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NOTICE OF MEETING

Meeting	Economy, Transport and Environment Select Committee
Date and Time	Tuesday, 24th April, 2018 at 10.00 am
Place	Wellington Room, Elizabeth II Court South, The Castle, Winchester
Enquiries to	members.services@hants.gov.uk

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

FILMING AND BROADCAST NOTIFICATION

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

AGENDA

1. APOLOGIES FOR ABSENCE

To receive any apologies for absence.

2. DECLARATIONS OF INTEREST

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

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

To confirm the minutes of the previous meeting

4. DEPUTATIONS

To receive any deputations notified under Standing Order 12.

5. CHAIRMAN'S ANNOUNCEMENTS

To receive any announcements the Chairman may wish to make.

6. GOVERNMENT 25 YEAR ENVIRONMENT PLAN

To receive a presentation regarding 'A Green Future: Our 25 Year Plan to Improve the Environment' published by the Government in January 2018.

7. AIR QUALITY IN HAMPSHIRE (Pages 9 - 20)

To consider a report of the Director of Economy, Transport and Environment regarding the work that is required for Hampshire County Council to assist the Government and District Councils in reaching compliance with a ministerial direction related to air quality exceedances of nitrogen dioxide at various locations in Hampshire, as set out in the UK plan for tackling roadside nitrogen dioxide concentrations. The report is due for consideration by the Executive Member for Environment and Transport in the afternoon on 24 April.

8. ROAD SAFETY TASK & FINISH GROUP OUTCOMES (Pages 21 - 28)

To receive a report from the Task & Finish Group that has been considering Road Safety, to agree their recommendations for submission to the Executive Member for Environment and Transport and Hampshire Constabulary.

9. WORK PROGRAMME (Pages 29 - 34)

To consider the work programme of topics for this Select Committee to consider at future meetings.

ABOUT THIS AGENDA:

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

ABOUT THIS MEETING:

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

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

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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, 16th January, 2018

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
p Councillor Michael Thierry
p Councillor Martin Tod
p Councillor Michael White
a Councillor Bill Withers Lt Col (Retd)

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

28. **APOLOGIES FOR ABSENCE**

Apologies were noted from Cllr Bill Withers. The Conservative substitute Cllr Jan Warwick attended in his place.

29. **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.

30. **MINUTES OF PREVIOUS MEETING**

The minutes of the last meeting were reviewed and agreed.

31. **DEPUTATIONS**

No deputations were received.

32. CHAIRMAN'S ANNOUNCEMENTS

Waste Briefing

The Chairman reminded Members that a session on Waste was due to be held in early 2018, in order for Members to hear about the emerging issues around waste in further detail. This session had been scheduled for Friday 16 March 2018 at 10:00am and committee members were encouraged to attend.

20mph Pilots

The Chairman reported that the committee had been due to have an item on this agenda on the review of the 20mph pilots. This item had been deferred, as the consultation with residents was delayed. The Chairman confirmed that the Select Committee would have the opportunity to consider the review at the next meeting, prior to any decision.

33. 2018/19 REVENUE BUDGET - ENVIRONMENT AND TRANSPORT

The Select Committee received a report and supporting presentation from the Director of Economy Transport & Environment regarding the proposed Revenue Budget for 2018/19 for the services within the portfolio of the Executive Member for Environment & Transport (see Item 6 in the Minute Book).

Members were informed about the latest financial position for the Council overall, and the position for the Economy Transport and Environment Department. It was noted that savings were required under the Transformation to 2019 programme. When the savings proposals were considered by Council in November 2017, an additional recommendation had been made to seek alternative ways to fund the gap to avoid an impact on some of the service areas within this department.

Members asked questions for clarification and debated the proposals. A question was asked regarding how much funding went towards Private Finance Initiative payments and how much was discretionary maintenance spending. It was agreed to provide this detail to members after the meeting. It was requested this also cover the break down between the PFI costs of the street lighting contract and the cost of the energy to power the street lights.

Following the debate, the Chairman proposed the recommendation, which was carried (with three against) as follows;

RECOMMENDED:

That the Economy, Transport and Environment Select Committee 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.

34. 2018/19 REVENUE BUDGET REPORT FOR ECONOMIC DEVELOPMENT

The Select Committee received a report and supporting presentation from the Director of Economy Transport & Environment Department regarding the proposed Revenue Budget for 2018/19 for the services under the portfolio of the Executive Member for Economic Development.

Members asked questions for clarification and debated the proposals. Regarding the proposal that in future business rates may be retained locally, it was noted that the central government position was that this would initially be a cost neutral change. It was anticipated there would be a re-set every few years, therefore any benefit from increased business rates would be limited.

Following the debate, the Chairman proposed the recommendation, which was carried (with 3 against) as follows;

RECOMMENDED:

That the Economy, Transport and Environment Select Committee 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.

35. ETE PROPOSED CAPITAL PROGRAMME 2018/19, 2019/20 AND 2020/21

The Select Committee received a report and supporting presentation regarding the proposed Capital Programme for 2018/19 to 2020/21 for the Economy Transport & Environment Department (see Item 8 in the Minute Book).

It was noted that the capital programme was at a high level for next year as a result of success in competitive bidding processes. Capital spend for 2018/19 would be higher than the revenue budget in that year.

Following the debate, the Chairman proposed the recommendation which was carried unanimously as follows;

RECOMMENDED:

That the Economy, Transport and Environment Select Committee 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.

36. WORK PROGRAMME

The Chairman presented the updated Work Programme of items for this Select Committee (see Item 9 in the Minute Book).

RESOLVED:

The Work Programme be agreed.

Chairman,

HAMPSHIRE COUNTY COUNCIL

Report

Committee:	Economy, Transport and Environment Select Committee
Date:	24 April 2018
Title:	Air Quality in Hampshire
Report From:	Director of Economy, Transport and Environment

Contact name: James Moore

Tel: 01962 846768

Email: james.moore@hants.gov.uk

1. Purpose of Report

- 1.1. For the Economy, Transport and Environment Select Committee to scrutinise the Executive Decision Report in advance of its consideration and decision by the Executive Member for Environment and Transport on the afternoon of the 24th April 2018.
- 1.2. In summary, the attached Executive Decision Report makes proposals for work that is required from Hampshire County Council as Highway Authority to assist the District Councils (as Environmental Health Authorities) in reaching compliance with a Ministerial Direction related to air quality exceedances of nitrogen dioxide at various Hampshire locations (see report attached, due to be considered at the decision day of the Executive Member for Environment and Transport at 2.00pm on 24 April 2018).

2. Recommendation

That the Economy, Transport and Environment Select Committee

2.1. Either:

Support the recommendations being proposed to the Executive Member for Environment and Transport in section 1 of the attached report.

Or:

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

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Environment and Transport
Date:	24 April 2018
Title:	Air Quality in Hampshire
Report From:	Director of Economy, Transport and Environment

Contact name: James Moore

Tel: 01962 846768

Email: James.moore@hants.gov.uk

1. Recommendations

- 1.1. That the Executive Member for Environment and Transport notes the new Government approach to Air Quality and the actions required by the County Council as Highway Authority to cooperate with a Ministerial Direction placed upon District Councils, arising from the UK plan for tackling roadside nitrogen dioxide concentrations.
- 1.2. That subject to the availability of funding, authority is delegated to the Director of Economy, Transport and Environment, in consultation with the Executive Member for Environment and Transport, to progress with feasibility work for possible interventions to support this agenda, noting the need to advance work in the "shortest possible time".
- 1.3. That authority is delegated to the Director of Economy, Transport and Environment to make outline business case submissions to the Government for future air quality interventions, as well as funding bids, and also to negotiate and enter into memoranda of understanding as appropriate to deliver air quality interventions in consultation with the Executive Member for Environment and Transport.
- 1.4. That the Executive Member for Environment and Transport supports the strategic direction set out in this report (paragraph 3.13).
- 1.5. That authority is delegated to the Director of Economy, Transport and Environment to make all necessary consultation and engagement arrangements on options considered, in consultation with the Executive Member for Environment and Transport.

2. Executive Summary

- 2.1. The UK Government has obligations in relation to air quality standards, arising from European Directives. As a result of recent successful legal challenges and the impending deadlines for compliance with the EU Directive, the UK Government has recently taken action to direct District Councils in areas of poor air quality to take action to make improvements. An overarching report will be

considered by the Cabinet later this year in respect of the County Council's wider role and responsibilities for air quality, including public health duties and responsibilities. In the interim, this report has been brought forward in response to the urgent measures and issues relating to transport emissions at a number of Hampshire locations identified as requiring action by the Government.

2.2. The purpose of this paper is to outline the immediate work that is required from Hampshire County Council as Highway Authority to assist the District Councils in reaching compliance with a Ministerial Direction related to air quality exceedances of nitrogen dioxide at the Hampshire locations listed below, as set out in the UK plan for tackling roadside nitrogen dioxide concentrations:

- Fareham for parts of the A27 and A32;
- Rushmoor for the A331 Blackwater Valley Relief Road;
- New Forest for the Redbridge Causeway A35; and
- Basingstoke for part of the A339.

2.3. This paper seeks to set a direction on transport related air quality concerns, update the Executive Member on the issues likely to be associated with undertaking work of this nature, and seeks appropriate delegations and authority to undertake actions necessary to do the work required in the "shortest possible time". Additionally, the recommendations seek authority to be delegated to the Director of Economy, Transport and Environment to submit outline business cases and bids for funding measures.

3. Contextual information

3.1. The EU Directive 2008/50/EC (the Air Quality Directive), sets legally binding standards for ambient air quality. It sets limits for concentrations of various pollutants and dates by which targets must be achieved.

3.2. In the UK, responsibility for meeting air quality requirements is devolved to the national administrations in Scotland, Wales, and Northern Ireland. The Secretary of State for Environment, Food and Rural Affairs has responsibility for England and the Department for Environment, Food, and Rural Affairs (Defra) co-ordinates assessment and air quality plans for the UK as a whole. The Air Quality Directive is implemented in the UK through the Air Quality Standards Regulations 2010.

3.3. The Government are bound by the Air Quality Directive to achieve compliance to certain air quality standards by 2010 (later extended to 2015). In February 2017 the Government was sent a final warning by the EU to comply or face a case at the European Court of Justice.

3.4. In July 2017 the Government published its finalised UK plan for tackling nitrogen dioxide concentrations. The following day Defra and the Department for Transport (DfT) delegated the legal duty to comply to each Environmental Health Authority named in the national plan, via Ministerial Direction, mandating the following time-limited actions:

- **31 March 2018** - Local authorities must submit their **Strategic Outline Case**, outlining their strategic approach and shortlist of measures to address air quality in the shortest possible time, including indicative costs.
 - **31 December 2018** - Local authorities must submit their **Full Business Case**, setting out the air quality reduction target, costed preferred option(s) and supporting evidence, as well as an implementation plan and monitoring programme.
- 3.5. The Ministerial Direction directed certain English Local Authorities to carry out their duties in respect of Air Quality under Part 4 of the Environment Act 1995 by the deadlines specified in the Direction. The local authorities named in the Direction have to comply with it. Fareham Borough Council, New Forest District Council and Rushmoor Borough Council have been named in the Direction. The Government selected these authorities based on the forecast that these areas would not comply with NO₂ limits by 2021.
- 3.6. On 21 February 2018, environmental lawyers from ClientEarth won a legal challenge against the Government, with Defra and DfT's position ruled 'unlawful' due to its inadequacy. This means that a further 45 local authorities will also now receive a Ministerial Direction for action. These authorities include Basingstoke & Deane Borough Council and Portsmouth City Council.
- 3.7. The New Forest exceedance (which is effectively the tip of the Southampton Clean Air Zone at Redbridge) is being addressed via Southampton's Air Quality work as one of the five Clean Air Zone cities.
- 3.8. The area of exceedance in Rushmoor is the A331, Blackwater Valley Road that also extends into the local authority areas of Surrey Heath and Guildford Borough, and therefore Highway responsibility is shared with Surrey County Council.
- 3.9. Fareham Borough Council's Air Quality area, where DEFRA's National Air Quality model predicts the A27 and A32 leading to Quay Street junction will have illegal annual levels of NO₂ by 2020, falls entirely within Hampshire's jurisdiction as Highway Authority. The lead minister for the Joint Air Quality Unit (JAQU) of DfT and Defra, Dr Therese Coffey MP (Parliamentary Under-Secretary, Defra) visited Fareham on 12th January and met with the Executive Member for Environment and Transport and also Councillor Seán Woodward to discuss emerging work.
- 3.10. The County Council has a history of working on air quality issues in Hampshire. It has assisted environmental health authorities in developing action plans as part of Air Quality Management Areas (AQMAs), and also in its more recent role as Public Health Authority. However, this new Government approach is different and requires significant new and additional work. This will entail considering if such areas should be designated as potential Clean Air Zones (CAZ). As such there is a requirement to consider the effectiveness of charging the most polluting vehicles in order to reach compliance and compare this to other non charging options for achieving compliance. There are different orders of CAZ zone, meaning charges can range from comprehensive to a regime where charges only apply to selected vehicle types ranging from taxis, HGVs, LGVs, buses, and the most polluting private diesel and petrol vehicles.

Examples of non charging initiatives being considered include investment in public transport alternatives, behaviour change initiatives, and operational changes to traffic controls or infrastructures changes to road networks. The work is required to be presented back to Government in the form of outline and full business cases along the timelines stated in paragraph 3.4.

- 3.11. It may also be necessary to obtain stakeholder and public views on proposals, some of which are likely to be controversial. Delegated authority is sought for the Director of Economy, Transport and Environment to undertake initial high level engagement activity on such options and packages of solutions. This delegation does not include consultation on individual schemes which are likely to require a detailed design process to determine costs, impacts and benefits more clearly before meaningful consultation can take place.
- 3.12. The approach by Government (as set out in prescribed guidance) tends to lend itself to site specific solutions to a problem that is largely caused by regional/national issues of vehicle ownership and usage, and complex commuting patterns that transcend local authority, local enterprise partnership, and sub-regional boundaries. Effective solutions are likely to be more geographically dispersed and require more systemic policy tools and measures. At a regional level the County Council is in a good position as an upper tier authority to look at these cross boundary issues and coordinate such measures, potentially through working with the emerging Transport for the South East organisation. The policy position/direction of travel set out below recognises this and suggests that a dialogue is started with District Councils and other nearby local authorities on what coordinating role might be undertaken by the County Council and how this might be resourced.
- 3.13. It is clear from the above that tackling Nitrogen Dioxide exceedances is a public policy priority, with Public Health England (PHE) regarding poor air quality as the largest environmental risk to public health in the UK. This general issue will be subject to a Cabinet report later in the summer. In the interim in terms of the immediate response to the designated area issues, the following bullet points set out an indicative direction of travel for the County Council in seeking to meet current expectations. The Executive Member is asked to endorse the working principles that follow – that as the Highway Authority, the County Council will:
 - Take all reasonable efforts to support the Districts in meeting the Secretary of State's directives where they are being made; and
 - Undertake any required immediate work, and where possible, recover its reasonable costs incurred in doing so.

4. Finance and Legal

- 4.1. Section 86 of the Environment Act 1995 requires that where a district council is preparing an Air Quality Action Plan, the county council shall, within nine months of when the district council first consults with them, submit to the district council proposals for the exercise (so far as relating to the designated area) by the county council, in pursuit of the achievement of air quality standards and objectives, of any powers exercisable by the county council. Where the county

council submits proposals to a district council, it shall also submit a statement of the time or times by or within which it proposes to implement each of the proposals.

- 4.2. The Environment Act 1995 further provides that if it appears to the Secretary of State that, inter alia, the county council has failed to discharge any duty imposed on it under this part of the Act; or that the actions, or proposed actions, of the county council are inappropriate in all the circumstances of the case, the Secretary of State may give directions to the county council requiring it to take such steps as may be specified in the directions. These directions could be to submit its proposals, modify any proposals, and/or implement any measures included in the action plan.
- 4.3. There is a statutory duty on the county council to provide a district council with all such information as is reasonably requested by the district council for purposes connected with the action plan. The reasonable costs of providing this information to the District can be recovered by the County Council.
- 4.4. As a result of these statutory obligations, the Secretary of State would expect the County Council to actively engage at all stages of review, assessment and action planning in relation to the Local Air Quality Management.
- 4.5. Part 2 of the Localism Act contains discretionary powers under which the government could require local authorities to pay some or all of the European fines faced by the UK. A requirement to make a payment may only be imposed if there has been a Ministerial order designating a public authority and the EU sanction is one to which the designation applies. Before making such an order the public authority would have to be consulted and warnings given.
- 4.6. Payment of any fines is dependent on a decision by the EU to impose them, which is only expected to occur if the Court of Justice of the European Union (CJEU) issues a judgement and the UK fails to act on its findings. Central Government does not have an estimate of what the level of penalties would be should the UK be fined by the CJEU.
- 4.7. The timescales set for local authorities to undertake this work are short and require the County Council to seek external technical support. The Government has agreed to pay towards this work and is grant funding the district and borough councils (as Environmental Health Authorities) to do so. Most Environmental Health Authorities have agreed to pass some of this funding onto the Highway Authority to commission and undertake the technical work required. The tight timescales and large amount of technical assessment and modelling work required means that this is resource hungry. To date, the County Council is seeking just in excess of £1,000,000 from the funding allocated to the Environmental Health Authorities towards this work for the Fareham and Rushmoor zones only. This has been requested in full, but only partially funded to date, although JAQU have assured councils that there will be future opportunities to apply for further funding during this process and officers are awaiting the details of this. Additional funding may be required for Basingstoke and New Forest, but this remains unclear at the time of writing the report. The recommendations in this report are seeking authority to progress with this work on the understanding that the costs will be covered by the allocation of £1,000,000.

4.8. The funding being sought is for technical work, collection of data, modelling, scheme identification, and options assessment. In part, this will be used to pay for officer time to client-manage the business case work. An agreement has been reached with Government for County Council officer time to be recharged to the project. It is anticipated that this work is likely to require approximately 1 Full Time Equivalent staff resource across a full year.

5. Consultation and Equalities

5.1. Any emerging measures which involve road and traffic changes or restrictions are also likely to require local consultations before final decisions are taken on such measures.

5.2. A high level equalities impact assessment is being scoped and conducted as part of the individual business cases. However, it is noted that the areas designated align with areas of social exclusion. It is considered that there will be equalities impacts of a potentially significant nature both positive and negative that will need to be understood as the business case work evolves.

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

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

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:

This decision relates to the delegation of authority for feasibility studies, business case development, and consultation purposes. There is therefore no direct impact on groups with protected characteristics, but equalities issues will form part of the feasibility and business case development, and assessments will be carried out at appropriate junctures, including at the decision stage for any specific schemes.

2 Impact on Crime and Disorder:

2.1 There is no impact on crime and disorder.

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 decision relates to the delegation of authority for feasibility studies, business case development, and consultation purposes. There is therefore no direct

impact on the County Councils carbon footprint or ability to adapt to climate change, but such considerations will form part of the feasibility and business case development, and assessments will be carried out at appropriate junctures, including at the decision stage for any specific schemes.

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HAMPSHIRE COUNTY COUNCIL

Report

Committee:	Economy Transport & Environment Select Committee
Date:	24 April 2018
Title:	Road Safety Task & Finish Group: Outcomes
Report From:	Road Safety Task & Finish Group

Contact name: Marie Mannveille, Scrutiny Officer

Tel: 01962 845018

Email: marie.mannveille@hants.gov.uk

1. Recommendations

1.1. As a result of their deliberations, the Task & Finish Group arrived at the following recommendations. The Economy Transport & Environment Select Committee is invited to endorse these recommendations, and to submit them to the Executive Member for Environment & Transport for consideration.

- a) All County Councillors be provided with a list of schools & colleges within their divisions that do not currently participate with the various free Road Safety Education programmes and initiatives run by Hampshire County Council, and be encouraged to speak to the schools to encourage take up.
- b) County Councillors be asked to help raise awareness and understanding of the 60+ Driver Skills Scheme provided by the County Council, and as part of this Members be offered the opportunity to see first hand what the appraisals are like.
- c) Development and use of a targeted road safety poster programme, to supplement engineering based safety measures aimed at promoting cycle safety on pedal-powered two wheeler high risk routes with stubborn casualty problems.
- d) Continuation of the policy of casualty reduction spend being evidence based, recognising the role and linkage of each of the three Es (Engineering, Enforcement, Education).
- e) In a year's time to task officers to liaise with the Police to consider any developments in the use of dash cam footage to support Road Safety work.
- f) HCC Road Safety team to invite Members to 'Safe Drive Stay Alive' road safety education sessions and to help promote 6th Form and College take up.

Recommendations to the Police:

- a) As part of an upcoming review of Speedwatch, that Hampshire Constabulary consider the option to enable Community Speedwatch in Hampshire to cover 40mph speed limits (to match the approach used in the Thames Valley area).

- b) As part of the upcoming review of Speedwatch, that the constabulary consider agreeing thresholds with Community Speedwatch schemes for action to be taken (e.g. at what level above the speed limit incidents should be reported).
- c) That Safer Neighbourhood teams continue to work with communities to respond to residents concerns, and explain to their communities how they prioritise their efforts. (e.g. based on threat risk and harm)
- d) Hampshire Constabulary continue to work with Hampshire County Council regarding locations to invest in upgrading cameras and other enforcement activity.

2. Purpose of Report

- 2.1. In September 2017 the Economy Transport & Environment Select Committee initiated a Task & Finish Group to consider Road Safety. This was following proposals in 2016 to revise the traffic management policy to focus on schemes responding to safety led issues. Data suggested an increasing trend in the number of people killed and seriously injured between 2010 and 2014, which continued through to 2016, and the revised policy would prioritise activity to address accidents.
- 2.2. This report feeds back to the Select Committee the work of this task & finish group, including their conclusions and recommendations.

3. Contextual Information

- 3.1. The task & finish group was cross party and comprised the following members:
 - Cllr Charles Choudhary (Chair)
 - Cllr Edward Heron
 - Cllr Michael Thierry
 - Cllr Bill Withers
 - Cllr Rupert Kyrle
 - Cllr Martin Tod
- 3.2. The Task & Finish Group held an initial meeting in November 2017, with follow up meetings in December 2017, February 2018 & March 2018. The Task and Finish Group arrived at recommendations in relation to Road Safety to propose to the Select Committee following its final meeting.
- 3.3. At the first meeting, Members received a presentation in relation to Hampshire County Council's current policy position on traffic management, an overview of the various road safety education and safety engineering based casualty reduction programmes and a summary of injury accident collision data and performance in the County in recent years. From this meeting, further information and figures on traffic incidents were requested alongside a chance to question a member of Hampshire Constabulary on enforcement. This further information was presented at the second meeting and Superintendent Simon Dodds presented at the third meeting. The fourth meeting was to consider the recommendations and feedback to come out of the Task and Finish Group.

4. Financial Contextual Information

- 4.1. Hampshire County Council provides specific funding for highway engineering based casualty reduction (£1.5m) and road safety education and training based casualty prevention (£0.65m). Casualty reduction funding is used to treat identified contributing factors in injury collisions to reduce the likelihood of similar collisions reoccurring, and is prioritised to locations with higher numbers of collisions, typically assessed over a five year period. Casualty data is collected and provided to the County Council by the police with detailed analysis undertaken by the Council's specialist safety engineers to accurately identify clusters of collisions as well as common patterns, trends and contributory factors. Officers also work with the Police to remove incidents attributed to medical episodes and similar issues not treatable through highway engineering measures.
- 4.2. Casualty prevention programmes seek to provide high risk groups with specific training to reduce their chances of being involved in a road traffic accident. This includes road safety education, and working in partnership with the Police to help raise awareness of issues such as drink driving, distraction and mobile phone use, and improving skills through driver training and Bikeability training.
- 4.3. A vast amount of personal pain, grief and suffering is not only felt by those directly involved in a road traffic accident but also by their friends and families. Whilst no cost can truly reflect these human aspects of such incidents, the financial burden of road traffic collisions on society as a whole is substantial. Injury collisions that occur on the road network that Hampshire County Council maintains costs the wider economy millions of pounds annually.
- 4.4. To reflect the social and economic consequences of road traffic accidents the Department of Transport (DfT) produces annual figures for the average value of a road accident relating to the severity of injuries sustained (Fatal, Serious, Slight). The DfT's calculations are based upon values, calculated nationally, that include the costs to the emergency services, health service, loss of income and damage repairs.
- 4.5. With this information, together with the cost of any proposed engineering measures, a rate of return on investment in casualty reduction measures can be calculated. The comparison of accident figures before and after engineering measures have been implemented allows casualty reduction in terms of monetary savings to society to be produced.
- 4.6. The following table provides the total annual cost of road casualties which have solely occurred on the road network that the County Council maintains upon society locally and the Hampshire economy for 2016.

Table 1: Number & cost of casualties by severity

Year	Fatal	Serious	Slight	Total annual value
2016	34 £1,841,315	607 £206,912	2415 £15,951	£226,721,959

- 4.7. Experience has shown that casualty reduction schemes implemented within Hampshire have provided a good return on investment in terms of the percentage reduction in both the number and severity of people injured in collisions.

5. Considerations of the Task & Finish Group

- 5.1. In the first meeting of the Task and Finish group the group considered their remit as set out in the Terms of Reference. The group agreed on a planned timescale for the Task and Finish Group, aiming to feed back to the April 2018 Economy Transport & Environment Select Committee.
- 5.2. The potential to include input from Public Health and Hampshire Police was discussed as they would have overlap on the group's focus and so should be able to submit additional evidence.
- 5.3. The Group received a presentation which covered the key points of the two reports on road safety that had recently been presented to the Economy Transport & Environment Select Committee. Members heard that casualty data collected by the police is used to inform decisions about remedial measures, with resources prioritised to locations with higher numbers of collisions. While there is a focus on the frequency of incidents, all fatal and potentially fatal incidents (other than those linked to suicide, impairment or medical episodes) are investigated by the Casualty Reduction Partnership, comprising representatives of the County Council's specialist safety engineering team, Hampshire Police Roads Policing officers, local highways engineers and the district council. There is a correlation between injury collisions and collisions resulting in vehicle damage only, and prioritising locations with higher numbers of injury collisions would be expected to include locations with higher numbers of damage only incidents, which are not necessarily attended by the police.
- 5.4. The Group were told that there are many reasons thought to be behind the increase in casualties seen across Hampshire, including the increased population in the County, the popularity of cycling and the rise in road user distraction as the result of mobile technology such as iPod/smartphone use. The costs of fuel and weather conditions are also considered to have an influence on casualty rates.
- 5.5. The Group heard that in 2016 Hampshire County Council spent in the region of £1.5 million on highway engineering based casualty reduction measures and £650,000 on targeted road safety education and prevention programmes. Road Safety Education and prevention is targeted towards addressing specific road safety campaigns such as drink driving, mobile phone use and speeding working closely with partner organisations such as the Police. Whilst all schools and colleges are offered a range of free road safety programmes this is not always accepted due to other pressures on schools and colleges. The Road Safety team receive grant funding from Central Government to deliver Bikeability training to children whilst at school.

- 5.6. It was noted that it would be useful for Councillors to be made aware of schools and colleges within their divisions which had chosen not to participate in the various specially developed free road safety education programmes.
- 5.7. In their third meeting the Task and Finish Group received a presentation regarding the Police's role in relation to enforcement and casualty reduction from Simon Dodds; Superintendent for the Roads Policing Joint Operations Unit for Hampshire Constabulary and Thames Valley Police.
- 5.8. Members heard that over the last 12 months the Roads Policing response team had been reduced significantly, but there are still three teams that operate; days, late & nights. The response was described as a 'true partnership' with Highways England in relation to incidents on the strategic road network and the average response time was 13 minutes. In 2017, the team dealt with 33,000 calls and attended 17,000 of them. It was noted that the Police will always prioritise deployment to those collisions where there is an injured party involved.
- 5.9. It was noted that there are many factors that contribute to a collision resulting in a fatality or serious injury, including; weather, type of vehicle, number of occupants, skill of driver, location and luck. It was also shared that the Joint Operations Unit focus was split between a diverse range of functions including dealing with injury accidents, Hazardous materials, Terrorism and any other incident that has potential to cause the disruption on the Strategic and local Road Networks.
- 5.10. The Police noted that there is a national plateauing of the falling trend of KSIs (Killed or Seriously Injured) collisions. In 2017, in the Hampshire Police force area, there was a 17% reduction in persons killed, 4% reduction of those seriously injured and 8% reduction in those slightly injured compared with 2016 data. Hampshire Police cover all roads in a wider area than the administrative area of Hampshire County Council and includes Southampton and Portsmouth unitary authorities.
- 5.11. Members were informed that technological developments and changes in legislation can result in a significant impact on addressing Road Safety. One example being the recent increase in penalties associated with mobile phone use whilst driving that are considered to have resulted in a significant reduction in the numbers of drivers committing this type of offence. Spt Dodds also outlined the Constabulary's focus on the 'Fatal Four' – Impairment (Alcohol & Drugs), Distraction (through mobile phones and technology), Speeding and Seatbelt use.
- 5.12. In relation to reducing KSIs, the group heard that the Police priorities were; effective targeting of messages, identifying vulnerable road users, sharing best practice, aligning resources with threats and targeting enforcement. Enforcement can only go so far due to limitations in how many drivers can be prosecuted, so this adds to the importance in driving cultural changes around new problems such as mobile phone use, based on previous successes such as alcohol use. The County Council's Traffic & Safety teams work in close

partnership with the Police to maximise resources and coordinate casualty reduction programmes and activities.

- 5.13. Members were also made aware that the ability to receive dash cam footage from members of the public is being looked into, alongside the response from other constabularies. Volumes of dash cam footage received by the police from members of the public continues to increase and is considered to be useful, although the reviewing of this information is likely to require more staff.
- 5.14. Supt. Dodds clarified that Community Speed Watch was part of the Partnership and Neighbourhood portfolio. As a community based scheme the link into community policing teams is key. However there was shortly to be a review into how the scheme operates, which will look at the feasibility of aligning the Thames Valley and Hampshire models. This will include a review of insurance liability and risk assessments for volunteers to operate on 40 mph roads.
- 5.15. The possibility of combining the administration of speeding fines with parking tickets etc. was raised as an activity that may have some potential for efficiency, however it was noted this may prove difficult due to responsibilities for each lying with different organisations (speeding is a criminal offence, whilst parking is a civil offence).

6. Conclusions

- 6.1. Members discussed the information they had received over the course of the Working Group. The following was of particular note;
- Some Schools not taking up the free Road Safety education sessions
 - Evidence of most common causes of accidents, which included failure to look properly, failed to judge other person's path/speed and careless/reckless behaviour on the part of the driver/rider
 - The issue of focusing limited resources on responding to injury accidents
 - The 2017 Police force wide data showing KSIs coming down compared to 2016.
 - The impact of immersing technology and cultural change on road safety (e.g. autonomous braking, phones recognising when you are driving, cultural attitude to drink driving and seat belts changing etc.)
 - Difficulty in addressing all causes of accidents, as common contributory factors are road user error e.g. drivers failing to look properly/judge others speed and poor, aggressive or reckless driving.
- 6.2 As a result of the information they had received and discussed, the Task & Finish Group agreed the recommendations at Section 1 to submit to the full Select Committee.

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

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

Other Significant Links

Links to previous Member decisions:	
<u>Title</u> Road Safety Task and Finish Group	<u>Date</u> 19 September 2017
Direct links to specific legislation or Government Directives	
<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.)

DocumentLocation

None

IMPACT ASSESSMENTS:

1. Equality Duty

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

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

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

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

1.2. Equalities Impact Assessment:

This report is for the Select Committee to agree recommendations to the Executive Member. If the Executive Member chooses to accept these recommendations and take action as a result, impact assessments will be undertaken as required. It is not anticipated the recommended actions would have any differing impact on those covered by the equality act.

1. Impact on Crime and Disorder:

1.1. The recommendations in this report seek to strengthen enforcement of road safety related law and therefore have a positive impact on crime and disorder.

2. Climate Change:

2.1. How does what is being proposed impact on our carbon footprint / energy consumption?

Proposals are not anticipated to impact.

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

No impact anticipated.

HAMPSHIRE COUNTY COUNCIL

Report

Committee:	Economy, Transport and Environment Select Committee
Date:	24 April 2018
Title:	Work Programme
Report From:	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**

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

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

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- 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	24 April 2018	5 June 2018	25 September 2018	15 January 2019
Overview/Pre-Scrutiny - <i>To maintain an overview of the Environment and Transportation in Hampshire agenda, and to consider proposed scrutiny topics for inclusion in the work programme.</i>							
Pre-scrutiny	ETE Dept Capital and Revenue budgets	Pre scrutiny of department budget prior to Executive Member sign-off	Select Committee's pre-scrutinise the budget proposals annually in January.				✓
Overview	Air Pollution/Air Quality	Request Cllr Kyrle June 2017	Item received at November 2017 meeting. Update in 6 months requested.	✓			
Pre-Scrutiny	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 summer 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	24 April 2018	5 June 2018	25 September 2018	15 January 2019
Overview	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.				
Scrutiny - to scrutinise, in-depth, priority areas agreed by the Committee, and supported by Policy and Resources Select Committee							
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	✓			
Real-time Scrutiny - to scrutinise light-touch items agreed by the Committee, through working groups or items at formal meetings.							
Item at meeting	Waste - Recycling rates and future infrastructure requirements	Request by Cllr Kyrle June 2017, following Director of ETE identifying this as an area for consideration in this administration.	Waste Strategy item due to go to Executive Member November 2017 to go to Select Committee for pre-scrutiny. Workshop due in early 2018 (16 March 2018).				

Topic	Issue	Reason for inclusion	Status and Outcomes	24 April 2018	5 June 2018	25 September 2018	15 January 2019
Item at meeting	Policy to enable community funded traffic management measures	Request by Cllr Mellor June 2017	To review the impact of the current policy position.		✓ ?		
Monitoring Scrutiny Outcomes - <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