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NOTICE OF MEETING

Meeting	Economy, Transport and Environment Select Committee
Date and Time	Thursday 8th October, 2020 at 10.00 am
Place	Virtual Teams Meeting - Microsoft Teams
Enquiries to	members.services@hants.gov.uk

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

FILMING AND BROADCAST NOTIFICATION

This meeting will be recorded and broadcast live on YouTube via the County Council's website.

AGENDA

1. APOLOGIES FOR ABSENCE

To receive any apologies for absence.

2. DECLARATIONS OF INTEREST

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

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

To confirm the minutes of the previous meeting

4. DEPUTATIONS

To receive any deputations notified under Standing Order 12.

5. CHAIRMAN'S ANNOUNCEMENTS

To receive any announcements the Chairman may wish to make.

6. HAMPSHIRE COVID-19 ECONOMIC RECOVERY

To receive an update from the Assistant Director for Economic Development on the economy and recovery following the Covid-19 outbreak.

7. POP UP SCHEMES - TRAVEL

To receive a presentation from the Head of Implementation on the temporary 'pop-up' schemes and the Active Travel agenda.

8. SCHOOL STREETS SCHEME (Pages 9 - 12)

To receive a presentation from the Head of Implementation on the 'school streets scheme' discussed at Full Council on 24 September 2020.

9. PLANNING WHITE PAPER (Pages 13 - 16)

To receive a report and presentation from the Head of Strategic Planning regarding the Planning White Paper.

10. WORK PROGRAMME (Pages 17 - 22)

For the Select Committee to review and approve the work programme.

ABOUT THIS AGENDA:

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

Agenda Item 3

AT A MEETING of the Economy, Transport and Environment Select Committee
of HAMPSHIRE COUNTY COUNCIL held virtually on Microsoft Teams on
Wednesday, 1st July, 2020

Chairman:

* Councillor Russell Oppenheimer

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

*Present

Also present with the agreement of the Chairman: Councillor Rob Humby, Deputy Leader and Exec Member for Economy, Transport and Environment

1. **APOLOGIES FOR ABSENCE**

Apologies were received from Councillor Rupert Kyrle and Councillor Gary Hughes.

2. **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.

3. **MINUTES OF PREVIOUS MEETING**

It was noted that the apologies appeared in the minutes twice. Apart from this, the minutes of the last meeting were reviewed and agreed.

4. **DEPUTATIONS**

It was confirmed that there were no deputations for this meeting.

5. CHAIRMAN'S ANNOUNCEMENTS

The Chairman confirmed the new poll voting method to the Select Committee and how this would operate throughout the meeting. Officers were also thanked for their hard work over the past few months during the Covid-19 outbreak.

6. TRANSPORT FOR SOUTH EAST STRATEGY

Councillor Forster declared an interest as an advisor to Central and Local Government on Electric Vehicle Charging (EVC)

The Select Committee pre-scrutinised a report from the Director of Economy, Transport and Environment (item 6 in the minute book) regarding the establishment of a sub national transport body for the South East, to be known as Transport for the South East (TfSE) and approval of its Transport Strategy. The report was due to go to Cabinet on 14 July 2020.

The officer introduced the item and explained how TfSE would have the powers and responsibilities required to deliver its Transport Strategy. Not only would a statutory sub-national transport body for the South East give the region a stronger voice at national level, but would also enable the County Council and partners to influence the prioritisation of national transport investment in a way that has not been possible in the past.

The County Council had been proactive in helping to develop TfSE's Transport Strategy which was based on sound evidence and applied a clear methodology. The strategy provided a strong economic, social, and environmental policy framework for future transport planning up to 2050 and, was therefore considered appropriate to adopt into the County Council's own policy framework, alongside the Hampshire Local Transport Plan, which is itself now being reviewed and updated.

During questions, it was acknowledged that some rail journeys to London from the south of the County did take longer than other inter-city rail travel, but that there was less pressure to prioritise improving journey times to London as 90% of journeys starting and ending in the TfSE area do not involve travel into or out of London. Connectivity between towns and cities within the TfSE and improving rail across the south were identified as a regional priority.

Members queried when investment may start to be received and whether bids were required and it was confirmed that some funding had already been received from the Department for Transport (DfT) for development of the strategy. Funding for large schemes would be through a competitive process with other national transport bodies.

There was a lot of discussion around zero carbon, whether a target date of 2050 was soon enough to take serious action, and the potential to bring forward that timescale. Whilst it was acknowledged that it would be beneficial to bring forward the date, TfSE also recognised that it was not solely within their ability and gift to achieve this and so 2050 was seen as a pragmatic target. A lot of research was

being done around hydrogen technology and electric vehicle charging points are being increasingly rolled out across the county but progress on de-carbonising the transport system is critically dependent on national government action and legislation.

The Chairman invited the Executive Member for Economy, Transport and Environment, Councillor Rob Humby, to comment on discussions to formally add a recommendation in the report around accelerating the 2050 target for zero carbon. Councillor Humby confirmed the importance of partnership working within TfSE and how 2050 was agreed by the partnership as a target, but inevitably hoped to achieve this sooner and that the Strategy gave flexibility to do this. The Select Committee were thanked for their input and desire to accelerate the zero carbon target, which was supported by the Executive Member and would be relayed to Cabinet. As zero carbon was already a priority for the County Council, it was agreed that a formal recommendation was not necessary.

RESOLVED

The Economy, Transport and Environment Select Committee supported the recommendations being proposed to Cabinet set out on pages 1 and 2 of the report.

7. RECYCLING AND SINGLE MATERIALS RECOVERY FACILITY UPDATE

Councillor Martin Tod declared an interest as a portfolio holder for waste management at Winchester City Council

The Select Committee pre-scrutinised a report from the Director of Economy, Transport and Environment (item 7 in the minutes book) regarding the proposals for the business case for a single co-mingled Materials Recycling Facility (MRF). The report was due to be considered by the Executive Member for Economy, Transport and Environment on the 2 July 2020.

The officer summarised the report, highlighting the work that had been done so far and subsequent modelling. Investigations so far had revealed that a single MRF would cost the County Council around £4.6million annually for the remainder of the contract. The single MRF proposal would also not fully address the proposed changes in the government's national waste proposals, and therefore it was felt necessary to look at other options alongside the MRF, which were detailed within the report (paragraph 36) and drawn to Members attention. A good working relationship with District and Borough Council's was crucial in identifying the best way forward.

During questions, it was confirmed that gasification wasn't something currently being considered and that, based on evidence and experience in from other areas, other waste disposal methods were preferred, that would be more cost effective for the tax payer. From a recycling perspective, Kerbside sorting appeared to be the most effective option but not favoured by local Councils across the County as it was the most expensive collection option.

With regards to recycling capacity, the two MRF's operating at the moment were

receiving around 100,000 tonnes of dry mixed recyclables, and whilst they were able to process up to around 150,000 tonnes, this was unlikely to be achieved due to the strict quality criteria required to sell these recyclable materials. A capacity of 125-130,000 tonnes to allow for inclusion of pots, tubs and trays would be the ideal for future infrastructure planning, with potential for cartons as well, and it was confirmed that this would also account for foreseeable additional housing growth in the County.

The Executive Member for Economy, Transport and Environment confirmed that things were changing quite rapidly and that it was important to not invest in infrastructure until more guidance came from Central Government.

RESOLVED

The Select Committee supported the recommendations being proposed to the Executive Member for Economy, Transport and Environment in paragraphs 2 and 3 (pages 1-2) of the attached report.

8. COVID-19 AND THE HAMPSHIRE ECONOMY

The Select Committee received a presentation from the Assistant Director for Economic Development on the impact of the Covid-19 outbreak on the Hampshire economy and recovery.

The impact on the Hampshire economy so far had been severe, with 283,000 jobs requiring support from Government schemes and the tourism industry being significantly impacted, with 450 job losses announced at cruise operator Carnival and other attractions such as Marwell Zoo requiring loans to survive. Ports had also suffered, with an initial 50% reduction in freight and a temporary stoppage of cars being exported. There had also been impact on manufacturing businesses (including the marine sector) and at Southampton Airport.

More recently, export and freight had started to recover and Southampton Airport was offering some domestic flights. Many visitor attractions also had plans to reopen, which was a positive development.

Looking ahead to challenges in the longer term, it was important to maintain private sector confidence to invest in Hampshire and also support people as the furlough scheme came to an end. Brexit also remained a challenge for the County.

It was important that small businesses continued to be supported and buying local was also more important than ever in driving demand for Hampshire businesses. In the longer term, capital projects will contribute to rebuilding the economy and recovering from the pandemic.

An important message was to use the outbreak as an opportunity to reflect on the most effective approaches to supporting future economic recovery and growth, especially in relation to the green recovery agenda and wider social impacts of economic growth opportunities.

The Chairman thanked the Economic Development team for all the work they had done over the past few months and assistance provided to businesses across the County.

Members agreed that Brexit remained an unknown in terms of impact on the economy but there were some fundamentals that remained important, which included monitoring areas of the economy that supported national and international markets, which had not been assisted by Government as much as some of the more local market serving sectors.

Significant levels of government grant money had been distributed across Hampshire and the Isle of Wight, but £60million still remained unallocated, and central government were being lobbied in the hope it could be pooled to be used elsewhere in areas that had been effected by the outbreak. The County Council had been very proactive in working with Districts and Boroughs on accommodating queuing, eating and drinking outside and funding allocations to assist high street shops and restaurants. Hampshire also continued to be active on social media and in communicating with businesses and members of the public to keep them informed as situations changed and public places were prepared to accommodate people again safely.

The Select Committee thanked the Assistant Direct for Economic Development and his team for their work.

9. **WORK PROGRAMME**

The Work Programme was discussed and it was acknowledged that many items required reallocating to meetings following the Covid-19 outbreak.

Walking and cycling remained on the agenda to reassess and it was agreed that this would return to Committee in 2021.

RESOLVED

The Work Programme was approved by the Select Committee

Chairman,

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HAMPSHIRE COUNTY COUNCIL

Report

Committee:	Economy, Transport and Environment Select Committee
Date:	8 October 2020
Title:	School Streets Scheme
Report From:	Director of Economy, Transport and Environment

Contact names: David Wilson, Head of Implementation
Nicola Waight, Principle Transport Engineer

Purpose of Report

1. For the Economy, Transport and Environment Select Committee to consider the principle of the Notice of Motion agreed at Full Council on the 24 September 2020 (attached as Appendix 1) and, taking into account the Council's financial position as set out in the Financial Update report to Cabinet on 29 September 2020, consider possible recommendations on the suggested measures in the Notice Of Motion, as a means to improve air quality around Hampshire schools.

Recommendation

2. That the Economy, Transport and Environment Select Committee discuss the potential for air quality improvement around schools and make recommendations to Cabinet for consideration.

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COUNTY COUNCIL – 24 SEPTEMBER 2020
NOTICE OF MOTION

**NOTICE OF MOTION SUBMITTED IN ACCORDANCE WITH STANDING ORDER
18.1**

Proposed by Councillor Jackie Porter and seconded by Councillor Malcolm Wade:

“This Council notes that:

- As people are being instructed to return to school and to work this Autumn, the national Government is encouraging everyone to walk or cycle where possible instead of taking public transport or returning to their cars.
- The Government has announced a £250 million “Emergency Active Travel Fund” for temporary infrastructure to enable safe cycling and walking – of which Hampshire has received £860,000 and hopes to receive a further £3,450,000.
- The Transport Secretary issued new Statutory Guidance on 9 May to all Highways Authorities, requiring them to deliver “transformative change” within an urgent timeframe.
- Measures listed under the Statutory Guidance include (but are not limited to) ‘pop-up’ cycle facilities, widening footways, “school streets” schemes, and reducing speed limits.
- The guidance further states that “measures should be taken as swiftly as possible, and in any event within weeks, given the urgent need to change travel habits before the restart takes full effect.”
- “School streets” schemes, which close the roads outside schools during drop-off and pick-up times, have the multiple aims of: improving road safety for pupils, encouraging active travel to school/ modal shift out of cars, and improving the air quality and environment at the school gates, and are very effective for enabling social distancing outside schools.

This Council further notes that:

- Prior to Covid-19 related changes, “school streets” schemes were successfully introduced or were being trialled at multiple local authorities across the UK.
- Since the announcement, enthusiasm for “school streets” has sky-rocketed, with many more councils introducing these schemes before schools reopened and multiple NGOs calling for the introduction of “school streets” to manage social distancing at the school gate.
- Progressive councils are introducing the measures under their own considerable statutory powers, making experimental traffic orders where necessary.
- Hampshire County Council has already made a number of road alterations to assist with active travel and social distancing associated with shops, but none specifically targeted at schools.

- It has a once-in-a-generation opportunity to positively impact travel choices, including the associated benefits on health, air quality and road safety.

This Council resolves to:

1. Work with districts, schools and local partners to swiftly identify those schools in the county that could put a “school streets” scheme in place.
2. Work with districts, schools and local partners to enable all schools that wish to take part in the “school streets” scheme to do so – taking advantage of experimental traffic orders and new statutory guidance over fast-tracked Traffic Regulation Orders where necessary.
3. Measure air quality around a sample of schools in all eleven¹ districts at child-head height to identify the level of air pollution children are being exposed to at school drop-off and pick-up.
4. Pilot additional measures to improve air quality near schools in 2020/21, such as ‘living green walls’ and tree planting.”

¹ Amended from six following update at County Council

HAMPSHIRE COUNTY COUNCIL

Report

Committee:	Economy, Transport and Environment Select Committee
Date:	8 October 2020
Title:	Planning White Paper
Report From:	Director of Economy, Transport and Environment

Contact name: Chris Murray

Tel: 07721 127646

Email: Chris.murray@hants.gov.uk

Purpose of Report

1. To update members on the recent government consultations on changes to the Planning system.

Recommendation

2. That the Economy, Transport and Environment Select Committee notes the government White Paper “Planning for the Future” and provides comments for consideration by the Leader in finalising Hampshire County Council’s response to the consultation.

Contextual Information

3. The Government launched its highly anticipated white paper on planning reforms on 6 August 2020 entitled “Planning for the Future”. The paper sets out long term, regime changing proposals for the planning system in England.
4. Whilst the government is keen to swiftly move to implement sweeping reforms, it wishes to bring about more immediate changes for the short to medium term and thus a second consultation paper was also published on 6 August entitled ‘Changes to the current Planning System’. This second paper proposed measures that will be introduced to supplement the current planning regime whilst also feeding into the wider reform proposals. The closing date for this consultation was 1st October, and Hampshire County Council, along with many others, submitted comments on this document, and in particular the issues surrounding the methodology for setting housing targets in local plans.

Planning for the future

5. The white paper proposes fundamental reforms to the planning system in England by seeking to:

- streamline the planning process with more democracy taking place more effectively at the plan making stage.
 - take a radical, digital-first approach to bring about modernisation of the planning process by moving from a process based on documents to a process driven by data.
 - bring a new focus on design and sustainability, particularly in the climate change context.
 - improve infrastructure delivery in all parts of the country and ensuring developers play their part, through reform of developer contributions.
 - ensure more land is available for homes and development and to support renewal of town and city centres.
6. Specifically, the white paper proposes three Pillars to bring about these reforms:
- Pillar 1: Planning for Development
 - Pillar 2: Planning for Beautiful and Sustainable Places
 - Pillar 3: Planning for Infrastructure and Connected Places

Pillar 1: Planning for Development

7. This Pillar almost entirely focuses on the changing purpose and structure of Local Plans, making them more standardised, digitised and map led. Site allocations will be more definitive and the Plans will identify three types of land; **Growth** (areas suitable for substantial development), **Renewal** (areas suitable for development in already developed spaces) and **Protected** (sites currently marked as AONBs, Green Belt, conservation areas – National Parks are not referred to).
8. By categorising land as **Growth**, it will then automatically benefit from outline planning permission. Land that is categorised as **Renewal** will benefit from permission in principle (PiP). A two-stage process for granting final permission is detailed within that paper and based on the existing PiP regime. Proposals on land categorised as **Protected** would be subject to approval mainly through national policies contained within the National Planning Policy Framework (NPPF).
9. Local Plans will need to be brought forward within statutory timescales, stated to be 30 months. A noteworthy part about this is that only 6 weeks are identified for engagement with statutory consultees and the public. This may place resource pressure on the County Council to respond in a timely manner. There are also rigid timings on determination of applications with potential financial penalties or automatic approval if these are not met.

Pillar 2: Planning for Beautiful and Sustainable Places

10. The National Model design code is to be published in the autumn and will set out more detailed parameters for development such as arrangement, proportions, positioning, hierarchy of public spaces, parking arrangements, placement of street trees and walking and cycling provision. This marks another shift to national control over design standards, but the proposals do indicate that local guides and codes should be prepared wherever possible, as part of or supplemental to Local Plans. It is not clear what involvement consultees such as the County Council might have in this design code process.
11. The proposals to make all streets tree lined will impact on the Council's statutory interests. There is a separate consultation underway relating to England's Tree Strategy.

Pillar 3: Planning for Infrastructure and Connected Spaces

12. One of the most important proposals and potentially most impactful for the County Council is the proposal to abolish S106 obligations and the Community Infrastructure Levy (CIL) regime and replace both with a national Infrastructure Levy (IL). This will be nationally set and based upon a flat rate, value-based charge. This levy would be charged on the final value of a development, to capture some of the uplift in land value brought about because of the permission and would be levied on occupation and not on commencement to assist with affordability and viability for small building companies. The intention is that the levy would be spent locally, although the County Council will not be a collecting authority.
13. All proposals under this pillar result in the removal of s106 obligations because they are seen to be opaque and uncertain. Whilst in principle developer contributions can be removed from the s106 framework, it is unclear how infrastructure itself and other non-financial obligations will be secured if s106 agreements fall away without an appropriate mechanism introduced to replace them.

Issues for the County Council and emerging response

14. Officers are in the process of collating comments from colleagues across the County Council, including a discussion at the Cabinet meeting on 29th September. The general aim of simplifying the planning system and providing greater clarity and consistency is supported. However, there are a number of areas within the proposals where further detail and clarification is required.
15. The Council has used s106 for funding infrastructure to good effect in the past but has experienced how difficult it can be to obtain contributions from Local Planning Authorities from CIL receipts. How the national Infrastructure Levy will work in the longer term and how upper tier authorities will access the funding is of concern. Whilst the detailed working of any such system has yet to be set out, the deferral of payment to the end of construction would seem to go against the principle of up front infrastructure provision, which has been

County Council policy, and such an important component of successful major developments in Hampshire, such as Whitehill Bordon. Local Authorities will, however, be able to borrow against future IL payments to forward fund infrastructure.

16. S106 Agreements are not only used for financial contributions, but also to secure direct infrastructure provision and other obligations, such as highways works, travel plans, school land etc. How these obligations will be secured in the future has not been referred to.
17. The proposal to identify all land under one of 3 headings seems like a blunt instrument and land may be difficult to define in such black and white terms within existing complex urban/rural landscapes. Whilst clarity assists the process, the proposed approach does not appear sufficiently sophisticated to consider and retain the quality and diversity of places across Hampshire.
18. The proposal to abolish the Duty to Cooperate in the absence of any strategic scale planning will affect the ability to plan strategically across authorities within Hampshire and also with neighbouring authorities on issues such as Minerals and Waste Plan making.
19. The aim to speed up the process of Local Plan production, introducing statutory set timings while requiring “best in class” public engagement appears to be a conflicting ambition given the time taken to engage with an ever increasing number of stakeholders and the expectations of those groups.

Conclusions

20. The deadline for the submission of comments on the consultation is 29 October 2020 and officers are in the process of preparing a draft response for final sign off by the Leader in consultation with the Deputy Leader, in pursuance of the resolution of the County Council Cabinet on 29th September.

HAMPSHIRE COUNTY COUNCIL

Report

Committee:	Economy, Transport and Environment Select Committee
Date:	8 October 2020
Title:	Work Programme
Report From:	Director of Transformation & Governance – Corporate Services

Contact name: Katy Sherwood, Democratic Services Officer

Tel: 01962 847347

Email: katy.sherwood@hants.gov.uk

1. Summary

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

2. Recommendation

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

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

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

Section 100 D - Local Government Act 1972 - background documents

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

DocumentLocation

None

IMPACT ASSESSMENTS:

1. Equality Duty

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

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

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

1.2. Equalities Impact Assessment:

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

2. Impact on Crime and Disorder:

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

3. Climate Change:

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

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

WORK PROGRAMME – ECONOMY, TRANSPORT AND ENVIRONMENT SELECT COMMITTEE

Red = changes since last meeting

Topic	Issue	Reason for inclusion	Status and Outcomes	8 October 2020	14 January 2021	June 2021	September 2021
Pre-scrutiny	ETE Proposed Capital Programme for 2021/22 2022/23 and 2023/24	Pre-scrutiny of the capital programme to go on to Cabinet			✓		
Pre-scrutiny	Pre-Scrutiny 2021/22 Revenue Budget for ETE	Pre-scrutiny of the revenue programme to go on to Cabinet			✓		
Scrutiny	Planning White Paper – Planning for the Future	For Select Committee to discuss and feedback as part of the Hampshire Council response to the consultation		✓			
Information Item	Flood Defence and Mitigation Strategy		Environment Agency to be invited to attend		✓		
Information Item	Economic Recovery	An update on the economic recovery in Hampshire following the Covid-19 outbreak	To follow on from the update provided to Members in July 2020	✓			

Topic	Issue	Reason for inclusion	Status and Outcomes	8 October 2020	14 January 2021	June 2021	September 2021
Information Item	Pop-Up Schemes and active travel	To inform the Select Committee on the pop-schemes that have been established		✓			
Information Item	Verge Management	Requested by the Chairman	To cover the maintenance and management of verges on the highway network			✓	
For future review	ETE actions within the Climate Change Action Plan	Request of the Chairman following discussion at Cabinet	To include tree stock update and energy generation		✓		
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	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 the crime statistics for areas of <i>perceived</i> risk to see whether there are any patterns or increase.			✓	

Suggestions to be added when timely:

- Update on Cycling and Walking Strategies
- Road Safety Policy
- Highways England Update

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