

# Public Document Pack



## NOTICE OF MEETING

<b>Meeting</b>	Economy, Transport and Environment Select Committee
<b>Date and Time</b>	Tuesday, 14th January, 2020 at 10.00 am
<b>Place</b>	Wellington Room - HCC
<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. ETE PROPOSED CAPITAL PROGRAMME 2020/21, 2021/22 AND 2022/23** (Pages 11 - 30)

For the Economy, Transport & Environment Select Committee to pre-scrutinise the proposals for the Transport and Environment (ETE) Capital programme for 2020/21, 2021/22 and 2022/23 (see report attached due to be considered at the decision day of the Executive Member for Economy, Transport and Environment at 2.00pm on 14 January 2020).

**7. 2020/21 REVENUE BUDGET REPORT FOR ECONOMY, TRANSPORT AND ENVIRONMENT** (Pages 31 - 44)

For the Select Committee to review proposals for the 2020/21 budget for the Economy, Transport and Environment Department in accordance with the Council's Medium Term Financial Strategy (MTFS) approved by the County Council in November 2019.

**8. RECYCLED PRODUCTS MARKET**

To receive a presentation from James Potter, Assistant Director and Ben Slater, Regional Director (South) from Veolia regarding the recycling process.

**9. AIR QUALITY**

To receive an update from James Moore on Air Quality work, following discussion at the April 2019 Select Committee meeting.

**10. WORK PROGRAMME** (Pages 45 - 50)

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

**ABOUT THIS AGENDA:**

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

**ABOUT THIS MEETING:**

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

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# Agenda Item 3

AT A MEETING of the Economy, Transport and Environment Select Committee  
of HAMPSHIRE COUNTY COUNCIL held at the castle, Winchester on Tuesday,  
17th September, 2019

Chairman:

\* Councillor Russell Oppenheimer

- |                             |   |
|-----------------------------|---|
| * Councillor Graham Burgess | * Councillor Stephen Philpott           |
| Councillor John Bennison    | * Councillor David Simpson              |
| * Councillor Roland Dibbs   | * Councillor Michael Thierry            |
| * Councillor Gary Hughes    | * Councillor Martin Tod                 |
| * Councillor Rupert Kyrle   | * Councillor Michael White              |
| * Councillor Derek Mellor   | * Councillor Bill Withers Lt Col (Retd) |
| * Councillor Floss Mitchell |   |

\*Present

Also present with the agreement of the Chairman: Councillor Jonathan Glen, Chairman  
of the Policy & Resources Select Committee

## 96. **APOLOGIES FOR ABSENCE**

Apologies were received from Councillor John Bennison.

## 97. **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.

## 98. **MINUTES OF PREVIOUS MEETING**

The minutes of the last meeting were reviewed and agreed.

## 99. **DEPUTATIONS**

It was confirmed that there was one deputation for the meeting, speaking on Item 7.

## 100. CHAIRMAN'S ANNOUNCEMENTS

The Chairman proposed that the agenda was reordered slightly to allow the Cycling Strategy to be taken first, due to there being a deputation. The Committee were happy with this arrangement.

## 101. TRANSFORMATION TO 2021 - REVENUE SAVINGS PROPOSALS

The Committee considered a report and presentation from the Director of Economy, Transport and Environment and Senior Finance Business Partner, which outlined the detailed savings proposals for Economy, Transport and Environment that had been developed as part of the Transformation to 2021 (Tt2021) Programme.

The Senior Finance Business Partner highlighted the general position of the County Council and £480 million of savings identified going forward over the next few years. Savings proposals had been put forward as part of a consultation over the summer, in which 5500 responses had been received.

There had been an assumption that the Council tax threshold would remain at 3%, but this had fallen back down to 2% after forecasts had already been estimated.

The capital budget for Economy, Transport and Environment (ETE) was significant and now bigger than the revenue budget. The Director went through the current budget and amounts allocated for areas such as service areas and sources of spending, with some staff costs being covered by external funding. The majority of savings would be achieved from the waste budget, and in particular removing the current subsidies for District Council recycling. In relation to HCC waste operations, in addition to plans to reduce the overall cost of the service through the waste contract, a further example highlighted was the cost of disposing of wood brought to the HWRCs, on which £.2.25 million was currently spent each year, which was why it was proposed to start charging for larger wood items.

Whilst no reductions were proposed to the highways maintenance service, it was currently proposed in relation to the Parish Lengthsman scheme that alternative methods of funding would be looked at. It was acknowledged that relationships with District and Borough Councils may be strained in the short term by the County Council's proposals, but the County Council were keen to find long-term advantages to suit all.

During questions, Members learned that:

- 1/5 of recycled material was rejected due to contamination, doubling the haulage costs. These costs would in future be passed to the District Councils;
- There was no current proposals to further reduce bus subsidies;
- The County Council was open to all methods of alternative funding for the Parish Lengthsman scheme;

- 'DIY waste' was not something that was recognised in law but any waste classed as 'home improvement' was not considered to fall within the legal definition of household waste;
- There was evidence that reported fly-tipping incidents had increased while volumes of fly tipped material had decreased. This was probably due to changes in the methods of reporting, changes to how districts classified fly tipping and litter, and greater public awareness
- Whilst some suggestions and proposals had been taken to Project Integra (PI) in the past regarding new ways of working, these had been rejected. The County Council had no plans to leave PI, but instead proposes that the financial framework needs to be radically updated. If this cannot be achieved, then HCC's eventual departure may become inevitable in the longer-term if it was not fit for purpose;
- Incinerators were already at maximum contract capacity, meaning that increasing recycling is even more important.

During debate, some Members felt that a lack of alternatives to achieve savings had been provided along with insufficient granularity regarding how the waste savings would be achieved.

Members noted that further consultation would happen before any decisions were made about charging for wood waste, which would explain the complexities and costs around processing wood.

RESOLVED:

The Select Committee supported the recommendations being proposed to the Executive Member for Economy, Transport and Environment in section 2 of the report.

Voting

Favour: 7

Against: 4

Abstentions: 2

## 102. **CYCLING STRATEGY UPDATE**

The Committee received a report from the Director of Economy, Transport and Environment (item 7 in the minute book) updating Members on the Cycling Strategy.

The Committee received a deputation from Tim Pickering on behalf of Cycle Waterloooville. Mr Pickering expressed thanks at the work and progress made over the past year and reminded members of the economic importance of cyclists, along with the huge benefits of walking and cycling to peoples health. Mr Pickering felt that the number of bike users remained underestimated and there continued to be an imbalance between investment in roads and car infrastructure and expanding and improving the cycle network.

The presenting officer confirmed that work was ongoing with the Cycle Strategy, but it was difficult to impose a cultural shift. The five key challenges raised by

cycling groups were highlighted within the report and it was noted by Members that there were six plans in development in light of funding opportunities likely to arise in the near future. More time and money was being invested in cycling than ever before and a lot had already been achieved through Joint Air Quality Unit (JAQU) and Town Centre Fund (TCP) grants.

The Chairman thanked the deputation and observers for attending and confirmed that a Cycling Workshop was taking place in Basingstoke on 10 October at 14:00, which was open to all Members.

Members agreed that the County Council needed to focus on how improvements could be made to the existing infrastructure and fully assess what worked and what didn't for cyclists. Cycle ways were expensive to implement, so it was important that criteria for them was fully assessed in order to judge how successful they were likely to be. Key stakeholders and groups were consulted as part of the process and there were currently six potential routes being investigated.

It was widely accepted that there were great health and social benefits to cycling but reported that only 1.7% of the population used a bicycle on a regular basis.

Councillor Humby highlighted the investments made in walking and cycling and the importance of Hampshire County Council working with the unitaries in a joined-up approach in relation to the Transforming Cities (transport) programme.

Officers were thanked for their work on the project. It was agreed that progress be revisited following the conference in the spring of 2020.

### 103. **CLIMATE CHANGE ACTION PLAN**

The Committee received a verbal update from the Director of Economy, Transport and Environment regarding the Climate Change Action Plan.

Members were updated on progress and the links with the Hampshire 2050 work. Tackling emissions remained high on the agenda with regards to vehicles and buildings, with a particular focus on energy use and emissions from domestic property. Drainage systems and flood defences were also under review in respect of climate resilience.

During questions of the Director, Members learned that:

- Collaborative working was being done with other organisations through the Hampshire Partnership and partnership and engagement was an important factor going forward;
- Planting and managing tree stock was an important element, particularly with the Ash trees dying, but it was crucial to plant the right trees in the right areas for maximum benefit from additional tree planting;
- There were currently no specific targets for a modal shift in transport as cycling and rail users were still in very low numbers, but targets could arise following discussions with groups over the next few months;



- Findings regarding energy generation and relevant local and national energy strategies would likely be available for April 2020 and possibly become part of a rolling action plan for the County Council.

The Committee thanked officers for their work on the Action Plan.

#### 104. **WORK PROGRAMME**

The current work programme was discussed by Committee (item 9 in the minute book) and the following items were proposed to be added:

- Climate change
- Tree Stock and tree strategy (with CCBS) Requested by Cllr Kyrle
- An item on Cycle tax was requested by Cllr Thiery
- Energy generation and capacity (possibly more suited to the Policy & Resources Select Committee)
- The impact of Brexit – already on the programme but look at adding to a 2020 meeting
- Walking strategy
- Street Light Safety – already on the programme but look at in a wider context

The items would be considered by the Director for Economy, Transport and Environment along with the Chairman of the Select Committee to find the most suitable timings and meeting allocations.

At the end of the meeting, Councillor Mitchell was thanked for her work on the Select Committee and Members wished her well for the future.

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Chairman,

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## HAMPSHIRE COUNTY COUNCIL

### Report

<b>Committee:</b>	Economy, Transport & Environment Select Committee
<b>Date:</b>	14 January 2020
<b>Title:</b>	ETE Proposed Capital Programme 2020/21, 2021/22 and 2022/23
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Amanda Beable

**Tel:** 01962 667940

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

#### Purpose of Report

1. For the Economy, Transport & Environment Select Committee to pre-scrutinise the proposals for the Transport and Environment (ETE) Capital programme for 2020/21, 2021/22 and 2022/23 (see report attached due to be considered at the decision day of the Executive Member for Economy, Transport and Environment at 2.00pm on 14 January 2020).

#### Recommendation

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

Either:

Supports the recommendation to the Executive Member for Economy, Transport and Environment that the proposed capital programmes for 2020/21, 2021/22 and 2022/23 totalling £161.930million, 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 Economy, Transport and Environment, 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 Economy, Transport and Environment
<b>Date:</b>	14 January 2020
<b>Title:</b>	ETE Proposed Capital Programme 2020/21, 2021/22 and 2022/23
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Amanda Beable

**Tel:** 01962 667940

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

### Purpose of this Report

1. The purpose of this paper is to set out, subject to confirmation of funding, the proposals for the Economy, Transport and Environment (ETE) Capital programme for 2020/21, 2021/22 and 2022/23 and to seek approval for their onward submission to the Cabinet in February 2020. Appendix 1 is the approved format for the budget book and Appendix 2 is a simplified view with expenditure profiled.

### Recommendation

2. That the Executive Member for Economy, Transport and Environment recommends approval to the Leader and Cabinet of the proposed 2020/21, 2021/22 and 2022/23 capital programmes totalling £161.930million, as set out in this report and in Appendices 1 and 2.

### Executive Summary

3. The proposals set out in this report amount to just under £162million across the next three years. Government formula settlements (£86.132million) and Government competitively bid grants (£6.4million) 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) (£9.705million) also contributing. The remainder is funded through a mix of local resources, (£36.341million), developer contributions (£19.459million), other funding (£3.045million), and other local authority contributions (£0.848million).

### Contextual Information

4. Executive Members can now prepare proposals for:
  - a locally resourced capital programme for three years from 2020/21 to 2022/23 within the guidelines of the current capital programme; and

- a programme of capital schemes supported by Government Grants in 2020/21, 2021/22 and 2022/23.
5. The 2020/21, 2021/22 and 2022/23 programmes set out new capital resources only, with the latter two years based on indicative schemes and figures. The 2020/21 and 2021/22 programmes replace previously approved programmes, they do not add to them.
  6. ETE's forward capital programme includes the following programmes:
    - Structural Maintenance;
    - Integrated Transport;
    - Waste;
    - Flood Risk and Coastal Defence; and
    - Economic Development.
  7. The proposed programmes have been prepared in consultation with the Executive Member for Economy, Transport and Environment and have been reviewed by the Economy, Transport and Environment Select Committee. They are to be reported to the Leader and Cabinet on 3 February 2020 to make final recommendation to Council later in February 2020.

## PART A – RESOURCES

### Local Resources

8. Local resources guidelines were agreed by Cabinet on 6 January 2020. The guidelines reflect the additional funding of £10million per annum for Operation Resilience (from 2018/19 for three years), with the assumption that funding will continue at this level in 2022/23 also.
9. Total local resources amount to £36.341million over the next three years.

**Table 1: Local Resources**

	2020/21 £000	2021/22 £000	2022/23 £000	Total £000
Capital Guidelines	11,929	11,929	11,929	35,787
<b>Original Capital Guidelines</b>	<b>11,929</b>	<b>11,929</b>	<b>11,929</b>	<b>35,787</b>
Local Resources Carried Forward/Vired from Earlier Years	554	0	0	554

Additional Approvals	0	0	0	0
<b>Revised Capital Guidelines</b>	<b>12,483</b>	<b>11,929</b>	<b>11,929</b>	<b>36,341</b>

### Government Formula Allocations

10. The Department for Transport (DfT) has confirmed the Integrated Transport and Structural Maintenance allocations for 2020/21 and 2021/22 as detailed in Table 3 below.
11. The DfT is yet to confirm that Band 3 (highest band) recipients of its Incentive Fund will be awarded £4.495 million (the maximum available) each year until 2021/22. It is assumed in this report that Hampshire County Council will retain its Band 3 status and that funding remains at this level through to 2022/23 inclusive.
12. Further, in 2015 Government allocated £250 million for all local authorities over a 5-year period until 2020/21 through its Pothole Action Fund. It is assumed that this funding will cease after the instalment of £2.123million in 2020/21.

### Other Government Funding

13. The County Council has historically had a great deal of success in securing Local Growth Funding (LGF) from both the EM3 and Solent LEPs, with a significant proportion of Integrated Transport schemes currently being delivered from previous capital programme years (due to the 'starts-based' nature of this programme) being part-funded from LGF funding. Due to the lack of additional Local Growth Funding being made available to the LEPs by central government, the total value of funding from this source has reduced from recent years to £9.705million.
14. At time of writing the outcome of the submission of bids for Transforming Cities Fund Tranche 2 funding was unknown. Given this, schemes that would be delivered based on securing Tranche 2 funds have not been included in this three year capital programme. It should be noted however that a successful outcome will likely lead to a substantial increase in the Integrated Transport Programme element of the ETE three-year capital programme in early 2020/21.

### Developer Contributions and other external funding

15. The Department receives contributions from developers towards the cost of highway and transport infrastructure associated with mitigating the effects of developments.
16. This three-year programme includes an estimate of £19.459million from Section 106 developer contributions; however there are many more projects currently at feasibility or early development stages that may well come forward during the year for delivery which may utilise this source.

## Revenue Investment

17. With all these potential funding sources available, it remains important to recognise that these substantial capital grants require revenue investment. Securing these funds requires schemes to be appropriately designed, costed and evidenced. Such activities are multi-disciplinary, time consuming, and do need to be sufficiently resourced if the County Council is to take best advantage. The County Council has had £3.6million over a three-year period allocated to develop the pipeline of schemes within the department up until the end of 2021/22. It is expected however, that over half of this will have been spent by the end of 2019/20, to progress the council's aspirations across early stages of multiple major schemes and strategies, as well as the Transforming Cities Fund bids for scheme development work across the south of the county. Therefore, to continue this vital area of work, at time of writing a bid has been made for further funding in the next three years.

## Total Resources

18. The table below is a breakdown of the capital resources in their respective starts year. This table does not reflect actual expenditure in those years.

**Table 2: Total Capital Resources**

	2020/21 £000	2021/22 £000	2022/23 £000	Total £000
Local Resources	12,483	11,929	11,929	36,341
DfT LTP Grant – Maintenance	21,584	21,584	21,584	64,752
DfT Pothole Fund	2,123	0	0	2,123
DfT Highways Maintenance Incentive Fund	4,495	4,495	4,495	13,485
DfT LTP Grant – Transport (awarded, not spent)	5,296	5,296	5,296	15,888
DfT Pinch Point Grant	0	5,200	0	5,200
LGF Grant – Transport	9,705	0	0	9,705
Highways England	1,200	0	0	1,200
Developer Contributions	10,583	5,645	3,231	19,459



Other Local Authority	848	0	0	848
Other Contributions	3,045	0	0	3,045
<b>Total Programme</b>	<b>71,362</b>	<b>54,149</b>	<b>46,535</b>	<b>172,046</b>

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

## PART B: PROGRAMMES

### Structural Maintenance Programme

19. 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**

	2020/21 £000	2021/22 £000	2022/23 £000	Total £000
<b>Local resources</b>	11,823	11,823	11,823	35,469
DfT LTP Grant – Maintenance	21,584	21,584	21,584	64,752
DfT Pothole Fund	2,123	0	0	2,123
DfT Highways Maintenance Incentive Fund	4,495	4,495	4,495	13,485
<b>Total Programme</b>	<b>40,025</b>	<b>37,902</b>	<b>37,902</b>	<b>115,829</b>

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

20. ETE is undertaking feasibility on options to replace some of Hampshire's street lighting with LED, including negotiations with the PFI provider and funder. If this proves viable and full funding is identified, the department would expect to add this replacement programme to the Structural Maintenance programme over this three-year period, with a total value estimated at £3.4million.

## Integrated Transport Programme

21. This programme is a 'starts' based programme, and therefore the figures in table 4 do not represent how much will be spent but the full value of projects that are proposed to start construction in that year.
22. The proposed total value of the three-year ITP Programme is £45.783 million. As this is a 'starts-based' programme this figure does not include the value of schemes currently in delivery which commenced prior to 2020/21. These schemes, including Stubbington Bypass (£34.495 million), M27 Junction 9 (£22.23 million) and Eclipse Busway Phase 1 Completion (£11.602 million), require significant on-going resources from across the department.
23. At present the proposed three-year ITP Programme does not include schemes submitted for funding from DfT's Transforming Cities Fund (Tranche 2). It is expected that the outcome of the two bids will be known later in 2019/20, with schemes successfully gaining funding entering the three-year programme early in 2020/21. Depending on the outcome of the bids, this could significantly increase the overall value of the three-year programme.
24. The 2020/21 main programme provides details of the schemes expected to commence during that financial year. Circumstances outside of the organisation's control such as unexpected public utility apparatus or environmental considerations can intervene that may cause some schemes to be delayed to later financial years. The main 2021/22 and 2022/23 programmes are at this stage provisional and programmed based upon the more limited information available for schemes at a much earlier stage of development.
25. The three-year capital programme has a range of scheme types, including a sub-programme of schemes which are mainly concerned with walking and/or cycling improvements. The current value of this sub-programme is over £10.0million, an increase of £1 million from 2019/20. It is noted however that this is the value of schemes mainly focused on walking and cycling improvements, there are many other schemes in the programme that include walking and cycling elements, which are not included in this sub-programme.
26. The programme includes an allocation of £1.0 million to the Safety Engineering Programme for each of 2020/21, 2021/22 and 2022/23. This budget provides for a combination of planned schemes and other safety measures based on a rigorous process of continuous monitoring of accident statistics, patterns, and trends. Going forward, this programme will be reported to the Executive Member in-year on a rolling basis as part of the quarterly monitoring reports of the capital programme more generally.
27. 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**

	2020/21 £000	2021/22 £000	2022/23 £000	Total £000
Local Resources	554	0	0	554

DfT - LTP Grant - Transport	2,350	1,772	1,650	5,772
DfT - Pinch Point Grant	0	5,200	0	5,200
LGF Grant - Transport	9,705	0	0	9,705
Highways England	1,200	0	0	1,200
Developer Contributions	10,583	5,645	3,231	19,459
Other Local Authority	848	0	0	848
Other Contributions	3,045	0	0	3,045
<b>Total Programme</b>	<b>28,285</b>	<b>12,617</b>	<b>4,881</b>	<b>45,783</b>

28. The County Council is developing additional schemes, which are expected to be added to 2021/22 and 2022/23 capital programme years once further developed. This explains why the value is so much higher in 2019/20 than the following two years.

## Waste Programme

29. Business case modelling has continued on the potential new Materials Recycling Facility (MRF), Veolia has produced a detailed and costed proposal which is being reviewed to determine whether a successful business case can be made. In addition, discussions are taking place with the Project Integra partners to establish a preferred collection system, this to take into account the Government's proposals set out in the recently stalled Environment Bill. There will need to be significant change in terms of the waste disposal and processing infrastructure.
30. The next milestone is a waste summit in February 2020, where decisions will be sought from District and Borough Leaders on what collection system options they wish to pursue in the context of the current performance and legislative issues and this will help inform therefore whether or not to proceed with the MRF.
31. A capital funding bid has been submitted for the upgrading of the current infrastructure to meet the change in service driven by legislation and the need to improve performance. This includes provision of dry mixed recycling infrastructure, food waste processing capacity as well as upgrading of the waste transfer network to enable new and increasingly separated materials streams to be collected and bulked for transport to final destinations.

## Flood Risk & Coastal Defence Programme

32. Significant progress has been made in the implementation of the County Council's Flood Risk and Coastal Defence Programme. The approved programme includes a Main and Pipeline programme of locations that, subject to further investigation, have been identified for potential flood risk reduction measures. Additional locations have also been identified and these are included in an extended programme for investigation and, if appropriate, scheme development.
33. The estimated value of the Main, Pipeline and the extended programme of investment is £24 million. The County Council has made available just under £14 million of local resources towards this total with the balance anticipated to be drawn from other sources including Flood Defence Grant in Aid (FDGiA), Regional Flood and Coastal Committee (RFCC) Local Levy, other local authorities and the private sector.
34. To date, £9.45 million has been invested in the development of a range of schemes with £4.7 million of this total secured from national FDGiA, local levy and contributions from partners. A further £3.4 million of local levy is due to be drawn down for the Buckskin Flood Alleviation Scheme in 2020/21. The County Council has also been instrumental in securing a further £2.67 million from the above sources for the implementation of elements of the Romsey Flood Alleviation Scheme by the Environment Agency.

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

	2020/21 £000	2021/22 £000	2022/23 £000	Total £000
Local Resources – Capital Guidelines	106	106	106	318
<b>Total</b>	<b>106</b>	<b>106</b>	<b>106</b>	<b>318</b>

## PART C: SUMMARY

### Summary

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

**Table 6: Summary of Capital Programmes**

	2020/21 £000	2021/22 £000	2022/23 £000	Total £000
Structural Maintenance	40,025	37,902	37,902	115,829
Integrated Transport	28,285	12,617	4,881	45,783
Flood and Coastal Defence	106	106	106	318
<b>Total Programme</b>	<b>68,416</b>	<b>50,625</b>	<b>42,889</b>	<b>161,930</b>

**Table 7: Summary of Capital Funding**

	2020/21 £000	2021/22 £000	2022/23 £000	Total £000
Local Resources	12,483	11,929	11,929	36,341
DfT - LTP Grant - Maintenance	21,584	21,584	21,584	64,752
DfT - Pothole Funding	2,123	0	0	2,123
DfT - Highways Maintenance Incentive Funding	4,495	4,495	4,495	13,485
DfT - LTP Grant - Transport	2,350	1,772	1,650	5,772
DfT - Pinch Point Grant	0	5,200	0	5,200
LGF Grant - Transport	9,705	0	0	9,705
Highways England	1,200	0	0	1,200

Developer Contributions	10,583	5,645	3,231	19,459
Other Local Authority	848	0	0	848
Other Contributions	3,045	0	0	3,045
<b>Total Programme</b>	<b>68,416</b>	<b>50,625</b>	<b>42,889</b>	<b>161,930</b>

### Revenue Implications

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

**Table 8: Revenue Implications**

	2020/21 £000	2021/22 £000	2022/23 £000	Total £000
Running Costs	396	162	67	625
Capital Charges	3,421	2,529	2,142	8,092
<b>Revenue Implications</b>	<b>3,817</b>	<b>2,691</b>	<b>2,209</b>	<b>8,717</b>

**REQUIRED CORPORATE AND LEGAL INFORMATION:**

**Links to the Strategic Plan**

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

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

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

Document

Location

None

## **EQUALITIES IMPACT ASSESSMENT:**

### **1. Equality Duty**

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

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited by or under the Act with regard to the protected characteristics as set out in section 4 of the Act (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation);
- Advance equality of opportunity between persons who share a relevant protected characteristic within section 149(7) of the Act (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic within section 149(7) of the Act (see above) and persons who do not share it.

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

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

### **2. Equalities Impact Assessment:**

This is a financial report amending or proposing budgets for programmes and individual schemes. Changes or proposals for individual schemes will 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, and therefore have a neutral impact on groups with protected characteristics.



Economy, Transport and Environment

Capital Programme - 2020/21

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>							
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	Anstey Road/Anstey Lane, Alton Junction Improvements*	1,059	353	-	1,412	-	71
4	Hartford Bridge Flats Junction Imps Phase 2 - Fourth Arm+	825	275	-	1,100	-	55
5	Blackwater Valley Gold Grid*	1,125	375	-	1,500	-	75
6	M27 Junction 7*	900	300	-	1,200	-	60
7	Manydown Cycle Routes, Basingstoke *	900	300	-	1,200	-	60
8	A323 High Street/Ash Road, Aldershot Cycle/Footway Improvements*	750	250	-	1,000	-	50
9	A326 Fawley, Waterside+	6,098	2,032	-	8,130	-	407
10	Whitehill Bordon - C114 Shared Use Footway & Cycleway*	1,626	542	-	2,168	-	108
11	Walworth RAB/A3093/A3057, Andover*	638	212	-	850	-	43
12	High Street, West End Accessibiltiy Improvements *	188	62	-	250	-	13
13	A339/B3349 Junction Improvements, Alton*	728	242	-	970	-	49
14	A33 Junction Improvements, Basingstoke*	246	82	-	328	-	16

Site Position	Contract Start		Remarks	Ref
	Date	Duration		
	Qtr	Months		
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	1	6	Junction improvements with pedestrian and cycle improvements.	3
N/A	2	6	Junction improvements	4
N/A	3	6	Bus priority measures.	5
N/A	1	12	Junction improvements.	6
N/A	3	6	Cycle improvements.	7
N/A	2	2	Ccling route and pedestrian improvements.	8
N/A	1	18	Improve traffic flows	9
N/A	1	5	Traffic reduction, cycle and pedestrian improvements.	10
N/A	3	9	Roundabout signalisation, pedestrian and cycle improvements	11
N/A	2	4	Accessibility improvements.	12
N/A	4	6	Junction improvements.	13
N/A	1	3	Junction improvements.	14

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

**Economy, Transport and Environment**

Ref	Project	Construct- ion Works	Fees	Furniture Equipment Vehicles	Total Cost (excluding sites)	Revenue Effect in Full Year	
						Running Costs	Capital Charges
		£'000	£'000	£'000	£'000	£'000	£'000
<b>2020/21 Schemes (continued)</b>							
15	Bramley Lane/Sherfield Road - Junction Improvements, Bramley*	233	78	-	311	-	16
16	Trade Street, East Woodhay -	255	85	-	340	-	17
17	Emsworth Accessibility Improvements*	188	62	-	250	-	13
18	Station Forecourt Improvements, Alton+	453	151	-	604	-	30
19	Swanmore Village Centre - Access Improvements*	218	72	-	290	-	15
20	Odiham to Hook Walking Route	188	62	-	250	-	13
21	Whitehill Bordon STP Line A - Alexander Park*	732	244	-	976	-	49
22	Whitehill Bordon STP Line D - Village Hall*	347	116	-	463	-	23
23	Whitehill Bordon GGGL - Station Road Crossroads*	334	111	-	445	-	22
24	Whitehill Bordon GGGL - Ennerdale Road Phase 2 (incl.A325 Crossing)*	580	193	-	773	-	39
25	Schemes Costing Less than £250,000+	1,294	431	-	1,725	-	86
26	Safety Schemes #	750	250	-	1,000	-	50
27	Minor Improvements (part #) +	563	187	-	750	-	38
28	Structural Maintenance of Roads and Bridges #	25,383	2,819	-	28,202	-	1,410
-							
<b>Total Programme Supported by the Government and other bodies</b>		46,599	9,888	-	56,487	396	2,828
<b>Total Programme</b>					68,416	396	3,421

**Capital Programme - 2020/21**

Site Position	Contract Start		Remarks	Ref
	Date	Duration		
	Qtr	Months		
N/A	2	2	Junction improvements.	15
N/A	3	5	Safety and pedestrian improvements.	16
N/A	4	3	Pedestrian and cycle improvements.	17
N/A	2	3	Accessibility improvements.	18
N/A	3	3	Accessibility improvements.	19
N/A	1	2	Cycling route and pedestrian facility improvements.	20
N/A	1	4	Shared use footpath.	21
N/A	3	6	Pedestrian & cycle crossing and route improvements..	22
N/A	4	4	Pedestrian and cycle improvements.	23
N/A	1	4	Phases 2 & 3 of new cycle route with shared use pathway and crossi	24
N/A	1	12	Local Improvements Sub-programme	25
N/A	1	12	Casualty reduction programme.	26
N/A	1	12	Improvement schemes costing less than £70,000 each.	27
N/A	1	12	Structural maintenance to improve road conditions and structural maintenance and strengthening of bridges.	28
# 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>2021/22 Schemes</b>							
<b>Schemes Supported from Local Resources</b>							
29	Structural Maintenance of Non Principal Roads #	10,641	1,182	-	11,823	-	591
30	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>							
31	Fleet Station Roundabout - Improvements*	5,625	1,875	-	7,500	-	375
32	Sustainable Eastern Access, Andover*	525	175	-	700	-	35
33	A27 Barnes Lane Junction Improvements*	488	162	-	650	-	33
34	Firgrove Road to Castle Lane Cycle Way - North Baddesley+	388	129	-	517	-	26
35	Schemes Costing Less than £250,000+	1,125	375	-	1,500	-	75
36	Safety Schemes #	750	250	-	1,000	-	50
37	Minor Improvements (part #) + Alton*	563	187	-	750	-	38
38	Structural Maintenance of Roads and Bridges #	23,471	2,608	-	26,079	-	1,304
<b>Total Programme Supported by the Government and other bodies</b>		32,934	5,762	-	38,696	162	1,936
<b>Total Programme</b>					50,625	162	2,529

**Capital Programme - 2021/22**

Site Position	Contract Start		Remarks	Ref
	Date	Duration		
	Qtr	Months		
N/A	1	12	Structural maintenance to improve road conditions.	29
N/A	-	-	Provision for works and strategies for coastal sites and flood defence including match funding for joint funded schemes with external bodies	30
N/A	4	12	Accessibility improvements.	31
N/A	1	7	Sustainable accessibility improvements.	32
N/A	4	6	Junction improvements.	33
N/A	1	5	Provision of missing cycle link.	34
N/A	1	12	Local Improvements Sub-programme	35
N/A	1	12	Casualty reduction programme.	
N/A	1	12	Improvement schemes costing less than £70,000 each.	37
N/A	1	12	Structural maintenance to improve road conditions and structural maintenance and strengthening of bridges.	38

# 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>2022/23 Schemes</b>							
<b>Schemes Supported from Local Resources</b>							
39	Structural Maintenance of Non Principal Roads #	10,641	1,182	-	11,823	-	591
40	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>							
41	Whitehill Bordon - A325/B3004 - Sleaford Lights Junction*	750	250	-	1,000	-	50
42	Andover Railway Station Improvements*	244	81	-	325	-	16
43	London Road/Eastern Avenue, Andover	230	76	-	306	-	15
44	Safety Schemes #	750	250	-	1,000	-	50
45	Minor Improvements (part #) +	563	187	-	750	-	38
46	Schemes Costing Less than £250,000+	1,125	375	-	1,500	-	76
47	Structural Maintenance of Roads and Bridges (part #)	23,472	2,608	-	26,079	-	1,304
<b>Total Programme Supported by the Government and other bodies</b>		27,133	3,827	-	30,960	67	1,549
<b>Total Programme</b>					42,889	67	2,142

**Capital Programme - 2022/23**

Site Position	Contract Start		Remarks	Ref
	Date	Duration		
	Qtr	Months		
N/A	1	12	Structural maintenance to improve road conditions.	39
N/A	-	-	Provision for works and strategies for coastal sites and flood defence including match funding for joint funded schemes with external bodies	40
N/A	1	4	Junction improvements	41
N/A	2	6	Access improvements and environmental enhancements.	42
N/A	1	4	Junction improvements & bus priority measures.	43
N/A	1	12	Casualty reduction programme.	44
N/A	1	12	Improvement schemes costing less than £70,000 each.	45
N/A	1	12	Local Improvements Sub-programme	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				

Capital Programme Spend Profile and Proposed Programme 2020/21 to 2022/23

Appendix 2

	Budget				Expenditure Profile										
	20/21	21/22	22/23	Total	Historic	19/20	Pre 20/21	20/21	21/22	22/23	23/24	24/25 & beyond	TOTAL		
	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000		
<b>Capital Maintenance Programme</b>															
Structural Maintenance - new Resources								21,584	21,584	21,584			64,752		
Structural Maintenance - new Resources								2,123					2,123		
Structural Maintenance - new Resources								4,495	4,495	4,495			13,485		
Structural Maintenance - new Resources								1,000					1,000		
Structural Maintenance - new Resources								9,000					9,000		
Structural Maintenance - new Resources									10,000	10,000			20,000		
Structural Maintenance - new Resources								1,823	1,823	1,823			5,469		
<b>Capital Maintenance Programme</b>	<b>40,025</b>	<b>37,902</b>	<b>37,902</b>	<b>115,829</b>				<b>40,025</b>	<b>37,902</b>	<b>37,902</b>			<b>115,829</b>		
<b>Spend Against Pre 2020/21 Programme Approvals (All)</b>						<b>101,889</b>	<b>319,129</b>	<b>85,399</b>	<b>48,298</b>	<b>19,798</b>	<b>2,117</b>	<b>265</b>	<b>475,006</b>		
<b>2020/21 TO 2022/23 PROGRAMME</b>															
<b>Major Highway Improvements (&gt;£1.0m)</b>															
Anstey Road/Anstey Lane, Alton - Junction Improvements				1,412									1,412		
Hartford Bridge Flats Junction Improvements Ph 2 - Fourth Arm				1,100				36	270	270	1,142		1,100		
Blackwater Valley Gold Grid				1,500					340	376	724		1,100		
M27 Junction 7				1,200					80	80	1,420		1,500		
Manydown Cycle Routes, Basingstoke				1,200					5	5	1,195		1,200		
A323 High Street/Ash Road, Aldershot - Cycleway/Footway				1,000							300	900	1,200		
A326 Fawley Waterside				8,130							500	500	1,000		
Whitehill Bordon - C114 Shared Use Footway & Cycleway				2,168							5,691	2,439	8,130		
Fleet Station Roundabout								313	250	563	1,605		2,168		
Whitehill Bordon - A325/B3004 Junction - Sleaford Lights Junction					7,500						2,000	3,200	2,300		
											500	500	1,000		
	<b>17,710</b>	<b>7,500</b>	<b>1,000</b>	<b>26,210</b>				<b>349</b>	<b>945</b>	<b>1,294</b>	<b>12,577</b>	<b>5,839</b>	<b>3,700</b>	<b>2,800</b>	<b>26,210</b>
<b>Schemes costing &gt;£250k</b>															
Walworth RAB/A3093/A3057, Andover				850							400	450	850		
West End High Street, West End - Accessibility Improvements				250							20	230	250		
A339/B3349, Alton - Junction Improvements				970					30	30	240	700	970		
A33, Basingstoke - Additional Junctions				328					28	28	300		328		
Bramley Lane/Sherfield Road, Bramley - Junction Improvements				311					27	27	284		311		
Trade Street, East Woodhay - Accessibility				340					30	30	310		340		
Emsworth Accessibility Improvements				250							50	200	250		
Alton Station Forecourt				604							98	506	604		
Swanmore Village Centre Access Improvements				290							90	200	290		
Odiham to Hook Walking Route				250							250		250		
Whitehill Bordon STP Line A (Alexander Park)				976							976		976		
Whitehill Bordon STP Line D (Village Hall)				463							463		463		
Whitehill Bordon GGGL - Station Road Crossroads				445							445		445		
Whitehill Bordon GGGL - Ennerdal Road Phase 2 (incl. A325 Crossing)				773							773		773		
Sustainable Eastern Access, Andover					700						350	350	700		
A27 Barnes Lane, Fareham - Junction Improvements				650							200	450	650		
Firgrove Rd to Castle Lane, North Baddesley - Cycleway					517						395	122	517		
Andover Railway Station Improvements												325	325		
London Road/Eastern Avenue, Andover												306	306		
	<b>7,100</b>	<b>1,867</b>	<b>631</b>	<b>9,598</b>				<b>115</b>	<b>115</b>	<b>4,699</b>	<b>3,231</b>	<b>1,553</b>	<b>9,598</b>		
<b>Schemes Costing &lt;£250k</b>															
	<b>1,725</b>	<b>1,500</b>	<b>1,500</b>	<b>4,725</b>				<b>40</b>	<b>40</b>	<b>1,655</b>	<b>1,530</b>	<b>1,500</b>	<b>4,725</b>		
<b>Safety Schemes</b>															
Casualty Reduction Programme				1,000	1,000	1,000	3,000							3,000	
<b>Minor Improvements</b>															
Minor Works Programme				300	300	300	900				300	300	300	900	
Minor Traffic Management Programme				450	450	450	1,350				450	450	450	1,350	
	<b>750</b>	<b>750</b>	<b>750</b>	<b>2,250</b>				<b>750</b>	<b>750</b>	<b>750</b>			<b>2,250</b>		
<b>TOTAL INTEGRATED TRANSPORT PROGRAMME</b>	<b>28,285</b>	<b>12,617</b>	<b>4,881</b>	<b>45,783</b>	<b>349</b>	<b>1,100</b>	<b>1,449</b>	<b>20,681</b>	<b>12,350</b>	<b>8,503</b>	<b>2,800</b>		<b>45,783</b>		
<b>Flood Risk And Coastal Defence</b>	<b>106</b>	<b>106</b>	<b>106</b>	<b>318</b>				<b>106</b>	<b>106</b>	<b>106</b>			<b>318</b>		
<b>TOTAL CAPITAL PROGRAMME 2020/21-2022/23</b>	<b>68,416</b>	<b>50,625</b>	<b>42,889</b>	<b>161,930</b>	<b>349</b>	<b>102,989</b>	<b>320,578</b>	<b>146,211</b>	<b>98,656</b>	<b>66,309</b>	<b>4,917</b>	<b>265</b>	<b>636,936</b>		

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## HAMPSHIRE COUNTY COUNCIL

### Report

<b>Committee:</b>	Economy, Transport and Environment Select Committee
<b>Date:</b>	14 January 2020
<b>Title:</b>	2020/21 Revenue Budget Report for Economy, Transport and Environment
<b>Report From:</b>	Director of Economy, Transport and Environment and Deputy Chief Executive and Director of Corporate Resources

**Contact name:** Stuart Jarvis  
Sue Lapham

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#### **Purpose of this Report**

1. The purpose of this report is to set out proposals for the 2020/21 budget for the Economy, Transport and Environment Department in accordance with the Council's Medium Term Financial Strategy (MTFS) approved by the County Council in November 2019.
2. The Executive Member for Economy, Transport and Environment is requested to approve the budget proposals for submission to Cabinet and full County Council in February 2020.

#### **Recommendations**

That the Economy, Transport and Environment Select Committee consider the detailed budget proposals and:

4. Support the recommendations being proposed to the Executive Member for Economy, Transport and Environment.
5. Agree any feedback or comments relating to the Select Committee's recommendations for consideration by the Executive Member when making their decision.

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## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Economy, Transport and Environment
<b>Date:</b>	14 January 2020
<b>Title:</b>	2020/21 Revenue Budget Report for Economy, Transport and Environment
<b>Report From:</b>	Director of Economy, Transport and Environment and Deputy Chief Executive and Director of Corporate Resources

**Contact name:** Stuart Jarvis  
Sue Lapham

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#### Section A: Purpose of this Report

1. The purpose of this report is to set out proposals for the 2020/21 budget for Economy, Transport and Environment in accordance with the Council's Medium Term Financial Strategy (MTFS) approved by the County Council in November 2019.

#### Section B: Recommendation

To approve for submission to the Leader and the Cabinet:

2. The revised revenue budget for 2019/20 as set out in Appendix 1.
3. The summary revenue budget for 2020/21 as set out in Appendix 1, subject to approval by Cabinet of the provisional cash limits.

#### Section C: Executive Summary

4. The deliberate strategy that the County Council has followed to date for dealing with grant reductions and the removal of funding that was historically provided to cover inflation, coupled with continued demand pressures over the last decade is well documented. It involves planning ahead of time, through a two-yearly cycle, releasing resources in advance of need and using those resources to help fund transformational change.
5. This strategy has served the County Council, and more particularly its services and community well, as it has delivered transformation programmes on time

and on budget with maximum planning and minimum disruption. Put simply, it is an approach that has ensured Hampshire County Council has continued to avoid the worst effects of funding reductions that have started to adversely affect other local authorities and enabled us to sustain some of the strongest public services in the country.

6. In line with this strategy there will be no new savings proposals presented as part of the 2020/21 budget setting process. Savings targets for 2021/22 were approved as part of the Medium Term Financial Strategy (MTFS) in July 2018 and detailed savings proposals have been developed through the Transformation to 2021 (Tt2021) Programme which were agreed by Cabinet and County Council during October and November last year. Any early achievement of resources from proposals during 2020/21 as part of the Tt2021 Programme will be retained by departments to use for cost of change purposes.
7. Alongside this, delivery of the Transformation to 2019 (Tt2019) Programme continues. The anticipated delay to delivery of some elements of the programme has been factored into our financial planning and whilst sufficient one-off funding exists both corporately and within departments to meet any potential gap over the period, the need to commence the successor programme does mean that there will be overlapping change programmes.
8. The report also provides an update on the financial position for the current year. Overall the outturn forecast for the Department for 2019/20 is a saving against the budget of £1.9m (less than 1.7% of the cash limit).
9. The proposed budget for 2020/21 analysed by service is shown in Appendix 1.
10. This report seeks approval for submission to the Leader and Cabinet of the revised budget for 2019/20 and detailed service budgets for 2020/21 for Economy, Transport and Environment (ETE). 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 3 February 2020 to make final recommendations to County Council on 13 February 2020.

#### **Section D: Contextual Information**

11. The current financial strategy which the County Council operates, works on the basis of a two year cycle of delivering change to release resources and close the anticipated budget gap. This provides the time and capacity to properly deliver major transformation programmes every two years, with deficits in the intervening years being met from the Budget Bridging Reserve (BBR) and with any early delivery of resources retained by departments to use for cost of change purposes or to cash flow delivery and offset service pressures. The model has served the authority well.

12. The County Council's action in tackling its forecast budget deficit and providing funding in anticipation of further reductions, has placed it in a very strong position to produce a 'steady state' budget for 2020/21, giving itself the time and capacity to develop and implement the Transformation to 2021 (Tt2021) Programme to deliver the next phase of savings totalling £80m. 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 2020/21 budget. However, other factors will still affect the budget, such as council tax decisions and inflation.
13. The Spending Round 2019 (SR2019) announcement took place on 4 September and the content of the proposed settlement and the issues it addressed were pleasing to see as they mirrored the key issues that we have been consistently raising for some time directly with the Government and through our local MPs.
14. In overall terms, there was a net resource gain to the County Council, albeit that is only for one year at this stage. However, the cost pressures we face, particularly in adults' and children's social care services are significantly outstripping the forecasts that were included in the original Tt2021 planning figures.
15. Without the additional injection of funding, the County Council would have faced a revised deficit position of nearly £106m by 2021/22, but the additional resources bring us back to a broadly neutral position. It is worth highlighting that the additional grant from the £1bn plus the 2% adult social care precept generates additional resources of around £29m for the County Council, but this must be measured against growth pressures and inflation across adults' and children's social care services which total nearly £57m for 2020/21 alone.
16. The Autumn Budget which was planned for 6 November was cancelled and it is now anticipated that there will be a Budget in Spring 2020. The provisional Local Government Finance Settlement was announced on 20 December 2019 and confirmed the grant figures and council tax thresholds for 2020/21 in line with the SR2019 and the clarification provided in the subsequent technical consultation. The final grant settlement for 2020/21 is not due out until this report has been dispatched, however it is not anticipated that there will be any major changes to the figures that were released in December 2019.
17. The Economy, Transport and Environment (ETE) Department has been developing its service plans and budgets for 2020/21 and future years in keeping with the County Council's priorities and the key issues, challenges and priorities for the Department are set out below

## **Section E: Departmental Challenges and Priorities**

18. The Department's overarching budget strategy continues a relentless focus on core service delivery around Highways, Waste Management, Transport, Economic Development and statutory planning services.

19. The Department continues to look to retain services, capacity and expertise by charging for services or developing a broader client base for sold services where possible. This approach served the Department well in delivering Transformation to 2019 (Tt2019) savings and will also support delivery of the Tt2021 programme. ETE has recently implemented a 'Driving Change' programme: the 'Commercial' theme of this programme will underpin the drive to maintain business-like approaches in all aspects of service delivery and further develop commercial skills where this will bring added financial benefit.
20. The County Council hopes to engage positively with the new Government over user charging including areas such as the potential to charge for issuing Concessionary Fares passes in addition to a universal access charge for Household Waste Recycling Centres. This would reduce the need for further spending reductions in future.
21. 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. The previous Government had signalled its intention to make major changes to waste collection and management. While the new Government has yet to clarify its position the County Council expects the overall approach to continue. Therefore, there will be an ongoing need to work closely with Hampshire's District and Borough Councils as Waste Collection Authorities and significant changes to infrastructure to deliver the anticipated changes. Work on a business case for the proposed new Single Materials Recovery Facility (MRF) has continued during 2019 and a final business case will be considered by the Executive Member early in 2020. In addition, the waste service budget continues 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 and all these factors create a challenging backdrop for delivering the Tt2021 savings target for waste.
22. Following the County Council's decision to declare a climate emergency earlier in the summer, more important steps have recently been taken to develop our response to the challenges. Funding has been agreed for a small corporate team to co-ordinate and support work across the County Council on climate change mitigation and resilience over the next two years. Initial work will focus on developing an Action Plan to deliver an effective response to make Hampshire more resilient to the effects of climate change and reduce Hampshire's carbon footprint. This team will be hosted in ETE and will also work on the County Council's response to the Hampshire 2050 Commission's report.
23. In addition to the key focus on climate change, the Hampshire 2050 work has provided a good foundation on which to refresh the County Council's approach to its place-shaping role.
24. Finally within Economic Development we have a key role in supporting Hampshire businesses, to ensure that Hampshire remains a competitive location for investment and growth, with the focus on supporting workforce

skills, investing in infrastructure, and working closely with the Local Enterprise Partnerships (LEPs) to support and encourage sustainable economic growth. In the immediate future there will also be a focus on supporting businesses as they respond to Brexit, and building on Hampshire's excellent record as a leader in exports and research and innovation.

## **Section F: 2019/20 Revenue Budget**

25. Enhanced financial resilience reporting, which looks not only at the regular financial reporting but also at potential pressures in the system and the achievement of savings being delivered through transformation, has continued through periodic reports to the Corporate Management Team (CMT) and to Cabinet.
26. The expected 2019/20 outturn forecast for the ETE Department is a saving against the budget of £1.9m (less than 1.7% of the cash limit). Given the significant challenges of the Tt2021 savings programme the Department has adopted a cautious approach to 'business as usual' budgets including a prudent approach to vacancy management. The saving is due to a combination of posts that are currently held vacant, tight control of non-pay budgets and increases against forecast income and recharges, offset by increases in agency staff primarily related to capital projects (and linked to the higher income and recharges), planned one-off investments and exceptional project development costs not rechargeable to capital. This sum will be transferred to the Department's cost of change reserve at the end of the year in line with the County Council's financial strategy to be used to fund future transformational change or to cash flow delivery and offset service pressures.
27. The majority of ETE's Tt2019 savings (£11.7m equating to 74%) were delivered on time. The anticipated cash flow delays to the parking and waste disposal savings will be met from planned contributions from the Department's Cost of Change reserve. The first savings have been delivered with the balance of the parking saving (£0.9m) on track to be delivered as planned in 2020/21. The previous Government had announced major changes through the Waste and Resources Strategy and the anticipated delay in achieving the balance of the waste disposal saving (£3.1m) resulted from the need for greater clarity around the detail and timing of these changes (for example, the impact of introducing a Deposit Return Scheme depends on the range of targeted materials). The balance of the saving was underpinned by the construction of a new Materials Recovery Facility with the final business case expected in the final quarter of 2019/20 and it remains critical to ensure appropriate facilities are built however, as a result, the balance of the saving is not expected to be fully achieved until at least 2021/22 and appropriate financial provision has been made to reflect this.
28. The budget for ETE has been updated throughout the year and the revised budget is shown in Appendix 1.

29. The original 2019/20 budget for Highways, Traffic and Transport has been re-stated to include staffing and operational support costs with the main service budgets. This is consistent with the presentation for the rest of the Department and provides a clearer view of the true cost of service provision.
30. The revised budget for the year shows an increase of £12.341m made up of:
- A one-off increase to Highways Maintenance of £1.964m funded from the 2018/19 saving in Winter Maintenance (as agreed by Cabinet in February 2019)
  - The addition of £2.35m of one-off increase from funding agreed by Cabinet and the County Council in February 2018 to support the revenue costs associated with feasibility, business case and funding bid development work associated with capital schemes
  - Temporary cash flow funding from Cost of Change to cover the timing shortfalls against Tt2019 savings in waste disposal and parking of £4m.
  - Funding from Cost of Change for one-off investments e.g. to support the development of the Tt2021 savings programme of £3.621m
  - A permanent increase to the waste disposal budget of £469,000 covering volume growth pressures
  - Net transfers between departments including a contribution to the Fly Tipping Officer post hosted in the Culture, Communities and Business Services Department resulting in a net reduction of £63,000.

### **Section G: 2020/21 Revenue Budget Pressures and Initiatives**

31. Following major savings in highways maintenance in 2017 resulting from the new Hampshire Highway Service Contract (HHSC) it remains the case that 57% of the budget provision for works is now required either to cover street lighting PFI contractual and energy costs or set aside for winter and other weather emergency responses with just 43% available for routine highway maintenance and safety defects (the equivalent percentage figures for maintenance in 2016/17 was 50%). The HHSC has delivered significant savings in highways works and has embedded a commitment to closer, collaborative working to develop further service innovation and efficiencies and the coming year will see trial use of innovative maintenance materials and techniques such as graphene as an additive to bituminous mixes cold recycled materials and investigating the potential for offering suitable HCC waste material, e.g. plastics, to highway suppliers for reprocessing as new products, e.g. traffic cones, barriers.

However, these initiatives are targeted at reducing the County Council's carbon footprint and are unlikely to generate financial savings.

32. After a decade of financial pressure, the condition of Hampshire's highways network is in noticeable decline. The County Council's Operation Resilience capital programme has helped to mitigate the effects of the reductions but has remained at £10m per year since its inception thus reducing its ability to mitigate the effects of reduced revenue funding. Government capital funding for highways, while welcome, is provided as a mixture of formula grant (with a degree of stability and the ability to plan programmes of work), one-off funding announcements (such as the Pothole Fund) and competitive bidding for one-off grant.
33. Staff recruitment and retention continues to be challenging, in particular in areas such as engineering, planning and specialist environmental services, and the cost and availability of temporary agency staff in these areas continues to create pressures. The Department is continuing to develop initiatives such as apprenticeships (67 continuing or completed at all levels since April 2017) and working collaboratively with universities and strategic partners to secure access to the capacity needed. However, the size and scope of the Capital Programme, which is delivering major infrastructure improvements in Hampshire, does mean that specific pressures are being felt in professional services and project delivery areas of the Department and this is expected to continue given the strong support for further infrastructure investment included in the new Government's election manifesto.
34. Many of the Department's services have interdependencies with both District Councils and government agencies (e.g. waste, flood risk management). 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. The Tt2019 parking proposals and, in particular, the Tt2021 focus on the two-tier waste service are bringing this into ever sharper focus.

## **Section H: Revenue Savings Proposals**

35. In line with the current financial strategy, there are no new savings proposals presented as part of the 2020/21 budget setting process. Savings targets for 2021/22 were approved as part of the MTFs by the County Council in July 2018. Savings proposals to meet these targets have been developed through the Tt2021 Programme and were approved by Executive Members, Cabinet and County Council in October and November last year.
36. Some savings will be implemented prior to April 2021 and any early achievement of savings in 2020/21 can be retained by departments to meet cost of change priorities. It is anticipated that £0.35m of savings will be achieved in 2020/21 and this has been reflected in the detailed estimates contained in Appendix 1. This early achievement is made up of £200,000 of operational efficiencies in highways maintenance and the winter service,

£100,000 from additional income from charging and the removal of vacant posts and £50,000 from street lighting energy costs.

### **Section I: 2020/21 Revenue Budget Other Expenditure**

37. The budget includes some items which are not counted against the cash limit.

38. For ETE this is:

- £668,000 relating to the Flood Protection Levies paid annually to the Environment Agency. These funds are received and distributed by the Regional Flood and Coastal Committees for flood defence works across their regions.
- £201,000 relating to the precept paid each year to the Chichester Harbour Conservancy for the conservancy, maintenance and improvement of the Harbour and the Amenity Area for recreation and leisure, nature conservation and natural beauty.

### **Section J: Budget Summary 2020/21**

39. The budget update report presented to Cabinet on 6 January included provisional cash limit guidelines for each department. The cash limit for ETE in that report was £109.553m which was a £6.7m increase on the previous year.

40. This increase comprises:

- £4.996m for inflation, permanent additions from the waste contingency and growth recognising the increase in highways assets to be maintained
- Additional funding for waste disposal of £1.25m recognising the growth in households in Hampshire in recent years
- Permanent funding for additional Highways Inspection staff of £292,000 and temporary funding for a team to lead the response to the County Council's declaration of a Climate Emergency & the Hampshire 2050 report (£267,000 in 2020/21)
- Reduction of £96,000 following the ending of the Flood and Water Management specific grant
- £12,000 net decrease from other minor adjustments

41. Appendix 1 sets out a summary of the proposed budgets for the service activities provided by ETE for 2020/21 and shows that these are within the cash limit set out above.

42. In addition to these cash limited items there are further budgets which fall under the responsibility of ETE, which are shown in the following table:



	<b>2020/21</b>	
	<b>£'000</b>	<b>£'000</b>
Cash Limited Expenditure	150,839	
Less Income (Other than Government Grants)	(41,286)	
<b>Net Cash Limited Expenditure</b>		<b>109,553</b>
Flood Protection Levy		201
Chichester Harbour Conservancy		668
Less Government Grants:		
• Bikeability	(316)	
• Bus Service Operators Grant	(1,068)	
Total Government Grants		<b>(1,384)</b>
<b>Total Net Expenditure</b>		<b>109,038</b>

**REQUIRED CORPORATE AND LEGAL INFORMATION:**

**Links to the Strategic Plan**

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

**Other Significant Links**

<b>Links to previous Member decisions:</b>	
<u>Title</u>	<u>Date</u>
Transformation to 2021 – Revenue Savings Proposals (Executive Member for Economy, Transport and Environment) <a href="http://democracy.hants.gov.uk/documents/s38269/Report.pdf">http://democracy.hants.gov.uk/documents/s38269/Report.pdf</a>	17 September 2019
Medium Term Financial Strategy Update and Transformation to 2021 Savings Proposals <a href="http://democracy.hants.gov.uk/documents/s39439/MTFS%20Tt2021%20Report.pdf">http://democracy.hants.gov.uk/documents/s39439/MTFS%20Tt2021%20Report.pdf</a>	Cabinet – 15 October 2019 County Council – 7 November 2019
Budget Setting and Provisional Cash Limits 2020/21 (Cabinet) <a href="http://democracy.hants.gov.uk/documents/s42775/Dec%20Report%20-%20Cabinet%20-%20FINAL.pdf">http://democracy.hants.gov.uk/documents/s42775/Dec%20Report%20-%20Cabinet%20-%20FINAL.pdf</a>	6 January 2020
<b>Direct links to specific legislation or Government Directives</b>	
<u>Title</u>	<u>Date</u>

<b>Section 100 D - Local Government Act 1972 - background documents</b>	
<b>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.)</b>	
<u>Document</u>	<u>Location</u>
None	

## **EQUALITIES IMPACT ASSESSMENT:**

### **1. Equality Duty**

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

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited by or under the Act with regard to the protected characteristics as set out in section 4 of the Act (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation);
- Advance equality of opportunity between persons who share a relevant protected characteristic within section 149(7) of the Act (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic within section 149(7) of the Act (see above) and persons who do not share it.

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

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

### **2. Equalities Impact Assessment:**

The budget setting process for 2020/21 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 2021 Programme were considered in detail as part of the approval process carried out in October and November 2019 and full details of the Equalities Impact Assessments relating to those changes can be found in Appendices 5 to 8 in the October Cabinet report linked below:

<http://democracy.hants.gov.uk/documents/s39446/Appendix%207%20ETE%20EIAs.pdf>

## Budget Summary 2020/21 – Economy, Transport and Environment

Service Activity	Original* Budget 2019/20 £'000	Revised Budget 2019/20 £'000	Proposed Budget 2020/21 £'000
Highways Maintenance	16,101	17,881	17,075
Street Lighting	10,292	10,372	10,651
Winter Maintenance	5,732	5,732	5,677
Concessionary Fares	13,222	12,982	13,212
Other Public Transport	3,875	3,939	4,092
Traffic Management and Road Safety <sup>(1)</sup>	2,176	3,468	2,268
Strategic Transport <sup>(2)</sup>	1,045	4,477	1,780
<b>Highways, Traffic and Transport</b>	<b>52,443</b>	<b>58,851</b>	<b>54,755</b>
Waste Disposal <sup>(3)</sup>	44,914	50,337	48,699
Environment	547	307	619
Strategic Planning	762	1,195	932
<b>Waste, Planning and Environment</b>	<b>46,223</b>	<b>51,839</b>	<b>50,250</b>
<b>Economic Development</b>	<b>766</b>	<b>910</b>	<b>879</b>
<b>Departmental and Corporate Support</b>	<b>3,374</b>	<b>3,597</b>	<b>3,319</b>
<b>Early Achievement of Savings</b>	<b>50</b>	<b>0</b>	<b>350</b>
<b>Net Cash Limited Expenditure</b>	<b>102,856</b>	<b>115,197</b>	<b>109,553</b>

The above budgets show the position for Economy, Transport and Environment in accordance with the current portfolios. Previously Economic Development and Environment & Transport were presented as two separate reports.

\*The original budget has been restated to reflect Staffing and Operational support costs within the relevant areas, rather than these costs being shown separately as in previous reports.

- (1) Revised budget includes one-off cash flow support covering the delayed Tt2019 parking saving.
- (2) Revised budget includes exceptional one-off budget provision for bidding mainly relating to the Transforming Cities Fund.
- (3) Revised and Proposed budgets include one-off cash flow support for the delayed Tt2019 waste contract savings.

## HAMPSHIRE COUNTY COUNCIL

### Report

<b>Committee:</b>	Economy, Transport and Environment Select Committee
<b>Date:</b>	14 January 2020
<b>Title:</b>	Work Programme
<b>Report From:</b>	Director of Transformation & Governance – Corporate Services

**Contact name:** Katy Sherwood, Democratic Services Officer

**Tel:** 01962 847347

**Email:** [katy.sherwood@hants.gov.uk](mailto:katy.sherwood@hants.gov.uk)

#### 1. Summary

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

#### 2. Recommendation

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

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

<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**

<b>Topic</b>	<b>Issue</b>	<b>Reason for inclusion</b>	<b>Status and Outcomes</b>	<b>21 April 2020</b>	<b>2 July 2020</b>	<b>8 October 2020</b>	<b>14 January 2021</b>
Information Item	Verge management	Request of the Chairman	To cover the maintenance and management of verges on the highway network		✓		
Information Item	Highways England Update	Requested by Committee in June 2019	Discussion on Highways and smart motorways. Highways England to attend.	✓			
Information Item	Flood Defence and Mitigation Strategy		Environment Agency to be invited to attend	✓			
Information Item	Hampshire Economy Update	To update Committee on Hampshire economy and current projects.	Include any updates and/or impact of Brexit on Hampshire			✓	
For future review	Climate Change Action Plan	Request of the Chairman following discussion at Cabinet	To include tree stock update and energy generation		✓		
For future review	Street Light Safety	Requested by Cllr Tod	Following concerns over safety in areas where street lights have been turned off, the Select Committee have agreed to review		✓		



Topic	Issue	Reason for inclusion	Status and Outcomes	21 April 2020	2 July 2020	8 October 2020	14 January 2021
			the crime statistics for areas of perceived risk to see whether there are any patterns or increase.				
For future review	Fly-Tipping Update	Annual update to Committee by Gareth Roberts	To monitor progress and work being done by the fly-tipping team across Hampshire.		✓		
For future review	Cycling and Walking Strategies	Update to the Committee on progress by officers	For discussion following the September 2019 Select Committee meeting and subsequent work following those discussions				✓

**Suggestions to be added when timely:**

- HM Government Waste & Recycling Strategy implementation update (summer/autumn 2020?)

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