

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

**ABOUT THIS MEETING:**

**The press and public are welcome to attend the public sessions of the meeting. If you have any particular requirements, for example if you require**

**wheelchair access, please contact [members.services@hants.gov.uk](mailto:members.services@hants.gov.uk) for assistance.**

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

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# Agenda Item 3

AT A MEETING of the Economy, Transport and Environment Select Committee of HAMPSHIRE COUNTY COUNCIL held at the Castle, Winchester on Tuesday, 14th November, 2017

Chairman:  
p Councillor Floss Mitchell

Vice Chairman:  
p Councillor Charles Choudhary

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

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

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

## 19. **APOLOGIES FOR ABSENCE**

No apologies were received.

## 20. **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.

## 21. **MINUTES OF PREVIOUS MEETING**

The minutes of the last meeting were reviewed and agreed.

Matters Arising: Under Minute 17 - It was reported that the Road Safety Task & Finish Group held its first meeting the previous week. It was expected that this group would hold further meetings in the next few months, with a view to reporting back to the full Select Committee at the April 2018 meeting.

## 22. DEPUTATIONS

No deputations were received.

The Chairman reported that a request to speak had been received regarding a consultation by South Western Railways, however this topic was not on the agenda for this meeting, therefore it did not meet the deputation procedure criteria. The request had been passed to the Economy Transport and Environment Department for a written response instead.

## 23. CHAIRMAN'S ANNOUNCEMENTS

The Chairman reminded Members that a briefing had been arranged for the Members on this committee regarding the topic 'managing a declining highway asset'. This briefing was due to take place on Friday 15 December at 2:00pm in the Mitchell Room.

## 24. WASTE STRATEGY

The Select Committee received a presentation on behalf of the Director of the Economy Transport and Environment Department regarding waste management, in support of a report on the Waste Strategy (see Item 6 in the Minute Book). The report was due for consideration at the Decision Day of the Executive Member for Environment and Transport later that day.

Cllr Kyrle declared a non-pecuniary interest in this item; that he was Executive Member for Waste at Eastleigh Borough Council, and sat on the Project Integra Board (the Waste Partnership). Cllr Heron also declared a non-pecuniary interest in this item; that he also sat on the Project Integra Board. (both members remained in the meeting)

Members heard that savings of £8m had been made in waste services between 2012 and 2017, however there was a target to make a further £4.8m in savings under the 'transformation to 2019' programme. It was reported that while Hampshire has high levels of landfill diversion (93.94%), the area performs poorly for recycling rates compared to other councils (the highest performing collection authority in Hampshire recycles 40.2% of waste, which ranks at 214).

Officers estimate potential growth in waste volumes, and determine the cost implications of growth in waste. Improving recycling rates could help manage the costs of managing waste. Behavioural insights was being explored to help change residents behaviour.

Consideration was also being given to opportunities to invest in infrastructure to support further recycling. From an options appraisal the preferred option was to build a single central Material Recovery Facility (MRF) to replace the existing facilities in Portsmouth and Alton. Discussions were underway with the partners to the Project Integra waste partnership, regarding what additional types of recyclable material the new facility could sort, as this would impact on district and borough councils as collection authorities.

It was also proposed to set up a grant fund to support local enterprise to set up initiatives for the reuse of bulky household waste items.

Members asked questions for clarification, and discussed the proposed direction for waste management in Hampshire. It was discussed that options to improve recycling would need to consider the costs of investment required, and costs that may impact on other parts of the system/other partners. It was noted that it was proposed to hold a workshop on waste for Members in the new year to consider these issues further.

The Chairman proposed that the Select Committee support the recommendations being put to the Executive Member in section nine of the report. The recommendations were put to the vote and carried (support for 9.2 and 9.3 unanimous, 9.1 9 in favour and 3 abstentions). Those abstaining were not willing to support the strategic direction for waste management without further information. The Chairman noted that at this point it was a direction rather than a strategy, and the committee could continue to comment as the strategic approach was developed further.

#### RECOMMENDED:

That the Economy, Transport and Environment Select Committee support the recommendations being proposed to the Executive Member for Environment and Transport in Section 9 of the attached report.

## 25. **AIR POLLUTION AND AIR QUALITY**

The Select Committee received a report on behalf of the Director of Economy Transport and Environment regarding air pollution and air quality (see Item 7 in the Minute Book).

Cllr Kyrle declared a non-pecuniary interest in this item; that he was Environment lead at Eastleigh Borough Council (he remained in the meeting).

Members heard that tackling air quality was an area of increasing priority nationally. The County Council had responded to a consultation by central government in the summer of 2017 on their draft air quality plan, highlighting the need for funding to be provided to support councils to implement interventions.

It was acknowledged that the County Council worked in partnership with district councils who hold the principal statutory responsibility for air quality monitoring and improvement planning under their environmental health duties and powers. It was noted that some issues were better tackled at a national level e.g. tax or regulatory initiatives to influence car use, such as a potential diesel car scrappage scheme. It was also noted that the issues are often complex, and there was a need to balance competing demands and potential impacts when making decisions for example about the introduction of traffic calming measures.

RESOLVED:

That the Select Committee note the report, and request a verbal update on this topic in six months time.

**26. CONCESSIONARY FARES SCHEME UPDATE**

The Select Committee received a report on behalf of the Director of Economy Transport and Environment providing an update on the concessionary fares scheme (see Item 8 in the Minute Book). The Chairman noted that in Autumn 2016 this Select Committee pre-scrutinised proposals regarding the concessionary fares scheme that included a change to be implemented in January 2017. The change was to no longer automatically renew older person's passes, if they had not been recorded as having been used in the previous six months. Members of the Select Committee requested that a report come back to the committee to consider the impact of this policy change.

Members heard that of around 10,000 passes issued for which usage information was available, 34% were not automatically renewed. Over 1,000 then asked for their passes to be renewed. Therefore on balance approximately 20% did not need renewing. There was no evidence of complaints about the revised approach. The cost of the additional calls to the call centre to request renewals had been factored in, and still generated a saving compared to automatically renewing all passes. It was noted that bus operators were asked to allow passengers a three month grace period to allow for passes to be renewed once they expired.

RESOLVED:

The Select Committee note the report.

**27. WORK PROGRAMME**

The Chairman presented the proposed work programme for the Select Committee, as updated since the last meeting (see Item 9 in the Minute Book). Regarding the Transformation to 2019 proposals for the Economy Transport and Environment Department, it was noted that where the department needed to make savings that had a direct service impact, these topics would come back to the Select Committee for scrutiny prior to decision making. The Chairman was liaising with the Director to timetable these items accordingly.

It was agreed to add an update on the air pollution topic in six months time.

Cllr Tod requested that when the 20mph speed limit schemes be reviewed, this include the impact on air quality of the Winchester pilot. It was noted that air quality was not being measured across all 20mph zones.

RESOLVED:

The Work Programme is agreed, subject to any updates made at this meeting.



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Chairman,

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## HAMPSHIRE COUNTY COUNCIL

### Report

<b>Committee:</b>	Economy, Transport & Environment Select Committee
<b>Date:</b>	16 January 2018
<b>Title:</b>	2018/19 Revenue Budget Report for Environment and Transport
<b>Report From:</b>	Director of Economy, Transport and Environment

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

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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 2018/19. The proposals for Environment and Transport are 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 2.30pm on 16 January 2018.

#### 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 2017/18, as set out in Appendix 1 of the attached report, and the summary revenue budget for 2018/19, 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.

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## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Environment and Transport
<b>Date:</b>	16 January 2018
<b>Title:</b>	2018/19 Revenue Budget Report for Environment and Transport
<b>Report From:</b>	Director of Economy, Transport and Environment and Director of Corporate Resources – Corporate Services

**Contact name:** Stuart Jarvis  
Sue Lapham

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

#### 1. Recommendations

To approve for submission to the Leader and the Cabinet:

- 1.1. The revised revenue budget for 2017/18 as set out in Appendix 1.
- 1.2. The summary revenue budget for 2018/19 as set out in Appendix 1.

#### 2. Executive Summary

- 2.1. The purpose of this report is to set out proposals for the 2018/19 budget for Environment and Transport budgets in accordance with the Council's Medium Term Financial Strategy (MTFS) approved by the County Council in November 2017.
- 2.2. The deliberate strategy that the County Council has followed to date for dealing with grant reductions during the prolonged period of austerity is well documented. It involves planning ahead of time, making savings in anticipation of need and using those savings to help fund transformational change to generate the next round of savings.
- 2.3. In line with the financial strategy that the County Council operates, which works on the basis of a two year cycle of delivering departmental savings to close the anticipated budget gap, there is no savings target set for departments in 2018/19. Any early achievement of resources from proposals during 2018/19 as part of the Transformation to 2019 (Tt2019) Programme will be retained by departments to use for cost of change purposes.
- 2.4. The report also provides an update on the financial position for the current year. Overall the outturn forecast for the Environment and Transport services for 2017/18 is a planned saving towards Tt2019 of £3.1m recognising that not

all of the Department's required savings will be achieved in full by 2019/20 and that cash flow support needs to be built up in advance.

- 2.5. The proposed budget for 2018/19 analysed by service is shown in Appendix 1.
- 2.6. This report seeks approval for submission to the Leader and Cabinet of the revised budget for 2017/18 and detailed service budgets for 2018/19 for Environment and Transport budgets. 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 5 February 2018 to make final recommendations to County Council on 22 February 2018.

### **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 departmental savings targets to close the anticipated budget gap. This provides the time and capacity to properly deliver major savings programmes every two years, with deficits in the intervening years being met from the Grant Equalisation Reserve (GER) with any early achievement of savings proposals retained by departments to use for cost of change purposes, cashflow the delivery of savings or offset service pressures.
- 3.2. The County Council's early action in tackling its forecast budget deficit over the prolonged period of austerity and providing funding in anticipation of further reductions, has placed it in a very strong position to produce a 'steady state' budget for 2018/19, giving itself the time and capacity to develop and implement the Tt2019 Programme to deliver the next phase of savings totalling £140m. This also avoids the worst effects of sudden and unplanned decisions on service delivery and the most vulnerable members of the community. Consequently there are no departmental savings targets built into the 2018/19 budget. However, other factors will still affect the budget, such as council tax decisions and inflation.
- 3.3. In 2016 the Local Government Finance Settlement provided definitive figures for 2016/17 and provisional figures for local authorities for the following three years to aid financial planning for those authorities who could 'demonstrate efficiency savings'. Following acceptance by the Department for Communities and Local Government (DCLG) of the County Council's Efficiency Plan for the period to 2019/20 the expectation was for minimal change for 2018/19 and 2019/20. No figures have been published beyond this date and there remains uncertainty around the Fair Funding Review and the future of 100% Business Rate Retention.
- 3.4. The Medium Term Financial Strategy (MTFS) approved by the County Council in November 2017 flagged that the Budget in November might contain some additional information that could impact our planning assumptions, for example around public sector pay and council tax referendum limits.
- 3.5. 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 the Community Infrastructure Levy and Section 106 Developer Contributions.

- 3.6. Since the Budget was announced there has been a two year pay offer for local government workers, which includes a 'core' increase of 2% and changes to the lower pay scales to reflect the impact of the National Living Wage. The overall increase in the pay bill could be in the region of 6% over the two years, and is above the allowances made within the MTFs. Depending on the final pay award that is agreed this could mean additional recurring costs of circa £5m will need to be met.
- 3.7. The offer of a four year settlement provided greater but not absolute funding certainty and the provisional Local Government Settlement announced on 19 December confirmed the grant figures for 2018/19 in line with the four year settlement. The other key elements of the provisional settlement were:
- The 'core' council tax referendum limit was increased from 2% to 3% for all authorities for the next two years (each 1% increase in council tax equates to approximately £5.7m). The arrangements for the social care precept remain unchanged.
  - Ten new 100% Business Rate Pilots were announced, one of which was for Portsmouth, Southampton and Isle of Wight Unitary Councils.
  - A Fair Funding Review consultation was announced as part of the settlement which is expected to be implemented in 2020/21.
  - A potential move to at least 75% Business Rate Retention is also planned for 2020/21, but still on the basis of fiscal neutrality.
  - No new announcements of funding for social care above those that we are already aware of but the Green Paper for adult social care is due to be published in summer 2018.
- 3.8. The key announcement related to the new referendum limit for council tax and this will be considered by Cabinet as part of the budget setting process in February.
- 3.9. The Economy, Transport and Environment Department has been developing its service plans and budgets for 2018/19 and future years in keeping with the County Council's priorities and the key issues, challenges and priorities for Environment and Transport services are set out below.

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

- 4.1. The Department's overarching budget strategy continues to 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 2017 savings in highways maintenance resulting from the new Hampshire Highway Service Contract (HHSC), of the £27.5m overall budget provision for highways maintenance services in 2018/19, 58% 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 42% available for routine maintenance and safety defects (the equivalent percentage figures for maintenance in 2016/17 and 2017/18 respectively were 50% and 44%). 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 where possible. While movement in this area is still required the County Council remains in discussion with the Government 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. A key priority for the Department remains therefore to address rising waste volumes and falling recycling rates to reverse current trends. 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) will 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. 2017/18 Revenue Budget**

- 5.1. Enhanced financial resilience reporting, which looks not only at the regular financial reporting carried out in previous years but also at potential pressures in the system and the achievement of savings being delivered through transformation, has continued through regular reports to the Corporate Management Team (CMT) and periodic reports to Cabinet.
- 5.2. Overall the outturn forecast for the Environment and Transport services for 2017/18 is a planned saving towards Tt2019 of £3.1m recognising that not all of the Department's required savings will be achieved in full by 2019/20 and that cash flow support needs to be built up in advance.
- 5.3. The budget for Environment and Transport services has been updated throughout the year and the revised budget is shown in Appendix 1.
- 5.4. 88% of the increase of £4.131m between the original and revised budget for Environment and Transport services is made up of two temporary additions to the budget as follows:
  - £1.937m temporary cost of change funding applied to support savings delivery



- £1.7m relating to the 2016/17 winter maintenance budget saving reinvested into the 2017/18 highways maintenance budget (approved by Cabinet in June 2017).

5.5. Other changes include:

- A change in employer's pension contribution following a recent actuarial valuation +£201,000
- Technical adjustment relating to the street lighting PFI contract +£190,000
- Net changes relating to grants +£98,000
- One-off funding towards an agreed County Council contribution to an East Hampshire District Council scheme (Emsworth Wall) +£45,000
- A further year's contribution from the Culture, Communities and Business Services Department to support the broadening of the Parish Lengthsman Scheme +£30,000
- Consolidation of £29,000 Economy, Transport and Environment Department early achievement savings previously shown under the Executive Member for Economic Development
- Reductions relating to reduced business rates and other corporate contributions -£99,000.

## 6. 2018/19 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 in these areas. 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.
- 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 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. Revenue Savings Proposals**

- 7.1. In line with the current financial strategy, there are no new savings proposals presented as part of the 2018/19 budget setting process. Savings targets for 2019/20 were approved as part of the MTFs to 2020 by the County Council in July 2016. Savings proposals to meet these targets have been developed through the Tt2019 Programme and were approved by Executive Members, Cabinet and County Council in October and November this year, though the Cabinet also resolved to request further work to review and identify potential alternative savings proposals which in relation to the ETE Transformation programme specifically related to savings proposals in respect of School Crossing Patrols, Household Waste Recycling Centres, and subsidised public and community transport, and noted at its meeting on 11<sup>th</sup> December that that work is progressing well. A final, formal recommendation is expected to be considered on these matters at the February Cabinet meeting.
- 7.2. Some savings will be implemented prior to April 2019 and any early achievement of savings in 2018/19 can be retained by departments to meet cost of change priorities. It is anticipated that £3.84m of savings will be achieved in 2018/19 and this has been reflected in the detailed estimates contained in Appendix 1.

## **8. 2018/19 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 a sum of £630,800 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.

## **9. Budget Summary 2018/19**

- 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 included £111.749m relating to Environment and Transport services which was a £349,000 increase on the previous year
- 9.2. The elements making up the net increase are:
- Removal of £3.72m of one-off budget provision from 2017/18 including sums funded from cost of change
  - Pay and non-pay inflation of £3.719m including an allocation to reflect contractual price changes in the waste disposal contract.
  - £350,000 to recognise the increased highways asset base resulting from the capital programme and the associated increase in maintenance requirement.

- 9.3. Appendix 1 sets out a summary of the proposed budgets for the service activities provided by Environment and Transport services for 2018/19 and show that these are within the cash limit set out above.
- 9.4. In addition to these cash limited items there are further budgets which fall under the responsibility of Environment and Transport services, which are shown in the table below:

	<b>2018/19</b>	
	<b>£'000</b>	<b>£'000</b>
Cash Limited Expenditure	156,334	
Less Income (Other than Government Grants )	(44,585)	
<b>Net Cash Limited Expenditure</b>		<b>111,749</b>
Flood Protection Levy		630
Less Government Grants:		
• Bikeability	(305)	
• Bus Service Operators Grant	(1,068)	
Total Government Grants		(1,373)
<b>Total Net Expenditure</b>		<b>111,006</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>	
<u>Title</u>	<u>Date</u>
Transformation to 2019 – Revenue Savings Proposals (Executive Member for Environment and Transport) <a href="http://democracy.hants.gov.uk/ieListDocuments.aspx?CId=170&amp;MId=438">http://democracy.hants.gov.uk/ieListDocuments.aspx?CId=170&amp;MId=438</a>	19 September 2017
Medium Term Financial Strategy Update and Transformation to 2019 Savings Proposals (Cabinet) <a href="http://democracy.hants.gov.uk/ieListDocuments.aspx?CId=134&amp;MId=737">http://democracy.hants.gov.uk/ieListDocuments.aspx?CId=134&amp;MId=737</a>	16 October 2017
Budget Setting and Provisional Cash Limits 2018/19 (Cabinet) <a href="http://democracy.hants.gov.uk/ieListDocuments.aspx?CId=134&amp;MId=738">http://democracy.hants.gov.uk/ieListDocuments.aspx?CId=134&amp;MId=738</a>	11 December 2017
<b>Direct links to specific legislation or Government Directives</b>	
<u>Title</u>	<u>Date</u>

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

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

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

## **IMPACT ASSESSMENTS:**

### **1. Equality Duty**

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

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

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

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

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

The budget setting process for 2018/19 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:

<http://democracy.hants.gov.uk/mqAi.aspx?ID=3194#mqDocuments>

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

2.1 The report contains no proposals that will impact on crime and disorder.

### **3. Climate Change:**

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

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

## Budget Summary 2018/19 – Environment and Transport Department

Service Activity	Original Budget 2017/18 £'000	Revised Budget 2017/18 £'000	Proposed Budget 2018/19 £'000
Highways Maintenance	12,346	14,133	11,392
Street Lighting	9,741	9,899	9,969
Winter Maintenance	5,996	5,996	6,144
Concessionary Fares	13,886	13,236	13,118
Other Public Transport	5,117	5,117	5,297
Traffic Management and Road Safety	1,767	1,558	1,292
Other Highways, Traffic and Transport Services	(43)	(48)	(48)
Staffing and Operational Support	8,889	8,862	9,405
<b>Total Highways, Traffic and Transport</b>	<b>57,699</b>	<b>58,753</b>	<b>56,569</b>
Waste Disposal Contract	44,187	46,373	46,315
Environment and Other Waste Management	680	667	319
Strategic Planning	865	934	967
Chichester Harbour Conservancy	193	193	193
<b>Total Waste, Planning and Environment</b>	<b>45,925</b>	<b>48,167</b>	<b>47,794</b>
<b>Departmental and Corporate Support</b>	<b>3,356</b>	<b>3,530</b>	<b>3,546</b>
Early achievement of savings	289	950	3,840
<b>Net Cash Limited Expenditure</b>	<b>107,269</b>	<b>111,400</b>	<b>111,749</b>

## HAMPSHIRE COUNTY COUNCIL

### Report

<b>Committee:</b>	Economy, Transport & Environment Select Committee
<b>Date:</b>	16 January 2018
<b>Title:</b>	2018/19 Revenue Budget Report for Economic Development
<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 2018/19. The proposals for economic development are 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 22 January 2018.

#### 2. Recommendations

- 2.1. 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 2017/18, as set out in section 5 of the attached report, and the summary revenue budget for 2018/19, 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>	22 January 2018
<b>Title:</b>	2018/19 Revenue Budget Report for Economic Development
<b>Report From:</b>	Director of Economy, Transport and Environment and Director of Corporate Resources – Corporate Services

**Contact name:** Stuart Jarvis  
Sue Lapham

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

### 1. Recommendations

To approve for submission to the Leader and the Cabinet:

- 1.1. The revised revenue budget for 2017/18 as set out in section 5.
- 1.2. The summary revenue budget for 2018/19 as set out in section 7.

### 2. Executive Summary

- 2.1. The purpose of this report is to set out proposals for the 2018/19 budget for Economic Development in accordance with the Council's Medium Term Financial Strategy (MTFS) approved by the County Council in November 2017.
- 2.2. The deliberate strategy that the County Council has followed to date for dealing with grant reductions during the prolonged period of austerity is well documented. It involves planning ahead of time, making savings in anticipation of need and using those savings to help fund transformational change to generate the next round of savings.
- 2.3. In line with the financial strategy that the County Council operates, which works on the basis of a two year cycle of delivering departmental savings to close the anticipated budget gap, there is no savings target set for departments in 2018/19. Any early achievement of resources from proposals during 2018/19 as part of the Transformation to 2019 (Tt2019) Programme will be retained by departments to use for cost of change purposes.
- 2.4. The report also provides an update on the financial position for the current year. Overall the outturn forecast for the Economic Development service for 2017/18 is a saving against the budget of £65,000.
- 2.5. The proposed budget for 2018/19 is shown in section 7.

- 2.6. This report seeks approval for submission to the Leader and Cabinet of the revised budget for 2017/18 and service budget for 2018/19 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 5 February 2018 to make final recommendations to County Council on 22 February 2018.

### **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 departmental savings targets to close the anticipated budget gap. This provides the time and capacity to properly deliver major savings programmes every two years, with deficits in the intervening years being met from the Grant Equalisation Reserve (GER) with any early achievement of savings proposals retained by departments to use for cost of change purposes, cashflow the delivery of savings or offset service pressures.
- 3.2. The County Council's early action in tackling its forecast budget deficit over the prolonged period of austerity and providing funding in anticipation of further reductions, has placed it in a very strong position to produce a 'steady state' budget for 2018/19, giving itself the time and capacity to develop and implement the Tt2019 Programme to deliver the next phase of savings totalling £140m. This also avoids the worst effects of sudden and unplanned decisions on service delivery and the most vulnerable members of the community. Consequently there are no departmental savings targets built into the 2018/19 budget. However, other factors will still affect the budget, such as council tax decisions and inflation.
- 3.3. In 2016 the Local Government Finance Settlement provided definitive figures for 2016/17 and provisional figures for local authorities for the following three years to aid financial planning for those authorities who could 'demonstrate efficiency savings'. Following acceptance by the Department for Communities and Local Government (DCLG) of the County Council's Efficiency Plan for the period to 2019/20 the expectation was for minimal change for 2018/19 and 2019/20. No figures have been published beyond this date and there remains uncertainty around the Fair Funding Review and the future of 100% Business Rate Retention.
- 3.4. The Medium Term Financial Strategy (MTFS) approved by the County Council in November 2017 flagged that the Budget in November might contain some additional information that could impact our planning assumptions, for example around public sector pay and council tax referendum limits.
- 3.5. 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 the Community Infrastructure Levy and Section 106 Developer Contributions.
- 3.6. Since the Budget was announced there has been a two year pay offer for local government workers, which includes a 'core' increase of 2% and changes to the lower pay scales to reflect the impact of the National Living

Wage. The overall increase in the pay bill could be in the region of 6% over the two years, and is above the allowances made within the MTFs. Depending on the final pay award that is agreed this could mean additional recurring costs of circa £5m will need to be met.

- 3.7. The offer of a four year settlement provided greater but not absolute funding certainty and the provisional Local Government Settlement announced on 19 December confirmed the grant figures for 2018/19 in line with the four year settlement. The other key elements of the provisional settlement were:
- The 'core' council tax referendum limit was increased from 2% to 3% for all authorities for the next two years (each 1% increase in council tax equates to approximately £5.7m). The arrangements for the social care precept remain unchanged.
  - Ten new 100% Business Rate Pilots were announced, one of which was for Portsmouth, Southampton and Isle of Wight Unitary Councils.
  - A Fair Funding Review consultation was announced as part of the settlement which is expected to be implemented in 2020/21.
  - A potential move to at least 75% Business Rate Retention is also planned for 2020/21, but still on the basis of fiscal neutrality.
  - No new announcements of funding for social care above those that we are already aware of but the Green Paper for adult social care is due to be published in summer 2018.
- 3.8. The key announcement related to the new referendum limit for council tax and this will be considered by Cabinet as part of the budget setting process in February.
- 3.9. The Economy, Transport and Environment Department has been developing its service plans and budgets for 2018/19 and future years in keeping with the County Council's priorities and the key issues, challenges and priorities for the Department relating to Economic Development are set out below.

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

- 4.1. On 27 November 2017, the UK Government launched the latest iteration of its industrial strategy, setting out, at a national level, the specific areas of priority to ensure that the UK economy is resilient beyond Brexit. The five 'foundations' set as in the strategy are ideas (innovation), people (jobs), infrastructure, business environment and places.
- 4.2. Hampshire is well placed to play its role in a positive future for the UK economy, characteristics of our county including:
- Key strengths in productive, innovative and export intensive sectors including marine/maritime and aerospace/defence;
  - Strong connectivity to London and internationally via our ports and airports;
  - Outstanding lifestyle offer and world class natural environment;
  - Excellent education offer through schools, FE colleges and universities;

- Leading research institutions including both universities and the private sector.
- 4.3. In recognition of the criticality of ensuring that Hampshire remains a prosperous place for the benefit of its residents, and in response to consultation with the business community, we have now established a Cabinet Advisory Sub-Committee for Economic Development (to advise the Leader on all matters related to supporting the economy and businesses) and a Hampshire Business Engagement Forum, which brings together the Sub-Committee, the Board of the Hampshire & Isle of Wight Business Alliance (HIBA) and senior representatives of the two Hampshire LEPs.
- 4.4. The Economic Development function continues to develop its role in proactively attracting inward investment into Hampshire, especially in the key sectors for which we have a strong competitive proposition, and in driving forward major development projects, such as the new Conference and Exhibition Centre in Farnborough (due to open in 2018).
- 4.5. To achieve the continued delivery of services and at the same time reduce the net cost of Economic Development to the County Council, we have pursued a policy of closer partnership working with the likes of Enterprise M3 (shared internationalisation post and CRM system) and HIBA (business engagement officer post now hosted by Economic Development).

## **5. 2017/18 Revenue Budget**

- 5.1. Enhanced financial resilience reporting, which looks not only at the regular financial reporting carried out in previous years but also at potential pressures in the system and the achievement of savings being delivered through transformation, has continued through regular reports to the Corporate Management Team (CMT) and periodic reports to Cabinet.
- 5.2. The budget for Economic Development has been updated throughout the year resulting in a revised budget of £741,000. The movement between the original and revised 2017/18 budget encompasses net adjustments relating to the County Council's contribution to the two Local Enterprise Partnerships (+£20,000), the reporting of all Economy, Transport and Environment Department early achievement of savings in one place (-£29,000, now included within the figures reported to the Executive Member for Environment and Transport) and a modest increase relating to changes in employer's pension contributions (+£5,000).
- 5.3. The expected Economic Development outturn forecast for 2017/18 is a saving of £65,000 against the revised budget of £741,000 as the result of planned vacancy management savings.

## **6. Revenue Savings Proposals**

- 6.1. In line with the current financial strategy, there are no new savings proposals presented as part of the 2018/19 budget setting process. Savings targets for 2019/20 were approved as part of the MTFs to 2020 by the County Council in July 2016. Savings proposals to meet these targets have been developed through the Tt2019 Programme and were approved by Executive Members, Cabinet and County Council in October and November this year.

6.2. Some savings will be implemented prior to April 2019 and any early achievement of savings in 2018/19 can be retained by departments to meet cost of change priorities. Any early savings from Economic Development services will be retained by the Economy, Transport and Environment Department and will therefore be included within the figures reported to the Executive Member for Environment and Transport.

**7. Budget Summary 2018/19**

- 7.1. The budget update report presented to Cabinet in December included provisional cash limit guidelines for each department. The cash limit of £757,000 for Economic Development was included as part of the total for the Economy, Transport and Environment Department and incorporates a £16,000 inflation increase compared to the 2017/18 revised budget.
- 7.2. Table 1 summarises the proposed budgets for Economic Development for 2017/18 and 2018/19 and shows that these are within the cash limit set out.

Table 1

<b>Service activity</b>	<b>Original budget 2017/18</b> £'000	<b>Revised budget 2017/18</b> £'000	<b>Proposed budget 2018/19</b> £'000
Economic Development	745	741	757

**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="http://democracy.hants.gov.uk/ieListDocuments.aspx?CId=172&amp;MId=312">http://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 (Cabinet) <a href="http://democracy.hants.gov.uk/ieListDocuments.aspx?CId=134&amp;MId=737">http://democracy.hants.gov.uk/ieListDocuments.aspx?CId=134&amp;MId=737</a>	16 October 2017
Budget Setting and Provisional Cash Limits 2018/19 (Cabinet) <a href="http://democracy.hants.gov.uk/ieListDocuments.aspx?CId=134&amp;MId=738">http://democracy.hants.gov.uk/ieListDocuments.aspx?CId=134&amp;MId=738</a>	11 December 2017
<b>Direct links to specific legislation or Government Directives</b>	
<u>Title</u>	<u>Date</u>

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

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

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

## IMPACT ASSESSMENTS:

### 1. Equality Duty

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

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

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

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

### 1.2 Equalities Impact Assessment:

The budget setting process for 2018/19 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:

<http://democracy.hants.gov.uk/mqAi.aspx?ID=3194#mqDocuments>

### 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 that will impact on climate change.



## HAMPSHIRE COUNTY COUNCIL

### Report

<b>Committee:</b>	Economy, Transport & Environment Select Committee
<b>Date:</b>	16 January 2018
<b>Title:</b>	ETE proposed Capital Programme for 2018/19, 2019/20 and 2020/21
<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 2018/19, 2019/20 and 2020/21 (see report attached due to be formally considered by the Executive Member for Environment and Transport at 2.30pm on 16 January 2018).

#### 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 2018/19, 2019/20 and 2020/21 totalling £264.552 million, 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>	16 January 2018
<b>Title:</b>	ETE Proposed Capital Programme 2018/19, 2019/20 and 2020/21
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Amanda Beable

**Tel:** 01962 667940

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

### 1. Recommendation

- 1.1 That the Executive Member recommends approval to the Leader and Cabinet of the proposed 2018/19, 2019/20 and 2020/21 capital programmes totalling £264.552million, as set out in this paper and in Appendix 2.

### 2. Executive Summary

- 2.1 The purpose of this paper is to set out the proposals for the Economy, Transport and Environment (ETE) Capital programme for 2018/19, 2019/20 and 2020/21 and to seek approval for their onward submission to the Cabinet in February 2018. 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 over £264million across the next three years. Government formula settlements (£79million) and Government competitively bid grants (£13million) 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) (£55million) and other Government department funding (£27million) also contributing. The remainder is funded through a mix of local resources, (£55million), developer contributions (£33million) and other local authority contributions (£1million).

### 3 Contextual information

- 3.1 Executive Members can now prepare proposals for:
  - A locally resourced capital programme for three years from 2018/19 to 2020/21 within the guidelines of the current capital programme.
  - A programme of capital schemes supported by Government Grants in 2018/19, 2019/20 and 2020/21.

- 3.2 The 2018/19, 2019/20 and 2020/21 programmes set out new capital resources only, with the latter two years based on indicative figures, The 2018/19 and 2019/20 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;
  - Flood Risk and Coastal Defence; and
  - Community Transport.
- 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<sup>th</sup> February 2018 to make final recommendation to Council on 22<sup>nd</sup> February 2018.

## PART A: RESOURCES

### 4 Local Resources

- 4.1 Local resources guidelines were agreed by Cabinet on 11<sup>th</sup> December 2017. The guidelines reflect the additional funding of £10million per annum for Operation Resilience (from 2018/19 for three years).
- 4.2 Total local resources amount to £55.101million over the next three years.

**Table 1: Local Resources**

	2018/19 £000	2019/20 £000	2020/21 £000
Capital Guidelines	11,929	11,929	11,929
<b>Original Capital Guidelines</b>	<b>11,929</b>	<b>11,929</b>	<b>11,929</b>
Additional Approvals	11,900	6,000	0
Other Local Resources	1,414	0	0
<b>Revised Capital Guidelines</b>	<b>25,243</b>	<b>17,929</b>	<b>11,929</b>

### 5 Government Formula Allocations

- 5.1 The Department for Transport (DfT) has confirmed the Integrated Transport and Structural Maintenance allocations for 2018/19 as detailed in Table 2 below.
- 5.2 The 2016 Autumn Statement increased the original £50million Pothole Fund to £70million, with the County Council's share being £2.123million per annum.

The Government has recently announced that further funding will be available nationally but it is not yet known how this will be allocated at a local level. Given this, the programme has been developed on the basis that this value will remain consistent across the programme. Any adjustments to this will be reported through the Capital Programme Monitoring Report process.

## **6 Other Government funding**

- 6.1 In 2017 the County Council was successful in its bid for funding for the Fareham - Gosport Bus Rapid Transport Phase 1b scheme from the Department for Transport's National Productivity Investment Programme. The County Council was awarded £6.93m, to be received and spent over two years from April 2018.
- 6.2 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. The County Council will continue to seek funding opportunities from this source for future schemes.

## **7 Highways England Funding**

- 7.1 As reported in last year's proposed capital programme report, in 2016 the County Council successfully bid to Highways England in relation to a proposed major scheme at Junction 9 of the M27 and the first roundabout (R1) in Whiteley. Highways England is part funding this scheme: £9.9million from the Highways England Housing and Growth Fund, £3million to be provided from the Highways England Congestion Relief Fund and £0.156million from other Highways England sources. The remainder will be funded through specifically negotiated Developer Contributions and the Integrated LTP Block allocations.

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

- 8.1 The Department receives contributions from developers towards the cost of highway and transport infrastructure associated with mitigating the effects of developments. These contributions are ring fenced to be spent only on what is in the associated Section 106 Legal Agreement.
- 8.2 This 3-year programme includes a cautious estimate of £33.113million from 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.
- 8.3 Other external funding regularly includes contributions from District Councils. This plan includes £1.350million.
- 8.4 The Flood Risk and Coastal Defence programme will benefit from £6.86million from Environment Agency Flood Defence Grant In Aid and Local Levy.

## 9 Revenue investment

9.1 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 a £1million per annum allocation to develop the pipeline of schemes up until 2018/19.

## 10 Total Resources

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

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

**Table 2: Total Capital Resources**

	2018/19 £000	2019/20 £000	2020/21 £000	TOTAL £000
Local Resources	25,243	17,929	11,929	55,101
LTP Grant - Maintenance	<i>21,584</i>	<i>21,584</i>	<i>21,584</i>	64,752
Government Pothole Fund	<i>2,123</i>	<i>2,123</i>	<i>2,123</i>	6,369
DfT Highways Maintenance Incentive Fund	4,495	4,495	4,495	13,485
LTP Grant - Transport	5,296	5,296	5,296	15,888
LGF Grant - Transport	34,768	20,550	0	55,318
Highways England Housing and Growth Fund	9,900	0	0	9,900
Highways England Congestion Relief Fund	3,000	0	0	3,000
Other Highways England Funding	156	0	0	156
Developer Contributions	20,363	10,123	2,627	33,113
Other Local Authority	1,250	0	0	1,250
DfT NPIF	6,930	0	0	6,930
Other Contributions	100	0	0	100
LSTF South (Residual)	2	0	0	2
Flood Defence Grant in Aid	3,813	0	0	3,813
Local Levy	3,047	0	0	3,047
<b>Total Programme</b>	<b>142,070</b>	<b>82,100</b>	<b>48,054</b>	<b>272,224</b>

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

## PART B: PROGRAMMES

### 11 Structural Maintenance Programme

11.1 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**

	2018/19 £000	2019/20 £000	2020/21 £000	TOTAL £000
Local Resources	11,823	11,823	11,823	35,469
LTP Grant – Maintenance	<i>21,584</i>	<i>21,584</i>	<i>21,584</i>	64,752
Government Pothole Fund	<i>2,123</i>	<i>2,123</i>	<i>2,123</i>	6,369
DfT Highways Maintenance Incentive Fund	<i>4,495</i>	<i>4,495</i>	<i>4,495</i>	13,485
<b>Total Programme</b>	<b>40,025</b>	<b>40,025</b>	<b>40,025</b>	<b>120,075</b>

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

### 12 Integrated Transport Programme

12.1 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 will start construction in that year, It is expected that the total for 2020/21 will increase significantly as future policy decisions are made as Government funds and developer funding are allocated beyond 2019/20.

12.2 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**

	2018/19 £000	2019/20 £000	2020/21 £000	TOTAL £000
Local Resources	9,549	6,000	0	15,549
LTP Grant - Transport	2,896	3,520	1,800	8,216
LGF Grant - Transport	34,768	20,550	0	55,318
Highways England Housing and Growth Fund	9,900	0	0	9,900
Highways England Congestion Relief Fund	3,000	0	0	3,000
Other Highways England Funding	156	0	0	156
Developer Contributions	20,363	10,123	2,627	33,113
Other Local Authority	750	0	0	750
DfT NPIF	6,930	0	0	6,930
Other Contributions	100	0	0	100
LSFT South (Residual)	2	0	0	2
<b>Total Programme</b>	<b>88,414</b>	<b>40,193</b>	<b>4,427</b>	<b>133,034</b>

12.3 The proposed programme includes nine major infrastructure schemes, totalling £108.6million, of which five are expected to start in 2018/19. Further the County Council is developing additional schemes, which are expected to be added to the 2019/20 and 2020/21 capital programme years once further developed. This explains why the value is so much higher in 2018/19 than the following two years.

### **13 Waste Programme**

13.1 On February 16th 2017 delegated authority was granted to the Director of Economy Transport and Environment by Council to explore investment options with Veolia for Material Recovery Facilities and if favourable, to commit in principle funding to the scheme in consultation with the Executive Member for Environment and Transport, the Leader and Director of Corporate Resources.

13.2 Based on the further work that has been carried out approval was sought from the Executive Member for Transport & Environment 14 November 2017 to develop a full business case for the development of a single Material Recovery Facility (MRF) option including:

- A proposal for capital funding for land acquisition and full development;
- A full project appraisal to be considered by the Executive Member for Environment and Transport; and
- A land acquisition report to be considered by the Executive Member for Policy and Resources.

In light of this approval, work to develop a full business case is being progressed.

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

14.1 The management of the Flood Risk and Coastal Defence programme is currently being reviewed. The figures shown in the table below are the start values of the two schemes and therefore do not represent how much will be spent in that year.

14.2 The Flood Risk and Coastal Defence programme is mainly in a developmental phase but does include two major infrastructure schemes that are scheduled to start construction in 2018/19. These are Buckskin in Basingstoke and Romsey Flood Alleviation Schemes, which are projected to cost respectively £6.24million and £4.52million. Detailed design and business cases prepared for both schemes have unlocked significant amounts of funding from Flood Defence Grant in Aid and Local Levy. Hampshire County Council has also committed £2.05 million and £1.35 million to the Buckskin and Romsey schemes respectively. It is planned that further schemes from the Flood Risk and Coastal Defence programme will be brought forward for delivery in 2019/20 and 20/21 as 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
Flood Defence Grant in Aid	3,813	0	0	3,813
Local Levy	3,047	0	0	3,047
Local Resources – Romsey scheme	1,350	0	0	1,350
Local Resources – Buckskin scheme	2,050	0	0	2,050
Local Resources – Capital Guidelines	106	106	106	318
Other Local Authorities Contribution	500	0	0	500
<b>Total</b>	<b>10,866</b>	<b>106</b>	<b>106</b>	<b>11,078</b>

## 15 Community Transport Programme

15.1 The Community Transport programme, funded from the Vehicle Replacement Reserve, continues into 2018/19 supporting community transport services.

**Table 6: Total Programme – Community Transport Programme**

	2018/19 £000	2019/20 £000	2020/21 £000	TOTAL £000
Local Resources	365	0	0	365
<b>Total Programme</b>	<b>365</b>	<b>0</b>	<b>0</b>	<b>365</b>

## PART C: SUMMARY

### 16 Summary

16.1 On the basis of the position outlined in Part B above, Table 7 summaries the proposed new capital investment submitted for consideration for the next three years. Table 8 sets out how they are to be funded in aggregate.

**Table 7: Summary of Capital Programmes**

	2018/19 £000	2019/20 £000	2020/21 £000	TOTAL £000
Structural Maintenance	40,025	40,025	40,025	120,075
Integrated Transport	88,414	40,193	4,427	133,034
Flood and Coastal Defence	10,866	106	106	11,078
Community Transport	365	0	0	365
<b>Total Programme</b>	<b>139,670</b>	<b>80,324</b>	<b>44,558</b>	<b>264,552</b>

**Table 8: Summary of Capital Funding**

	2018/19 £000	2019/20 £000	2020/21 £000	TOTAL £000
Local Resources	25,243	17,929	11,929	55,101
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	4,495	4,495	4,495	13,485
LTP Grant - Transport	2,896	3,520	1,800	8,216
LGF Grant - Transport	34,768	20,550	0	55,318
Highways England Housing and Growth Fund	9,900	0	0	9,900
Highways England Congestion Relief Fund	3,000	0	0	3,000
Other Highways England Funding	156	0	0	156
Developer Contributions	20,363	10,123	2,627	33,113
Other Local Authority	1,250	0	0	1,250
DfT NPIF	6,930	0	0	6,930
Other Contributions	100	0	0	100
LSFT South (Residual)	2	0	0	2
Flood Defence Grant in Aid	3,813	0	0	3,813
Local Levy	3,047	0	0	3,047
<b>Total Programme</b>	<b>139,670</b>	<b>80,324</b>	<b>44,558</b>	<b>264,552</b>

## 17 Revenue Implications

17.1 On the basis of the position outlined in Part B above, Table 9 summarises the Revenue Implications of the proposed capital investment.

**Table 9: Revenue Implications**

	2018/19 £000	2019/20 £000	2020/21 £000	TOTAL £000
Running Costs	1,238	563	62	1,863
Capital Charges	6,606	4,014	2,225	12,845
<b>Revenue Implications</b>	<b>7,844</b>	<b>4,577</b>	<b>2,287</b>	<b>14,708</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

**Other Significant Links**

<b>Links to previous Member decisions:</b>	
<u>Title</u>	<u>Date</u>
Revenue Budget and Precept 2017/18 and Capital Programme 2017/18 - 2019/20	16/02/2017
Waste Strategy	14/11/2017
<b>Direct links to specific legislation or Government Directives</b>	
<u>Title</u>	<u>Date</u>

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

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

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

## **IMPACT ASSESSMENTS:**

### **1. Equality Duty**

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

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

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

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

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

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 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	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>2018/19 Schemes</b>							
<b>Schemes Supported from Local Resources</b>							
1	Structural Maintenance of Non Principal Roads #	10,641	1,182	-	11,823	-	591
2	Flood and Coastal Defence Management	88	18	-	106	-	2
<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>							
3	M27 Junction 9 & R1 Roundabout, Whiteley, Fareham +	14,817	4,939	-	19,756	-	988
4	Stubbington Bypass +	25,500	8,500	-	34,000	-	1,700
5	Whitehill Bordon, A325 Integration Phase 1 - Gateways +	862	288	-	1,150	-	58
6	A35/Thornhill Way Junction Improvement, Basingstoke +	945	315	-	1,260	-	63
7	A35/Thornycroft Roundabout Improvements, Basingstoke +	6,690	2,230	-	8,920	-	446
8	Bus Rapid Transport Phase 1B +	5,272	1,758	-	7,030	-	352
9	Redbridge Lane Roundabout (Bakers Drove), Nursling *	1,875	625	-	2,500	-	125
10	Romsey Town Centre Improvements Phase 3 - Market Place +	1,198	399	-	1,597	-	80
11	Popley Area Improvements, Basingstoke *	195	65	-	260	-	13
12	A3090 Winchester Road/ Halterworth Lane, Romsey *	430	144	-	574	-	29
13	Access to Aldershot Railway Station +	251	84	-	335	-	17

**Capital Programme - 2018/19**

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
N/A	-	-	Provision for works and strategies for coastal sites and flood defence including match funding for joint funded schemes with external bodies.	2
N/A	3	18	Junction improvements. Capacity improvements.	3
N/A	1	24	New road construction.	4
N/A	1	6	Improvement of connectivity between the east and west of the town.	5
N/A	3	4	Junction improvements and capacity enhancements.	6
N/A	4	12	Full signalisation and widening of roundabout to improve capacity and accessibility.	7
N/A	2	20	Dedicated busway	8
N/A	2	9	Junction improvements	9
N/A	1	4	Improvements to the public realm.	10
N/A	1	2	Improvements around Abbey Road and Shakespeare Road.	11
N/A	3	4	Junction improvements	12
N/A	2	3	Accessibility improvements	13

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

**Economy, Transport and Environment**

**Capital Programme - 2018/19**

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>2018/19 Schemes (continued)</b>						
14	Over Wallop Village - Traffic Management, Phase 2 *	249	83	-	332	-	17
15	Romsey Road/Clifton Terrace, Winchester - Pedestrian Crossing *	361	120	-	481	-	24
16	Horndean Access Improvements *	337	113	-	450	-	23
17	Bishops Waltham Village Access Improvements *	203	68	-	271	-	14
18	Whitchurch Access & Traffic Management *	291	97	-	388	-	19
19	Anstey Road, Alton Improvements *	225	75	-	300	-	15
20	Hook to Dilly Lane, Hartley Wintney Cycle Route *	334	111	-	445	-	22
21	Four Marks Traffic Improvements *	487	163	-	650	-	33
22	Town Mill, Andover Improvements +	637	213	-	850	-	43
23	Twyning Island (South Side) Accessibility Improvements *	351	117	-	468	-	23
24	Andover Railway Station *	244	81	-	325	-	16
25	Roman Way/Viking Way/Smanell Road Traffic Calming, Andover *	225	75	-	300	-	15
26	A27 Barnes Lane Junction, Fareham *	487	163	-	650	-	33
27	Jermyns Lane to Braishfield, Romsey *	262	88	-	350	-	18
28	Kings School, Winchester *	225	75	-	300	-	15
29	Schemes Costing Less than £250,000 +	1,666	556	-	2,222	-	113
30	Safety Schemes #	1,125	375	-	1,500	-	75
31	Minor Improvements (part #) +	563	187	-	750	-	38

Site Position	Contract Start		Remarks	Ref
	Date	Duration		
	Qtr	Months		
			<b>The following schemes all reflect the Corporate Priorities</b>	
N/A	1	3	Traffic calming and reclassification of road.	14
N/A	1	3	A new puffin crossing, footways improvements, revised junction.	15
N/A	3	3	Pedestrian/cycle & accessibility improvements, traffic management	16
N/A	4	6	Accessibility improvments.	17
N/A	4	3	Accessibility improvments.	18
N/A	2	3	Junction and accessibility mprovements	19
N/A	3	4	New cycle route and conversion of footway	20
N/A	3	6	Improvements to key junctions onto A31.	21
N/A	3	6	Moving entrance to Town Mills, cyclist/pedestrian accessibility improvements.	22
N/A	3	3	Pedestrian, cycling and accessibility improvements.	23
N/A	4	3	Accessibility and environmental improvements.	24
N/A	3	3	Accessibility improvements.	25
N/A	4	6	Junction improvements.	26
N/A	2	3	New footway	27
N/A	2	3	Accessibility improvements	28
N/A				29
N/A	1	12	Casualty reduction programme.	30
N/A	1	12	Improvement schemes costing less than £50,000 each.	31

# 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>2018/19 Schemes (continued)</b>						
32	Community Transport	-	-	365	365	-	4
33	Flood Alleviation - Buckskin, Basingstoke	5,179	1,061	-	6,240	-	100
34	Flood Alleviation - Romsey	3,752	768	-	4,520	-	72
35	Structural Maintenance of Roads and Bridges #	25,382	2,820	-	28,202	-	1,410
	<b>Total Programme Supported by the Government and other bodies</b>	100,624	26,752	365	127,741	1,238	6,013
	<b>Total Programme</b>				139,670	1,238	6,606

**Capital Programme - 2018/19**

Site Position	Contract Start		Remarks	Ref
	Date	Duration		
	Qtr	Months		
			<b>The following schemes all reflect the Corporate Priorities</b>	
N/A	1	12	Vehicle replacements for Community Transport Schemes	32
N/A	1	12	Flood alleviation measures at Buckskin, Basingstoke	33
N/A	1	7	Flood alleviation measures, Romsey	34
N/A	1	12	Structural maintenance to improve road conditions and structural maintenance and strengthening of bridges.	35
			# Projects controlled on an accrued expenditure basis + Projects partly funded from external contributions * Projects externally funded	

**Economy, Transport and Environment**

**Capital Programme - 2019/20**

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</b>							
<b>Schemes Supported from Local Resources</b>							
36	Structural Maintenance of Non Principal Roads #	10,641	1,182	-	11,823	-	591
37	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>							
38	Whitehill Bordon - Sleaford Lights Junction *	750	250	-	1,000	-	50
39	Farnborough Corridor Improvements *	6,525	2,175	-	8,700	-	435
40	Berley Bypass Phase1	4,500	1,500	-	6,000	-	300
41	Whitehill Bordon, A325 Integration - Phase2 +	2,137	713	-	2,850	-	143
42	A30 Corridor Roundabout Improvements, Basingstoke +	14,121	4,707	-	18,828	-	941
43	High Street, West End Accessibility Improvements *	187	63	-	250	-	13
44	Schemes Costing Less than £250,000 *	236	79	-	315	-	16
45	Safety Schemes #	1,125	375	-	1,500	-	75
46	Minor Improvements (part #) +	563	187	-	750	-	38
47	Structural Maintenance of Roads and Bridges #	25,382	2,820	-	28,202	-	1,410
<b>Total Programme Supported by the Government and other bodies</b>		55,527	12,868	-	68,395	563	3,421
<b>Total Programme</b>					80,324	563	4,014

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.	36
N/A	-	-	Provision for works and strategies for coastal sites and flood defence including match funding for joint funded schemes with	37
N/A	1	6	Junction improvements.	38
N/A	3	24	Junction and capacity improvements along the whole corridor.	39
N/A	4	24	New road construction.	40
N/A	1	18	Improvement of connectivity between the east and west of the town.	41
N/A	3	24	Roundabout improvements	42
N/A	2	3	Pedestrian accessibility improvements	43
N/A				44
N/A	1	12	Casualty reduction programme.	45
N/A	1	12	Improvement schemes costing less than £50,000 each.	46
N/A	1	12	Structural maintenance to improve road conditions and structural maintenance and strengthening of bridges.	47
# 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>							
48	Structural Maintenance of Non Principal Roads #	10,641	1,182	-	11,823	-	591
49	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>							
50	Walworth RAB/A3093/A3057, Andover	637	213	-	850	-	43
51	Sustainable Eastern Access, Andover	525	175	-	700	-	35
52	London Road/Eastern Avenue, Andover	229	77	-	306	-	15
53	London Road/The Middleway, Andover	241	80	-	321	-	16
54	Safety Schemes #	1,125	375	-	1,500	-	75
55	Minor Improvements (part #) +	563	187	-	750	-	38
56	Structural Maintenance of Roads and Bridges (part #)	25,382	2,820	-	28,202	-	1,410
<b>Total Programme Supported by the Government and other bodies</b>		28,703	3,926	-	32,629	62	1,632
<b>Total Programme</b>					44,558	62	2,225

**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.	48
N/A	-	-	Provision for works and strategies for coastal sites and flood defence including match funding for joint funded schemes with	49
N/A	2	6	Roundabout signalisation and pedestrian/cycle improvements	50
N/A	3	6	Sustainable access improvements to Andover town centre.	51
N/A	1	6	Junction improvements, signalisation, bus priority measures.	52
N/A	1	6	Safety improvements.	53
N/A	1	12	Casualty reduction programme.	54
N/A	1	12	Improvement schemes costing less than £50,000 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				

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	Budget				Expenditure Profile								
	18/19	19/20	20/21	Total	Pre 18/19	18/19	19/20	20/21	21/22	22/23 & beyond	TOTAL		
	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000		
<b>Capital Maintenance Programme</b>													
Structural Maintenance - new Resources		LTP	21,584	21,584	21,584	64,752	-	21,584	21,584	21,584	-	-	64,752
Structural Maintenance - new Resources		DfT Pot Hole Fund	2,123	2,123	2,123	6,369	-	2,123	2,123	2,123	-	-	6,369
Structural Maintenance - new Resources		DfT Highways Main. Incentive Fund	4,495	4,495	4,495	13,485	-	4,495	4,495	4,495	-	-	13,485
Structural Maintenance - new Resources		New Homes Bonus	3,500	1,500	1,000	6,000	-	3,500	1,500	1,000	-	-	6,000
Structural Maintenance - new Resources		Prudential Borrowing	6,500	8,500	9,000	24,000	-	6,500	8,500	9,000	-	-	24,000
Structural Maintenance - new Resources		LR Guideline	1,823	1,823	1,823	5,469	-	1,823	1,823	1,823	-	-	5,469
			40,025	40,025	40,025	120,075	-	40,025	40,025	40,025	-	-	120,075
<b>Capital Maintenance Programme</b>			40,025	40,025	40,025	120,075	-	40,025	40,025	40,025	-	-	120,075
<b>Prior Year Budgets Still Spending</b>													
Waste Management - Old Approvals							90	150	100	550	550	1,719	3,159
2009/10 Excluding Waste Management							4,252	-	-	-	-	-	4,252
2010/11 Capital Programme							-	-	-	-	-	-	-
2011/12 Capital Programme							3,815	-	-	-	-	-	3,815
2012/13 Capital Programme							16,979	-	-	-	-	-	16,979
2013/14 Capital programme							63,845	465	286	-	-	-	64,596
2014/15 Capital Programme							88,821	41	50	-	-	-	88,912
2015/16 Capital Programme							75,355	137	-	-	-	-	75,492
2016/17 Capital Programme							89,908	5,920	160	-	-	-	95,988
2017/18 Capital Programme							61,037	10,558	2,546	1,724	974	-	76,839
							-	-	-	-	-	-	-
<b>Spend Against Pre 2018/19 Programme Approvals (All)</b>							404,102	17,271	3,142	2,274	1,524	1,719	430,032
<b>2018/19 TO 2020/21 PROGRAMME</b>													
<b>Major Highway Improvements (&gt;£1.0m)</b>													
M27 Junction 9 and R1 Roundabout, Whiteley, Fareham			19,756	-	-	19,756	1,027	6,117	10,045	2,567	-	-	19,756
Stubbington Bypass			34,000	-	-	34,000	1,600	3,900	12,350	12,350	3,800	-	34,000
Whitehill Bordon, A325 Integration, Phase 1 (Gateways)			1,150	-	-	1,150	270	850	30	-	-	-	1,150
A33 / Thornhill Way Junction Improvement, Basingstoke			1,260	-	-	1,260	258	971	31	-	-	-	1,260
A30 Thornycroft Roundabout Improvement, Basingstoke			8,920	-	-	8,920	1,220	1,600	3,250	2,850	-	-	8,920
Bus Rapid Transport Phase 1B			7,030	-	-	7,030	100	2,760	4,170	-	-	-	7,030
Redbridge Lane Roundabout (Bakers Drove), Nursling			2,500	-	-	2,500	200	2,000	300	-	-	-	2,500
Romsey Town Centre Improvements, Phase 3 – Market Place			1,597	-	-	1,597	100	1,477	20	-	-	-	1,597
Whitehill Bordon - Sleaford Lights Junction			-	1,000	-	1,000	-	100	200	700	-	-	1,000
Farnborough Corridor Improvements			-	8,700	-	8,700	10	1,250	3,000	3,000	1,440	-	8,700
Whitehill Bordon, A325 Integration, Phase 2			-	2,850	-	2,850	141	475	2,234	-	-	-	2,850
A30 Corridor - Brighton Hill, Kempshot Hatch Warren			-	18,828	-	18,828	-	850	4,222	8,044	5,712	-	18,828
Botley Bypass Phase 1			-	6,000	-	6,000	500	1,000	4,500	-	-	-	6,000
			76,213	37,378	-	113,591	5,426	23,350	44,352	29,511	10,952	-	113,591
<b>Schemes costing &gt;£250k</b>													
Popley Area Improvements - Abbey Road/Shakespeare Road Improvements, Basingstoke			260	-	-	260	60	200	-	-	-	-	260
A3090 Winchester Road/Halterworth Lane Junction Improvements, Romsey			574	-	-	574	202	372	-	-	-	-	574
Access to Aldershot Railway Station			335	-	-	335	99	236	-	-	-	-	335
Over Wallop Village Traffic Management (Phase 2)			332	-	-	332	2	330	-	-	-	-	332
Romsey Road/Clifton Terrace, Winchester - Pedestrian Crossing			481	-	-	481	81	400	-	-	-	-	481
Horndean Access Improvements			450	-	-	450	-	100	350	-	-	-	450
Bishops Waltham Village Centre Access Improvements			271	-	-	271	-	50	221	-	-	-	271
Whitchurch Access & Traffic Management			388	-	-	388	-	50	338	-	-	-	388
Anstey Road/Anstey Lane, Alton - Junction Improvements			300	-	-	300	-	50	250	-	-	-	300
Hook to Dilly Lane - Cycle Route			445	-	-	445	-	50	395	-	-	-	445
Four Marks Traffic Improvements			650	-	-	650	-	75	575	-	-	-	650
Town Mills Enhancements, Andover			850	-	-	850	-	850	-	-	-	-	850
Pedestrian, cycle & accessibility improvements, Hayling Island (South Side)			468	-	-	468	68	400	-	-	-	-	468
Andover Railway Station Improvements			325	-	-	325	-	25	300	-	-	-	325
Andover - Roman Way/Viking Way/Smannell Rd Access Improvements			300	-	-	300	-	50	250	-	-	-	300
A27 Barnes Lane Junction Improvements, Fareham			650	-	-	650	-	50	350	250	-	-	650
Jermyns Lane Footway to Braishfield, Romsey			350	-	-	350	-	50	300	-	-	-	350
Access improvements to Kings School, Winchester			300	-	-	300	11	59	230	-	-	-	300
West End High Street, West End - Accessibility Improvements			-	250	-	250	-	20	230	-	-	-	250
Andover - Walworth RAB/A3093/A3057			-	-	850	850	-	-	50	200	600	-	850
Andover - Sustainable Eastern Access			-	-	700	700	-	-	50	150	500	-	700
Andover - London Street/Eastern Avenue			-	-	306	306	-	-	50	256	-	-	306
Andover - London Road jnc/The Middleway			-	-	321	321	-	-	50	271	-	-	321
			7,729	250	2,177	10,156	523	3,417	3,989	1,127	1,100	-	10,156
<b>Schemes Costing &lt;£250k</b>													
Emsworth Cycling Improvements (Phase 5 - Station Links)			120	-	-	120	15	105	-	-	-	-	120
Salisbury Road/Western Road, Andover, Accessibility Improvements			237	-	-	237	47	190	-	-	-	-	237
Stoke Road, Gosport - Bus Priority Measures			100	-	-	100	20	80	-	-	-	-	100
Crookham Park to Gally Hill Road, Church Crookham - Cycle Route			200	-	-	200	19	181	-	-	-	-	200
Oakhanger Traffic Calming			156	-	-	156	16	140	-	-	-	-	156
Test Lane/Andes Way, Nursling - Shared Cycle Route			99	-	-	99	20	79	-	-	-	-	99
Vicarage Hill, Hartley Wintney - Traffic Management			170	-	-	170	20	150	-	-	-	-	170
Winchester Road Corridor, Andover - Accessibility Improvements			135	-	-	135	5	130	-	-	-	-	135
Scratchface Lane (West), Bedhampton - Pedestrian and Cycle Improvements			248	-	-	248	9	239	-	-	-	-	248
Duttons Road, Romsey - Signalise Crossing			120	-	-	120	-	120	-	-	-	-	120
Pedestrian, Cycle & Accessibility Improvements, Clanfield			150	-	-	150	30	120	-	-	-	-	150
Romsey Rail Station Improvements			150	-	-	150	3	147	-	-	-	-	150
Bishopstoke Cycles Phase 2			227	-	-	227	48	179	-	-	-	-	227
Viking Way, Andover - Signalised Crossing			110	-	-	110	10	100	-	-	-	-	110
North Lane Junction Improvement, Aldershot			-	150	-	150	20	30	100	-	-	-	150
North Baddesley: Firgrove Rd to Castle Lane Cycleway			-	165	-	165	15	30	120	-	-	-	165
			2,222	315	-	2,537	297	2,020	220	-	-	-	2,537
<b>Safety Schemes</b>													
Casualty Reduction Programme			1,500	1,500	1,500	4,500	-	1,500	1,500	1,500	-	-	4,500
<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
			750	750	750	2,250	-	750	750	750	-	-	2,250
<b>TOTAL INTEGRATED TRANSPORT PROGRAMME</b>			88,414	40,193	4,427	133,034	6,246	31,037	50,811	32,888	12,052	-	133,034
Community Vehicle Replacement Fund			365	-	-	365	-	365	-	-	-	-	365
<b>Flood Risk And Coastal Defence</b>													
Flood Risk And Coastal Defence - Bucksin, Basingstoke			106	106	106	318	-	106	106	106	-	-	318
Flood Risk And Coastal Defence - Romsey			6,240	-	-	6,240	404	2,630	2,760	446	-	-	6,240
			4,520	-	-	4,520	584	3,602	7	8	319	-	4,520
			10,866	106	106	11,078	988	6,338	2,873	560	319	0	11,078
<b>TOTAL CAPITAL PROGRAMME 2018/19-2020/21</b>			139,670	80,324	44,558	264,552	411,336	95,036	96,851	75,747	13,895	1,719	694,584

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## HAMPSHIRE COUNTY COUNCIL

### Report

<b>Committee:</b>	Economy, Transport and Environment Select Committee
<b>Date:</b>	16 January 2018
<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

#### 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	16 January 2018	24 April 2018	5 June 2018	25 September 2018
<p><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></p>							
<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.	✓			
<b>Overview</b>	Air Pollution/Air Quality	Request Cllr Kyrle June 2017	Item received at November 2017 meeting. Update in 6 months requested.			✓	
<b>Pre-Scrutiny</b>	20mph speed limits	Requested by Cllr Tod June 2017.	To consider the outcomes of a review of pilot 20mph schemes, prior to a decision by the Executive Member. Timing expected to be April 2018 due to timing of consultation with residents (Cllr Tod request to include air quality impact of Winchester scheme)		✓		



Topic	Issue	Reason for inclusion	Status and Outcomes	16 January 2018	24 April 2018	5 June 2018	25 September 2018
<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>Scrutiny - to scrutinise, in-depth, priority areas agreed by the Committee, and supported by Policy and Resources Select Committee</b>							
Task and Finish Group	Road Safety	Referred from Policy and Resources Select Committee June 2017 due to performance against measure of deaths and serious injuries on Hampshire roads in 2016/17.	Terms of reference and membership of task and finish group agreed September 2017. First meeting due early Nov 2017. To report back to full committee in 2018		✓		
<b>Real-time Scrutiny - to scrutinise light-touch items agreed by the Committee, through working groups or items at formal meetings.</b>							
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 item due to go to Executive Member November 2017 to go to Select Committee for pre-scrutiny. Workshop due in early 2018 date tbc.				

Topic	Issue	Reason for inclusion	Status and Outcomes	16 January 2018	24 April 2018	5 June 2018	25 September 2018
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.		✓		
<b>Monitoring Scrutiny Outcomes</b> - <i>to examine responses to the Committee's reports or comments and check on subsequent progress.</i>							
Update	Fly Tipping	Request by Cllr Bennison June 2017	Update on Fly Tipping, following strategy agreed in March 2017		✓		

**Suggestions to be added when timely:**

- Review of Walking and Cycling Strategies brought in in 2016 (request by Cllr Tod June 2017)
- Impact of Brexit on the Hampshire Economy (request by Cllr Kyrle June 2017)
- Transformation to 2019 Savings proposals for ETE Department