

# Public Document Pack



## NOTICE OF MEETING

<b>Meeting</b>	Economy, Transport and Environment Select Committee
<b>Date and Time</b>	Thursday, 14th January, 2021 at 10.00 am
<b>Place</b>	Virtual Teams Meeting - Microsoft Teams
<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 is being held remotely and will be recorded and broadcast live 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 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 Personal Interest in a matter being considered at the meeting should consider, having regard to Part 5, Paragraph 4 of the Code, whether such interest should be declared, and having regard to Part 5, Paragraph 5 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 meeting on the 8 October 2020.

**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. INFORMATION ITEMS FOR DISCUSSION**

a) Climate Change Action Plan

To receive a presentation and update on the Climate Change Action Plan.

b) Flood Defence and Mitigation Strategy

To receive a presentation from Simon Cramp, Strategic Manager alongside the Environment Agency on flood defence and mitigation strategy within Hampshire.

**7. PRE-SCRUTINY OF THE 2021/22 REVENUE BUDGET FOR ETE**

(Pages 11 - 28)

To pre-scrutinise the 2021/22 revenue budget for Economy, Transport and Environment.

**8. PRE-SCRUTINY OF THE ETE PROPOSED CAPITAL PROGRAMME FOR 2021/22 2022/23 AND 2023/24** (Pages 29 - 54)

To pre-scrutinise the proposed capital programme for 2021/22 2022/23 and 2023/24.

**9. SCHOOL STREETS SCHEME** (Pages 55 - 68)

To consider an update on the School Streets scheme and potential pilot following discussion at the October 2020 Select Committee meeting.

**10. WORK PROGRAMME** (Pages 69 - 74)

To review and approve the current work programme for the ETE Select Committee.

**ABOUT THIS AGENDA:**

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

**ABOUT THIS MEETING:**

**The press and public are welcome to observe the public sessions of the meeting via the webcast.**

# Agenda Item 3

AT A MEETING of the Economy, Transport and Environment Select Committee  
of HAMPSHIRE COUNTY COUNCIL held at the castle, Winchester on  
Thursday, 8th October, 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 Gavin James
* Councillor Rupert Kyrle	Councillor Keith House
* Councillor Derek Mellor	Councillor Fred Birkett
* Councillor Stephen Philpott	* Councillor Rhydian Vaughan MBE
* Councillor David Simpson	Councillor Michael Westbrook

\*Present

Also present with the agreement of the Chairman: Councillor Rob Humby, Deputy Leader and Executive Member for Economy, Transport and Environment, and Councillor Jonathan Glen, Chairman of the Policy and Resources Select Committee.

## 10. APOLOGIES FOR ABSENCE

Apologies were received from Councillor Dibbs and Councillor Forster.

## 11. 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.

## 12. MINUTES OF PREVIOUS MEETING

The minutes of the last meeting were reviewed and agreed.

### 13. **DEPUTATIONS**

The Select Committee received the following deputations:

Tim Pickering, Walk Ride Waterlooville (Item 7)  
Meg Lampard, Gosport and Fareham Friends of the Earth (Item 8)  
Cllr Jackie Porter (Item 8)

### 14. **CHAIRMAN'S ANNOUNCEMENTS**

The Chairman confirmed the Active Places Summit that was due to take place on 19 October 2019.

### 15. **HAMPSHIRE COVID-19 ECONOMIC RECOVERY**

The Committee received a presentation from the Assistant Director for Economic Development (item 6 in the minute book) on recovery in Hampshire following the impacts of Covid.

Live data was being used to monitor and manage various areas of the economy. The retail, hospitality and leisure sectors have been especially impacted and relied heavily on grants, and of course the winter months are the most challenging for the tourism sector. Short, medium and longer term interventions to support recovery have been identified, including exploring the potential to create new flexible workspaces for businesses. Rural connectivity and broadband remained a priority, particularly with so many people relying on stable and reliable internet connections and with the current increase in home working.

During questions, it was confirmed that specific opportunities were being sought to align with Borough and District Councils and shared priorities and areas of focus.

Members thanked officers for their work and for the update.

### 16. **POP UP SCHEMES - TRAVEL**

The Select Committee received a joint presentation on Pop-up Schemes and School Streets (items 7 and 8 in the minute book).

Members were given an introduction to Tranche 1 of the Pop-up Schemes that had been established across the County, which had assisted with social distancing whilst travelling and helped provide alternatives for key workers with travelling to work. 42 schemes had been delivered, with QR codes being available at each one, allowing the public to share feedback on how it was working. Tranche 2 of the schemes would be “to enable authorities to install further, more permanent measures to cement cycling and walking habits. Where applicable, this will enable local authorities to implement schemes already planned in Local Cycling and Walking Infrastructure Plans (LCWIPs)”.

The School Streets scheme looked at traffic on the roads near Hampshire

schools and was a broadening of the focus to include modal shift and air quality objectives rather than look exclusively at road safety. It was acknowledged that such an initiative would not work for schools on main roads or as part of the bus network, which would cause a negative impact on traffic in the local areas. A pilot would need to be designed with schools that were fully supportive of the proposals and the ambitions of the school streets concept, but it was emphasised that the costs and practicalities involved would also need careful consideration.

The Executive Member for Economy, Transport and Environment thanked the Select Committee for looking at the School Streets ideas and reinforced the importance of working closely with schools for any pilot to be effective.

The Committee thanked officers for their work.

## 17. **SCHOOL STREETS SCHEME**

This item was considered along with the Pop-up Schemes presentation (item 7 on the agenda).

RESOLVED

The Economy, Transport and Environment Select Committee asked the Director of ETE to research a School Streets Scheme pilot and how this could be implemented, with a report to come back for consideration at the January 2021 Select Committee meeting.

## 18. **PLANNING WHITE PAPER**

***Councillor Rupert Kyrle declared an interest as the Cabinet Member for Environment at Eastleigh Borough Council.***

***Councillor Gary Hughes declared an interest as the Cabinet Lead for Planning, Hayling Seafront Strategy, Commercial Services***

The Select Committee considered a report from the Head of Strategic Planning (item 9 in the minute book) on the Planning White paper<sup>1</sup>, which proposed fundamental reforms to the planning system.

The four main proposals around the current Planning scheme were discussed, initiated because the current system was seen by the current Government as cumbersome and not easy for the public to understand. The key proposal of the White Paper, 'Planning For The Future', was that land would be categorised into three main groups; 'growth', 'renewal' and 'protected' and planning system changes introduced to support increased delivery of housing, based on these categories.

Whilst the consultation was very high level and not too detailed, it was imperative

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<sup>1</sup> <https://www.gov.uk/government/consultations/planning-for-the-future>

that the County Council had early engagement as the implications would be significant in how the planning process worked across Hampshire.

Members agreed that there were concerns regarding the potential reduction in affordable housing provision and the lack of measure to discourage land-banking as well as processes to keep developers accountable.

The Committee discussed what elements they wished to be passed to the Leader for inclusion in the response, and these included concerns about the proposed national Infrastructure Levy, the 30-month process for Local Plan preparation, lack of reference to the climate emergency, loss of biodiversity, affordable housing provision, land-banking by developers, and the absence of reference to other infrastructure considerations such as transport, broadband and sewage provision. (included as an appendix to the minutes).

#### RESOLVED

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

#### 19. **WORK PROGRAMME**

The Select Committee considered the work programme (item 10 in the minute book) and it was agreed that the School Streets scheme and potential pilot be added to the programme for January 2021.

The Work Programme was then agreed by the Select Committee.

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Chairman,

Cllr Keith Mans and Cllr Robert Humby  
Hampshire County Council  
The Castle  
Winchester  
SO23 8UJ

*Sent as an attachment by email*

Dear Leader and Deputy Leader,

As Chairman of ETE Select Committee I am writing to set out the views of the ETE Committee on the HM Government White Paper “Planning for the Future”. The Committee discussed the White Paper at our meeting on 8 October 2020. I am grateful to Cllr Humby for his comments during that discussion.

The Committee hopes that you will agree to take our views into account when formulating the official HCC response to the consultation on the White Paper. The Committee was of one mind throughout our discussion and I would summarise our concerns as follows:

- The envisaged national Infrastructure Levy does not provide certainty or clarity (for the County Council or communities) that necessary infrastructure will be delivered at the appropriate time. We also do not believe that the Levy will be in the interests of developers, many of whom need vital infrastructure to be delivered by HCC to make their developments viable. This factor may act as a block on development. We would urge you to be robust in challenging the loss of control which HCC would face if CIL and Section 106 were removed and replaced by a national levy, payable upon occupation, rather than commencement of development.
- ETE Committee believes that the proposed 30-month process for Local Plan preparation is too challenging and that the three proposed zones represent an oversimplification of land use planning. Communities in Hampshire often face complex development issues which require consultation, community engagement and local democratic control.
- We are disappointed that the White Paper does not make more of an attempt to address the Climate Emergency. The reference to introducing energy efficiency standards is vague and suggests no action will be taken on this until 2025. This is a missed opportunity. New housing is an opportunity to achieve higher levels of sustainability and reduce emissions through Design Codes, new modes of development and new types of connected communities.
- Additionally, we have concerns about the loss of biodiversity which may result from bad development approvals. We would query how the laudable Government aim to

achieve “net gain” in biodiversity can possibly be achieved with a patchwork approach to planning across Hampshire under the proposed three land designations (Growth, Renewal, Protected). Wildlife corridors and habitats will be at risk from the current proposals.

- We were concerned about the raising of the threshold for affordable housing provision which would inevitably have the effect of reducing necessary affordable housing in many parts of Hampshire.
- The proposals are almost entirely focused on housing delivery with little reference to other key planning issues such as employment and transport.
- The committee believes that Parliament should give Councils more powers to tackle “land-banking” by developers as a priority. We were disappointed that this issue does not feature in the White Paper.
- The Committee believes that the challenge of getting utilities into development sites has been underestimated by the Government. In a county of Hampshire’s size and complexity, this issue needs particular attention. Sewage and broadband are the most challenging and expensive issues. It is not clear to us how the Government intends to prevent utility connections acting as a handbrake on development in Hampshire.
- The Committee shares the Government’s aim to see more houses built for the sake of social justice and our economy. But Hampshire is a unique county due to our urban/rural mix, our two National Parks, our heritage assets and our biodiverse natural environment. We believe that the current system of housing allocations by District and Borough is not appropriate for Hampshire’s future housing requirements. With the proposed removal of the Duty to Co-operate, we believe that houses would be more sensibly planned for by HCC taking a strategic role in identifying the most suitable sites, linked to infrastructure provision, on a County-wide basis. We have a particular concern for communities on the fringes of our protected landscapes. The proposed system will place unbalanced development pressures on these communities, with potential negative impacts on the protected landscapes themselves. This needs to be recognised by the Government.

I am copying this letter to Cllr Heron due to his role on the New Forest National Park Authority and to ETE Committee Members and to Stuart Jarvis and Chris Murray.

Yours sincerely,

*Russell Oppenheimer*

**RUSSELL OPPENHEIMER**

Chairman, Economy, Transport and Environment Select Committee



## HAMPSHIRE COUNTY COUNCIL

### Front Cover Report

<b>Committee:</b>	Economy, Transport and Environment Select Committee
<b>Date:</b>	14 January 2021
<b>Title:</b>	2021/22 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

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

1. The purpose of this report is to set out proposals for the 2021/22 budget for services within the Economy, Transport and Environment Department in accordance with the Council's Medium Term Financial Strategy (MTFS).
2. The Executive Member for Economy, Transport and Environment is requested to approve the proposals for submission to Cabinet and County Council in February 2021.

#### **Recommendations**

That, in regards to the revenue budget for Economy, Transport and Environment, the Select Committee either:

supports the recommendations being proposed to the Executive Member for Economy, Transport and Environment

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 2021
<b>Title:</b>	2021/22 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

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#### Section A: Purpose of this Report

1. The purpose of this report is to set out proposals for the 2021/22 budget for Economy, Transport and Environment in accordance with the Councils Medium Term Financial Strategy (MTFS) approved by the County Council in November 2019 and updated subsequently in July 2020 to reflect the financial impact of the Covid-19 crisis and the County Council's response.

#### Section B: Recommendations

To approve for submission to the Leader and the Cabinet:

2. The revised revenue budget for 2020/21 as set out in Appendix 1.
3. The summary revenue budget for 2021/22 as set out in Appendix 1

#### Section C: Executive Summary

4. The Medium Term Financial Strategy (MTFS) update presented to Cabinet and County Council in July 2020 sought to assess the medium term impact of Covid-19 on the financial sustainability of the County Council. It explained that we were treating the medium term impact of Covid-19 as a one off financial impact that we aimed to address through a financial response package of Council resources and further government support and concluded that further

government funding of £52.4m was required to ensure that the Council was financially sustainable in the medium term.

5. An update was presented to Cabinet in November and County Council in December which reaffirmed that a minimum level of government support of at least £50m was still required to help balance the deficit after the application of the financial response package.
6. The aim of the approach to Covid-19 was to place the County Council in the same financial position it would have otherwise been in if Covid-19 had not happened in order to ensure that the tried and tested financial strategy which the County Council operates could be protected and retained.
7. This strategy works on the basis of a two year cycle of delivering departmental savings targets to close the anticipated budget gap. This provides the time and capacity to properly deliver major savings programmes every two years, with deficits in the intervening years being met from the 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.
8. In line with this strategy, the Transformation to 2021 (Tt2021) Programme has been in place for some time to develop the £80m of savings required to balance the budget for 2021/22. Detailed savings proposals for each department were approved by the County Council in November 2019, in order to allow more time for delivery of the savings; including the requirement to undertake a second stage of service specific consultations where necessary.
9. Since the transformation programme is already in place to deliver approved departmental savings, there are no new savings proposals to be considered as part of the 2021/22 budget setting process. The anticipated delay to delivery of some aspects of the transformation programmes has been factored into our financial planning and sufficient one-off funding exists both corporately and within departments to meet any potential gap over the period.
10. The report also provides an update on the business as usual financial position for the current year and the outturn forecast for the Department for 2020/21, excluding the financial impact of Covid-19, is a saving against the budget of £4.4m.
11. The proposed budget for 2021/22 analysed by service is shown in Appendix 1.
12. This report seeks approval for submission to the Leader and Cabinet of the revised budget for 2020/21 and detailed service budgets for 2021/22 for Economy, Transport and Environment. 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 9 February 2021 to make final recommendations to County Council on 25 February 2021.

## Section D: Contextual Information

13. The Medium Term Financial Strategy (MTFS) update presented to Cabinet and County Council in July explained that we were treating the medium term impact of Covid-19 as a one off problem that we aimed to address through a financial response package of Council resources and further government support.
14. The report concluded that further government funding of £52.4m was required to ensure that the Council was financially sustainable in the medium term and an update, presented to Cabinet in November and County Council in December, reaffirmed that a minimum level of government support of at least £50m was still required to help balance the deficit after the application of the financial response package.
15. The aim of the approach to Covid-19 was to place the County Council in the same financial position it would have otherwise been in if Covid-19 had not happened in order to ensure that it still had sufficient fire power in its reserves to address the business as usual deficits of at least £40m per annum predicted after the current Transformation to 2021 (Tt2021) Programme has been implemented and in line with the strategy being adopted to manage the financial impact of Covid-19 as a separate one off issue.
16. 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.
17. The County Council's action in tackling its forecast budget deficit and providing funding in anticipation of further reductions, 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 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.
18. Consequently, the majority of the decisions in respect of major changes to the budget were taken early however, other factors will still affect the budget, such as council tax decisions and inflation.
19. Members will be aware that following previous delays in the Comprehensive Spending Review (CSR) it was hoped that a three year CSR would be announced in November this year. Following increasing rates of Covid-19 throughout October and the uncertainty over the long term economic impacts of Covid-19 the Chancellor announced that only a single year Spending Review would be put in place.

20. The Spending Review announcement took place on 25 November 2020 and the key elements were as follows:

- For salaries set by the Government (such as teachers and police) there will be a public sector pay freeze in 2021/22. The exceptions are for those earning less than £24,000 (who will receive a minimum £250 increase) and the NHS. The Government does not set pay for most council staff, although it is likely to set grant levels at amounts which assume a pay freeze.
- Councils with social care responsibilities will be allowed to increase council tax by up to 5% in 2021/22 without holding a referendum. This consists of 2% for main council tax and 3% for the adult social care precept.
- The business rates multiplier will be frozen in 2021/22 (with local authorities fully compensated for the lost income). Further Covid-19 business rates reliefs may be announced in the new year.
- The Government expects to provide local authorities with over £3bn more to help with Covid-19 pressures in 2021/22. It comprises:
  - £1.55bn to help with expenditure pressures.
  - £670m additional funding for council tax support schemes (which reduce council tax bills for households on low incomes).
  - £762m (estimate) to compensate local authorities for 75% of council tax and business rates losses resulting from 2020/21.
  - Extending the Covid-19 sales, fees and charges reimbursement scheme for three months until the end of June 2021.
- An additional £300m for adults' and children's social care (£1.2m for Hampshire) and continuation of the existing £1bn annual grant put into social care previously will be maintained, along with £2.1bn provided through the improved Better Care Fund (pooled with the NHS). Proposals for reforming adults' social care will be brought forward next year.
- The New Homes Bonus scheme will continue for a further year, with no new legacy payments. Reforms to the New Homes Bonus will be consulted on shortly, with a view to implementing changes in 2022/23.
- The Chancellor also announced how the Government would deliver the next stages of its infrastructure investment plans to drive the UK's recovery with £100bn of capital spending next year and a £4bn Levelling Up Fund.

21. The provisional Local Government Finance Settlement has not been announced at the time of writing this report but is anticipated during week commencing 14 December 2020. This will provide more clarity as to the impact of the Spending Review on Hampshire County Council and details will be provided in a separate briefing to members and within the Economy, Transport and Environment Select Committee Briefing presentation in January 2021.

22. The final grant settlement for 2021/22 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 2020.
23. The Economy, Transport and Environment (ETE) Department has been developing its service plans and budgets for 2021/22 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**

24. The Department's underlying budget strategy continues a relentless focus on core service delivery around Highways, Waste Management, Transport, Economic Development and statutory planning services.
25. The financial impacts of Covid-19 on the County Council have been comprehensively covered in the regular update reports to Cabinet so will not be repeated here (the net financial impact on ETE, expected to be £2.8m, will be met corporately). The impacts on the Department's activities this year have been wide-ranging and include:
  - In line with Government guidance, supporting public transport in Hampshire financially by making payments based on activity in the previous financial year where budget provision exists (e.g. Concessionary Fares, subsidies to local bus) and ensuring additional Government grant support covering commercial journeys has been passed to bus operators in a timely way.
  - Suspending the enforcement of on-street parking for a period and delaying the further rollout in town centres to support the recovery of retail and other outlets in local centres.
  - Introducing a booking system for Household Waste Recycling Centre visits to manage access and therefore enable the safe use of these sites by the public and remove the impact of nuisance queuing on neighbouring businesses and in some cases on highway safety.
  - Ensuring capital and highway maintenance works were able to re-start using Covid-19 secure methods of working (but this has brought both additional costs and reduced efficiency).
26. While it might be expected that the immediate pressures from the pandemic will recede as the mass vaccination programme is rolled out the economic implications are likely to persist. As part of the overall Recovery approach the Department is leading the development of an Economic Recovery Framework for Hampshire (and may come under pressure to catalyse regeneration programmes despite limited capacity to invest directly).
27. The impact of pandemic has also contributed to further delays in bringing forward legislation to confirm the Government's recycling proposals following publication of their Resources and Waste Strategy in 2018 and subsequent

consultation responses. This continuing uncertainty has had a corresponding impact on the County Council's ability to progress and conclude discussions with District and Borough Council Waste Collection Authorities on delivering the required changes including new infrastructure. The proposed legislation could also have significant financial impacts: for example, in quarter 2 of this year, aluminium drinks cans make up just 3% of recycled materials by volume but 32% by income value. If the proposed Deposit Return Scheme were to remove this material from local authority waste streams there would be a disproportionate adverse effect on the current financial model for recycling.

28. Following the County Council's declaration of a Climate Change Emergency in July 2019 a small corporate team to lead this work was established in the Department. Since then, the County Council's Climate Change Strategy and the associated Action Plan have been endorsed, focussing on the County Council but also the wider county of Hampshire where the majority of carbon emissions are generated and the greater impact can be made. However, these activities are generating pressure from raised public expectations to act quickly on a number of fronts such as increased walking and cycling schemes and accelerated flood mitigation works. The approach remains to focus resources on developing pilot approaches and submitting bids for external funding to take these forward.
29. The increased focus on Climate Change alongside the recommendations from the 2050 Commission of Enquiry is influencing the major update of the County Council's Local Transport Plan (LTP4) the approach to which was endorsed by the Executive Member for Economy, Transport and Environment in March 2020. Work is at an early stage and is initially focussed on consulting with an extensive range of internal and external stakeholders to shape a vision for the future place and quality of life in Hampshire then establish the design principles to achieve this vision.
30. Finally, a decade of austerity and managed decline of the highway network has resulted in a visible and accelerating deterioration of the road network, which is particularly apparent on the c and unclassified roads (making up 83% of the network). The annual funding gap is now estimated at £3-5m per annum. The National Highways and Transport Network (NHT) 2020 survey showed that, against a backdrop of falling overall scores, Hampshire's score for highways condition has slipped from the top quartile last year to the second quartile this year. This position has been offset both by ongoing investment from the County Council in structural improvements through the 'Operation Resilience' programme (which benefitted from a one-off increase of £3m in 2020/21 agreed by Cabinet and the County Council in February 2020) and one-off Government grant funding such as the Pothole Fund. However, the revenue budget provision available for reactive maintenance and safety defects continues to be under pressure. It is worth noting that the issue also extends to structures with major bridges such as Redbridge and Langstone, built during a programme of expansion in the 1960s, requiring major structural works at a similar time.

## **Section F: 2020/21 Revenue Budget**



31. 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.
32. The anticipated business as usual outturn forecast for 2020/21 is a saving against the budget of £4.4m (3.5% of the cash limit). These figures exclude the net impact of Covid-19 on ETE's financial position as this has already been included in the corporate reporting of the position to Cabinet and the County Council and the net pressure will be met centrally. It should be noted however that business as usual activities have been affected by resources being diverted to deal with the Covid-19 response and recovery.
33. The Department's long-standing approach of minimising non-essential spend, seeking to develop a broader client base for sold services and adopting a prudent approach to vacancy management has a heightened importance against the backdrop of the Council's current financial position and the increased delay in delivering the Department's Tt2021 savings from the Waste budget which will need cash flow funding from Cost of Change. This approach has therefore continued to feature strongly in the Department's overall financial management.
34. The breakdown of the £4.4m 2020/21 forecast outturn saving is set out below:
  - £1.034m early achievement of Tt2021 savings.
  - Vacancy management savings and additional income and recharges totalling £2.847m across the Department.
  - Savings associated with service delivery of £504,000 including £204,000 associated with the waste prevention work currently funded through temporary Cost of Change resources. It is intended to reinvest these savings to enable a permanent programme to be established to secure current and develop future waste prevention savings.
35. This saving 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 support the delivery of future savings programmes or offset service pressures.
36. The majority of the Department's Transformation to 2019 (Tt2019) savings have been fully delivered with the balance of two programmes, Waste and Parking, still to be completed. The outstanding balance of £0.9m of the Parking saving is now expected to be achieved in 2021/22 with aspects of the programme having been delayed due to the pandemic. The balance on the Tt2019 Waste saving of £1.76m is also expected to be fully achieved by 2021/22 following decisions taken by the Executive Member for Economy, Transport and Environment in October 2020. The cash flow impact of these timing shortfalls has been met from the departmental Cost of Change reserve.

37. Despite the challenges of the Covid-19 response and recovery the Department has made progress in delivering the Tt2021 target of £11.748m with early achievement of £1.034m now expected in 2020/21.
38. The budget for ETE has been updated throughout the year and the revised budget is shown in Appendix 1. The revised budget shows an increase of £15.479m made up of:
- A one-off increase to Highways Maintenance of £2.0m funded from the £595,000 2019/20 saving in Winter Maintenance and the use of corporate contingencies as agreed by Cabinet in February 2020.
  - The addition of £2.195m of one-off 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 of £6.026m to cover the timing shortfalls against Tt2019 savings and one-off investments mainly to support the development of the Tt2021 savings programme.
  - A permanent increase to the waste disposal budget of £557,000 covering volume growth pressures.
  - £2m from the one-off funding for Operation Resilience of £3m approved by Cabinet in February 2020 moved to reactive maintenance to provide additional capacity for safety defects, emergency repairs and other actions to maintain the safety and operational integrity of the network.
  - £1.519m one-off funding from the Department for Transport being Hampshire's revenue allocation from phases one and two of the Active Travel Fund to create safe space for cycling and walking.
  - £768,000 increase for pay inflation.
  - A net increase of £414,000 from transfers between departments including funding for the transfer of the relevant HantsDirect services and funding for Ash Dieback (part of the allocation agreed by Cabinet in February 2020).

### **Section G: 2021/22 Revenue Budget Pressures and Initiatives**

39. The revenue pressures in highways maintenance referred to in paragraph 30 have been eased in the current financial year by an additional one-off sum of £3m for the Operation Resilience programme to increase planned works and provide extra flexibility to transfer funding to the reactive maintenance programme. The November Cabinet report confirmed a commitment to reviewing the affordability of continuing this funding on a longer-term basis if this proves affordable. The additional funding together with the flexibility to use it to support essential reactive maintenance and safety defects work has already been of benefit in the current financial year with the £2m of one-off funding transferred to revenue outlined in paragraph 38.

40. In recent years, the Department has been successful in bidding for funding to deliver capital schemes across Hampshire (such as Stubbington Bypass, Whitehill Bordon Green Grid Green Loop, A30 corridor improvements in Basingstoke) with around £169m capital funding secured since 2018/19. The revenue costs associated with feasibility work and developing bids (for example to Government or Local Enterprise Partnerships) have been funded by allocations of around £1.5m approved annually. The Cabinet report in November confirmed that the affordability of future funding will be considered in February when details of the County Council's financial settlement for 2021/22 will have been confirmed.
41. There is emerging evidence of construction inflation pressures resulting from impact of HS2 (shortage of materials, higher prices), the Government's National Infrastructure Strategy and spending plans and likely impact on the market.
42. Further funding to continue a programme of inspection and works to address the health and safety risks associated with Ash Dieback in Hampshire was agreed by Cabinet in November 2020 for 2021/22. This funding is welcome as there is growing evidence that the problem may be more widespread than initially thought and the position will need to be kept under close review.

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

43. Savings targets for 2021/22 were approved as part of the MTFs by the County Council in September 2018. 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 2019.
44. It is now expected that full year savings of £3.053m will be achieved in 2021/22 with the shortfall against the target being met from the cost of change reserve and corporate cash flow as part of the Covid-19 response where further delays have resulted from the impact of the pandemic. For ETE an overall £8.695m timing shortfall against the £11.748m target is now anticipated, an increase of £7.247m over the original expectation of a £1.448m timing shortfall to be met from Cost of Change.
45. The main reasons for the shortfall relate to:
  - £8.295m waste disposal (recycling and charging for waste wood) – this complex programme involves changing the financial relationship between the County Council as Waste Disposal Authority and the district and borough councils as Waste Collection Authorities (with legal responsibility for recycling). Progress continues to be made but has been significantly affected by further delays in the Government bringing forward legislation to implement aspects of its radical Resources and Waste Strategy together with the need for the waste service to respond to the Covid-19 pandemic.

- £0.4m Street Lighting – the complexity of reaching mutual agreement to vary the PFI contract has extended the preliminary period ahead of works commencing and the subsequent timescales for delivery agreed with the contractor for the programme of investment in LED lighting mean the full £0.5m savings from street lighting are not now expected to be fully realised until 2023/24.
46. Rigorous monitoring of the delivery of the programme will continue during 2021/22, to ensure that the Department is able to stay within its cash limited budget as set out in this report.
47. This early action in developing and implementing the savings programme for 2021/22 means that the County Council is in a strong position for setting a balanced budget in 2021/22 and that no new savings proposals will be considered as part of the budget setting process for the next financial year.

### **Section I: 2021/22 Revenue Budget Other Expenditure**

48. The budget includes some items which are not counted against the cash limit.
49. For ETE this is:
- £692,000 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.
  - £203,000 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 2021/22**

50. The budget update report was presented to Cabinet on 24 November 2020 included provisional cash limit guidelines for each department. The cash limit for ETE in that report was £103.667m, a £5.886m decrease on the previous year. The decrease comprised:
- £11.748m reduction to the cash limit for Tt2021 savings.
  - £5.107m increase for inflation, permanent additions from the waste contingency and growth recognising the increase in highways assets to be maintained.
  - A net increase of £755,000 from internal transfers including the full year effect transfer of the Blue Badge and multi services team from HantsDirect.

51. Appendix 1 sets out a summary of the proposed budgets for the service activities provided by ETE for 2021/22 and show that these are within the cash limit set out above.
52. In addition to these cash limited items there are further budgets which fall under the responsibility of ETE, which are shown in the table below:

	<b>2021/22</b>	
	<b>£'000</b>	<b>£'000</b>
Cash Limited Expenditure	151,722	
Less Income (Other than Government Grants)	(48,055)	
<b>Net Cash Limited Expenditure</b>		<b>103,667</b>
Flood Protection Levy		692
Chichester Harbour Conservancy		203
Less Government Grants:		
• Bikeability	(316)	
• Bus Service Operators Grant	(1,068)	
Total Government Grants		<u>(1,384)</u>
<b>Total Net Expenditure</b>		<b><u>103,178</u></b>

**REQUIRED CORPORATE AND LEGAL INFORMATION:  
Links to the Strategic Plan**

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

**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/ieIssueDetails.aspx?Ild=22267&amp;PlanId=0&amp;Opt=3#AI22852">http://democracy.hants.gov.uk/ieIssueDetails.aspx?Ild=22267&amp;PlanId=0&amp;Opt=3#AI22852</a>	Cabinet – 15 October 2019 / County Council – 7 November 2019
Medium Term Financial Strategy Update <a href="https://democracy.hants.gov.uk/ieListDocuments.aspx?CId=134&amp;MId=6499&amp;Ver=4">https://democracy.hants.gov.uk/ieListDocuments.aspx?CId=134&amp;MId=6499&amp;Ver=4</a>	Cabinet – 14 July 2020 / County Council – 16 July 2020
Budget Setting and Provisional Cash Limits 2021/22 <a href="https://democracy.hants.gov.uk/documents/s60700/Nov%202020%20Financial%20Update%20Budget%20Setting%20-%20Cabinet%20FINAL.pdf">https://democracy.hants.gov.uk/documents/s60700/Nov%202020%20Financial%20Update%20Budget%20Setting%20-%20Cabinet%20FINAL.pdf</a>	Cabinet – 24 November 2020 / County Council – 3 December 2020
<b>Direct links to specific legislation or Government Directives</b>	
<u>Title</u>	<u>Date</u>

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

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

<u>Document</u>	<u>Location</u>
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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 2021/22 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/mgAi.aspx?ID=21194#mgDocuments>



## Budget Summary 2021/22 – Economy, Transport and Environment

Service Activity	Original Budget 2020/21 £'000	Revised Budget 2020/21 £'000	Proposed Budget 2021/22 £'000
Highways Maintenance <sup>(1)</sup>	17,075	21,895	18,006
Street Lighting	10,651	10,898	10,739
Winter Maintenance	5,677	5,677	5,820
Concessionary Fares	13,212	13,212	13,142
Other Public Transport <sup>(2)</sup>	4,092	4,329	4,378
Traffic Management and Road Safety <sup>(3)</sup>	2,268	3,167	2,573
Strategic Transport <sup>(2)</sup>	1,780	5,205	1,480
<b>Highways, Traffic and Transport</b>	<b>54,755</b>	<b>64,383</b>	<b>56,138</b>
Waste Disposal <sup>(4)</sup>	48,699	51,710	41,656
Environment	619	539	554
Strategic Planning	932	1,095	997
<b>Waste, Planning and Environment</b>	<b>50,250</b>	<b>53,344</b>	<b>43,207</b>
<b>Economic Development</b>	<b>879</b>	<b>1,029</b>	<b>1,027</b>
<b>Departmental and Corporate Support</b>	<b>3,319</b>	<b>5,242</b>	<b>3,295</b>
<b>Early Achievement of Savings</b>	<b>350</b>	<b>1,034</b>	<b>0</b>
<b>Net Cash Limited Expenditure</b>	<b>109,553</b>	<b>125,032</b>	<b>103,667</b>

<sup>(1)</sup> The Highways Maintenance revised budget includes £2m additional funding for maintenance, which each year is met from any underspend against the Winter Maintenance budget in the previous financial year topped up from corporate contingencies as necessary. The proposed budget for 2021/22 does not yet include this £2m as the amount of funding from each source will not be clear until the year end. The revised budget also includes £2m additional one-off funding transferred from Operation Resilience.

<sup>(2)</sup> The revised and forward budgets for these two areas reflect the transfer of a team from Strategic Transport to Other Public Transport. The revised budget for Strategic Transport also includes one-off budget provision of £2.195m major schemes development funding and £1.519m Active Travel funding. <sup>(3)</sup> Revised budget includes one-off cash flow support covering the delayed Tt2019 parking saving, and both the revised and forward budget now include funding for the HantsDirect Blue Badge Team transferred across to ETE.

<sup>(4)</sup> Revised budget includes one-off cash flow support to cover the delayed Tt2019 waste savings and transformation projects required to achieve the Tt2021 savings.

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## HAMPSHIRE COUNTY COUNCIL

### Front Cover Report

<b>Committee:</b>	Economy, Transport and Environment Select Committee
<b>Date:</b>	14 January 2021
<b>Title:</b>	2021/22 – 2023/24 Capital Programme 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 and Sue Lapham

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03707 794503

**Email:** stuart.jarvis@hants.gov.uk  
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### Purpose of this Report

1. The purpose of this report is to set out proposals for the 2021/22 – 2023/24 capital programme for services within the Economy, Transport and Environment Department in accordance with the Council's Medium Term Financial Strategy (MTFS).
2. The Executive Member for Economy, Transport and Environment is requested to approve the proposals for submission to Cabinet and County Council in February 2021.

### Recommendations

That, in regards to the capital programme for Economy, Transport and Environment, the Select Committee either:

supports the recommendations being proposed to the Executive Member for Economy, Transport and Environment

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 2021
<b>Title:</b>	ETE Proposed Capital Programme 2021/22, 2022/23 and 2023/24
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Maria Golley

**Tel:** 0370 779 0492

**Email:** maria.golley@hants.gov.uk

#### Purpose of this Report

1. The purpose of this report is to set out, subject to confirmation of funding, the proposals for the Economy, Transport and Environment (ETE) Capital programme for 2021/22, 2022/23 and 2023/24 and to seek approval for their onward submission to the Cabinet in February 2021. Appendix 1 is the approved format for the budget book and Appendix 2 is a simplified view with expenditure profiled.

#### Recommendations

2. That the Executive Member for Economy, Transport and Environment recommends approval to the Leader and Cabinet of the proposed 2021/22, 2022/23 and 2023/24 capital programmes totalling £209.359 million, as set out in this report and in Appendices 1 and 2.
3. That the Executive Member for Economy, Transport and Environment delegates authority to the Director of Economy, Transport and Environment, in consultation with the Executive Member for Economy, Transport and Environment, to make minor amendments to the split of funding across sub-programmes within the Structural Maintenance programme.

#### Executive Summary

4. The proposals set out in this report amount to just over £209 million across the next three years. Government formula settlements (£89.716 million) and Government competitively bid grants (£59.028 million) 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) (£0.07 million) also contributing. The remainder is funded through a mix of local resources, (£36.201million), developer contributions (£23.139 million), and other local authority contributions (£1.205 million).

## Contextual information

5. Executive Members can now prepare proposals for:
  - a locally resourced capital programme for three years from 2021/22 to 2023/24 within the guidelines of the current capital programme; and
  - programme of capital schemes supported by Government Grants in 2021/22, 2022/23 and 2023/24.
6. The 2021/22, 2022/23 and 2023/24 programmes set out new capital resources only, with the latter two years based on indicative schemes and figures. The 2021/22 and 2022/23 programmes replace previously approved programmes, they do not add to them.
7. ETE's forward capital programme includes the following programmes:
  - Structural Maintenance;
  - Integrated Transport;
  - Waste; and
  - Flood Risk and Coastal Defence.
8. 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 9 February 2021 to make final recommendation to Council later in February 2021.

## PART A – RESOURCES

### Local Resources

9. Local resources guidelines were agreed by Cabinet on 24<sup>th</sup> November 2020.
10. Total local resources amount to £36.201 million over the next three years.

**Table 1: Local Resources**

	2021/22 £000	2022/23 £000	2023/24 £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	0	0	414	414

Forward/Vired from Earlier Years				
Revised Capital Guidelines	<b>11,929</b>	<b>11,929</b>	<b>12,343</b>	<b>36,201</b>

### **Government Formula Allocations**

11. The Department for Transport (DfT) allocations for Integrated Transport and Structural Maintenance for 2021/22, 2022/23 and 2023/24 are detailed in Table 3 below. However, at the time of writing, these have not been confirmed by DfT. These values are based on previous allocations and have been used for planning purposes.
12. 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 2023/24 inclusive.
13. Further, at the time of writing, the DfT has not confirmed the Pothole fund, but for planning purposes, it is assumed that £1.543 million will be received each year for the next three years.

### **Other Government Funding**

14. 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. However, 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 with only £0.07 million within the starts programme in the next three years. This represents a significant reduction from last year's three-year value of just under £10 million and the £27 million three-year value the year before.
15. To mitigate the reduced opportunity for LGF funding, the department has worked hard to identify other sources and has been successful in securing significant competitive funding from DfT. This includes over £40 million in a forward package of works funded across the Tranche 2 Transforming Cities Fund and Tranche 2 Active Travel Fund (mix of capital and revenue). These schemes have entered the capital programme in 2020/21, 2021/22 and 2022/23.

## Developer Contributions and other External Funding

16. The Department receives contributions from developers towards the cost of highway and transport infrastructure associated with mitigating the effects of developments.
17. This three-year programme includes an estimate of £23.139 million of developer contributions (£22.620 million from Section 106 and £0.519 million from Community Infrastructure Levy (CIL)). In addition, 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

18. With all these potential funding sources available, it remains important to recognise that these substantial capital grants require initial revenue investment in order to develop scheme proposals sufficiently to make a credible funding bid. Since 2018/19 a revenue investment of around £1.5million per year has secured almost £170 million of competitive capital grants. Securing these funds requires schemes to be appropriately designed, costed and evidenced, prior to funding being secured. Such activities are multi-disciplinary and need to be sufficiently resourced if the County Council is to take best advantage. Due to the financial pressure that the Council is facing, at the time of writing, there is uncertainty over whether this funding can be maintained at the previous level from 2021/22 onwards.

## Total Resources

19. 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**

	2021/22 £000	2022/23 £000	2023/24 £000	Total £000
Local Resources	11,929	11,929	12,343	36,201
DfT LTP Grant – Maintenance	21,584	21,584	21,584	64,752
DfT Highways Maintenance Incentive Fund	4,495	4,495	4,495	13,485



DfT LTP Grant – Transport	5,296	5,296	5,296	15,888
DfT Pothole Fund	1,543	1,543	1,543	4,629
DfT Pinch Point Grant	0	23,800	0	23,800
DfT Safer Roads Grant	600	0	0	600
LGF Grant – Transport	70	0	0	70
Transforming Cities Fund Tranche 2	18,274	16,354	0	34,628
Developer Contributions	6,899	12,815	2,906	22,620
Other Local Authority	1,205	0	0	1,205
CIL	519	0	0	519
<b>Total Programme</b>	<b>72,414</b>	<b>97,816</b>	<b>48,167</b>	<b>218,397</b>

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

## PART B – PROGRAMMES

### Structural Maintenance Programme

20. The maintenance programme is a 'spend' based programme, and therefore the figures in Table 3 represent how much will be spent in that year.

**Table 3: Total Programme – Structural Maintenance**

	2021/22 £000	2022/23 £000	2023/24 £000	Total £000
Local resources	11,823	11,823	11,823	35,469

DfT LTP Grant Maintenance	21,584	21,584	21,584	64,752
DfT Pothole Fund	<i>1,543</i>	<i>1,543</i>	<i>1,543</i>	<i>4,629</i>
DfT Highways Maintenance Incentive Fund	<i>4,495</i>	<i>4,495</i>	<i>4,495</i>	<i>13,485</i>
<b>Total Programme</b>	<b>39,445</b>	<b>39,445</b>	<b>39,445</b>	<b>118,335</b>

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

21. The Structural Maintenance budget is used to extend the life of an existing asset. It is split across all highway assets for example, carriageways, footways, drainage, structures, traffic signals, pedestrian crossings and cattle grids.
22. It should be noted that, within year, one-off government grant funding and other funding from successful bids can be allocated to this budget increasing the total available in year. As part of some programmes, ETE seeks to build up sufficient allocations for larger more complex schemes over several years. In addition, some schemes hold funding to help support bidding opportunities.
23. Budgets are allocated in line with Hampshire County Council's Asset Management principles and needs based budgeting and programmes are developed based on various factors, including condition, remaining life and lifecycle planning including whole life costs.
24. The Structural Maintenance programme is made up of two major programmes of work: Structural Planned Maintenance and Bridges. The sub-programmes of work will vary over the next three years, however the information in the next two paragraphs detail the types of activity undertaken.
25. Structural Planned Maintenance consists of sub-programmes as follows:
  - Operation Resilience - consisting of a surface treatments programme i.e. surface dressing etc. In addition, sub-programmes for carriageway and footway resurfacing, reconstructions, drainage, haunching and edge repairs, vehicle restraint systems, fencing, cattle grids and similar;
  - local depot sub-programmes – consisting of carriageway and footway repairs, kerb repairs, carriageway edge repairs, drainage, accident damage, fencing and similar; and
  - Intelligent Transport Systems – consisting of replacing life expired equipment i.e. traffic signals and crossings.
26. The Bridges and Structures programme consists of works to County Council owned Highway structures, which includes road bridges, footbridges, culverts (1.5m span or more), subways and retaining walls, as well as works on pumps at subways and low spots in the carriageway. Work can include any of the

following as a result of structural assessment, annual inspection, accident damage (vehicles or weather related) or vandalism:

- bridges, footbridges and culverts: strengthening/ replacement; refurbishment; cathodic protection installation; bearing replacement; drainage replacement; concrete, steel, or brickwork repair; painting; bridge deck waterproofing replacement; expansion joint replacement; scour/invert repairs/protection; parapet repair/replacement; revetment repair/strengthening; and corrugated culvert relining;
- subways: in addition to the above, application/repair of murals; repair and replacement of signs and mirrors; repair and replacement of tiling; and
- pumps: replacement of pump units and pipework leading to pumps.

27. To provide greater governance of the Structural Maintenance programme, it has been agreed that this report will include the initial split of allocation between the two sub-programmes that form the Structural Maintenance programme, with authority delegated to the Director of Economy, Transport and Environment to make minor amendments to the split of funding across sub-programmes.
28. It is therefore recommended that the Executive Member for Economy, Transport and Environment delegates authority to the Director of Economy, Transport and Environment to make minor amendments to the split of funding across sub-programmes.
29. In 2021/22, the total Structural Maintenance spend will be split across the two programmes of work as shown in the tables below. The split of the total Structural Maintenance budget is confirmed on a rolling year basis, therefore the split for next year is shown below.
30. The initial split of allocations between the two sub-programmes that form the Structural Maintenance programme is shown in the table below:

**Table 4: Structural Maintenance Programme**

	2021/22 £000	Total £000
Operation resilience	27,576	27,576
Local Depots	3,929	3,929
ITS	150	150
Other Highways structural maintenance	3,790	3,790
<b>Total Programme</b>	<b>35,445</b>	<b>35,445</b>

**Table 5: Bridges Programme**

	2021/22 £000	Total £000
Bridges	4,000	4,000
<b>Total Programme</b>	<b>4,000</b>	<b>4,000</b>

### **Integrated Transport Programme**

31. This programme is a 'starts' based programme, and therefore the figures in Table 6 do not represent how much will be spent but the full value of projects that are proposed to start construction in that year.
32. The proposed total value of the three-year Integrated Transport Plan (ITP) Programme is £90.706 million. As this is a 'starts-based' programme this figure does not include the value of schemes currently in delivery which commenced prior to 2021/22. Schemes which commenced prior to 2021/22, such as Stubbington Bypass, M27 Junction 9, Eclipse Busway Phase 1 Completion and Brighton Hill Roundabout, totalling over £90 million, will continue to require significant on-going resources from across the department in 2021/22.
33. As mentioned above, the proposed Integrated Transport Programme includes schemes that have now been successfully awarded funding from DfT's Tranche 2 Transforming Cities Fund. These schemes have entered the capital programme in 2020/21, 2021/22 and 2022/2. This has increased the overall programme by 22 schemes. The package of measures for Portsmouth City Region consists of 10 schemes (£21million) and a further 12 schemes in the Southampton City Region (£18million).
34. In addition, Hampshire County Council has recently received confirmation that it has been successful in securing £3.28 million of DfT Tranche 2 Active Travel Fund (capital and revenue mix). This will allow Hampshire County Council to provide a range of measures to create better spaces for people walking and cycling.
35. The 2021/22 main programme provides details of the schemes expected to commence during that financial year. Circumstances outside of the organisation's control such as further Covid-19 restrictions, unexpected public utility apparatus or environmental considerations can intervene that may cause some schemes to be delayed to later financial years. The main 2022/23 and 2023/24 programmes are at this stage provisional and programmed based upon the more limited information available for schemes at a much earlier stage of development. This includes schemes such as Hamble Lane Improvements (£15 million) and Lynchford Road, Farnborough Phase 2 (£6.6 million) that currently do not have funding secured.
36. 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 £18

million, an increase of £8 million from 2020/21. 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.

37. The programme includes an allocation of £1.5 million to the Safety Engineering Programme for each of 2021/22, 2022/23 and 2023/24. 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.
38. Appendix 2 provides detail on the schemes to be included in this programme and presents a spend profile across years for information.

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

	2021/22 £000	2022/23 £000	2023/24 £000	Total £000
Local Resources	0	0	414	414
DfT - LTP Grant - Transport	2,250	2,450	2,150	6,850
DfT - Pinch Point Grant	0	23,800	0	23,800
DfT - Safer Roads Grant	600	0	0	600
LGF Grant - Transport	70	0	0	70
Transforming Cities Fund Tranche 2	18,274	16,354	0	34,628
Developer Contributions	6,899	12,815	2,906	22,620
Other Local Authority	1,205	0	0	1,205
CIL	519	0	0	519
<b>Total Programme</b>	<b>29,817</b>	<b>55,419</b>	<b>5,470</b>	<b>90,706</b>

The County Council is developing additional schemes, which are expected to be added to 2023/24 capital programme year once further developed. This explains why the value is so much higher in years 2021/22 and 2022/23.

### **Waste Programme**

39. The feasibility study into development of new recycling infrastructure to meet the forthcoming legislation has been completed by Veolia providing the capital costs associated with the delivery both for the Materials Recycling Facility (MRF) as well as the associated Waste Transfer Station (WTS) network. The twin stream system, which sees fibre-based materials being collected separately from containers (plastic bottles, pots, tubs and trays, glass bottles and jars, tins and cans and cartons) the later mix going to a new container MRF for processing, is broadly deliverable with the WTS network and would cost approximately £20 million to deliver. The alternative kerbside sort option would require the majority of the 11 WTSs to be replaced with new larger sites which is both unlikely to be deliverable and would cost significantly more.
40. It is expected that the collection system review work supported by WRAP will be completed by consultants in early March 2021 with the outputs from both the collections and infrastructure work being presented together at a waste summit on the preferred recycling system across Hampshire, Portsmouth and Southampton as soon as reasonably practical. Decisions to proceed by partners would need to be made in quarter 2 or 3 of 2021/22 with detailed design and planning work to follow ahead of a 12 month construction period which would be completed by the summer 2023.

### **Flood Risk & Coastal Defence Programme**

41. Several flood risk reduction schemes have been delivered across the County despite the delays and costs associated with high ground water levels and Covid-19 lockdown restrictions during the last financial year. The estimated value of the programme is £24 million. The County Council is projected to spend just over £14 million of local resources (including structural maintenance), 60% of the total with the remaining 40% 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.
42. Up until October 2020, a further £3.4million has been invested in the programme increasing the total investment to date in flood risk reduction schemes to £12.8 million. £2.5 million of the funding secured in 2020/21 for the programme was from national FDGiA, local levy and contributions from partners. A further £3.5 million is due to be leveraged in to support the programme subject to the deliverability of the schemes. It is also projected that just over £3.8 million of HCC funds will be required to support the programme this financial year.

**Table 7: Flood Risk and Coastal Defence Capital Programme**

	2021/22 £000	2022/23 £000	2023/24 £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**

43. On the basis of the position outlined in Part B above, Table 8 summarises the proposed new capital investment submitted for consideration for the next three years. Table 9 sets out how they are to be funded in aggregate.

**Table 8: Summary of Capital Programmes**

	2021/22 £000	2022/23 £000	2023/24 £000	Total £000
Structural Maintenance	39,445	39,445	39,445	118,335
Integrated Transport	29,817	55,419	5,470	90,706
Flood and Coastal Defence	106	106	106	318
<b>Total Programme</b>	<b>69,368</b>	<b>94,970</b>	<b>45,021</b>	<b>209,359</b>

**Table 9: Summary of Capital Funding**

	2021/22 £000	2022/23 £000	2023/24 £000	Total £000
Local Resources	11,929	11,929	12,343	36,201
DfT LTP Grant – Maintenance	21,584	21,584	21,584	64,752
DfT Highways Maintenance Incentive Fund	4,495	4,495	4,495	13,485
DfT Pothole Fund	1,543	1,543	1,543	4,629
DfT LTP Grant – Transport	2,250	2,450	2,150	6,850
DfT Pinch Point Grant	0	23,800	0	23,800
DfT Safer Roads Grant	600	0	0	600
LGF Grant – Transport	70	0	0	70
Transforming Cities Fund Tranche 2	18,274	16,354	0	34,628
Developer Contributions	6,899	12,815	2,906	22,620
Other Local Authority	1,205	0	0	1,205
CIL	519	0	0	519
<b>Total Programme</b>	<b>69,368</b>	<b>94,970</b>	<b>45,021</b>	<b>209,359</b>



The balance of funding compared to Table 2 is retained as a programme contingency to enable the County Council to enter into funding agreements requiring spend within tight deadlines and leaving the risk of cost overruns with the County Council and to provide some capacity to provide match funding where this is required.

### Revenue Implications

44. On the basis of the position outlined in Part B above, Table 10 summarises the Revenue Implications of the proposed capital investment.

**Table 10: Revenue Implications**

	2021/22 £000	2022/23 £000	2023/24 £000	Total £000
Running Costs	417	776	77	1,270
Capital Charges	3,466	4,746	2,248	10,460
<b>Revenue Implications</b>	<b>3,883</b>	<b>5,522</b>	<b>2,325</b>	<b>11,730</b>

### Consultation and Equalities

45. This is a financial report amending or proposing budgets for programmes and individual schemes, and therefore does not require a consultation.
46. Service changes or proposals for individual schemes will undertake their own specific consideration of equalities issues. This report has no direct effect on service users, so has a neutral impact on groups with protected characteristics.

### Climate Change Impact Assessments

47. The tools employed by the County Council to assess impacts on climate change adaptation and mitigation were utilised and found not to be applicable on grounds that the decision relates to a strategic programme rather than specific interventions. The tools will be applied to specific schemes and more detailed proposals in the future to assess any impacts and ensure they are reported.

**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 undertake 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.

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**Economy, Transport and Environment**

**Capital Programme - 2021/22**

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>							
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	Manydown Cycle Routes, Basingstoke*	900	300	-	1,200	-	60
4	Whitehill Bordon GGGI - Station Road Crossroads*	975	325	-	1,300	-	65
5	SCR - Redbridge Viaduct+	757	252	-	1,009	-	50
	SCR - Eling to Holbury Cycle Route*	2,581	860	-	3,441	-	172
	SCR - Rushington Roundabout*	1,832	611	-	2,443	-	122
8	PCR - Local Transport Hub - Havant Park Road South*	787	263	-	1,050	-	53
	PCR - Enhanced MM Corridor - Ladybridge R/A VE Bus Priority and Pedestrian/Cycling Enhancements*	1,017	339	-	1,356	-	68
10	PCR - Gosport Bus Station, taxi rank and Cross Street improvements*	4,425	1,475	-	5,900	-	295
11	PCR - Enhanced MM Corridor - Rusty Cutter Bedhampton *	2,194	731	-	2,925	-	146
12	North Test Valley LCWIP, Andover*	525	175	-	700	-	35
13	Whitehill Bordon GGGI - Route towards Lindford*	431	144	-	575	-	29
14	Andover - B3400 Andover Down Pedestrian Improvements*	487	163	-	650	-	33
15	West End High Street - Access Improvements*	187	63	-	250	-	13
16	Trade Street, East Woodhey - Accessibility*	255	85	-	340	-	17
17	SCR - Eastleigh Mobility Hub*	239	80	-	319	-	16
18	SCR - Totton Junction Road*	565	189	-	754	-	38

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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	4	12	Cycle improvements.	3
N/A	4	4	Pedestrian and cycle improvements	4
N/A	2	6	Parapet improvements	5
N/A	3	6	New cycle route and cycle improvements	6
N/A	4	7	Bus priority measures	7
N/A	2	8	Capacity enhancements	8
N/A	1	5	Bus corridor improvements	9
N/A	4	13	Bus station improvements	10
N/A	2	13	Full roundabout signalisation	11
N/A	4	7	Sustainable accessibility improvements	12
N/A	2	12	Pedestrian and cycle improvements	13
N/A	4	6	Pedestrian improvements	14
N/A	3	4	Accessibility Improvements	15
N/A	4	10	Safety and pedestrian improvements	16
N/A	4	3	Mobility hub	17
N/A	4	2	Bus priority measures	18

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**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 (continued)</b>							
19	PCR - Local Access Zones - Havant - Secondary*	740	247	-	987	-	49
20	PCR - Local Transport Hub - A27 Enhanced Safety Scheme, Portchester+	651	217	-	868	-	43
21	Schemes Costing Less than £250,000+	1,125	375	-	1,500	-	75
22	Safety Schemes #	1,125	375	-	1,500	-	75
23	Minor Improvements (part #) +	563	187	-	750	-	38
24	Structural Maintenance of Roads and Bridges #	24,860	2,762	-	27,622	-	1,381
<b>Total Programme Supported by the Government and other bodies</b>		47,223	10,216	-	57,439	417	2,873
<b>Total Programme</b>					69,368	417	3,466

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**Capital Programme - 2021/22**

Site Position	Contract Start		Remarks	Ref
	Date	Duration		
	Qtr	Months		
N/A	1	9	Walking and cycling enhancements	19
N/A	3	9	A27/Castle Street Roundabout	20
N/A	1	12	Local Improvements Sub-programme	21
N/A	1	12	Casualty reduction programme.	22
N/A	1	12	Improvement schemes costing less than £70,000 each.	23
N/A	1	12	Structural maintenance to improve road conditions and structural maintenance and strengthening of bridges.	24
# Projects controlled on an accrued expenditure basis + Projects partly funded from external contributions * Projects externally funded				

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**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>							
25	Structural Maintenance of Non Principal Roads #	10,641	1,182	-	11,823	-	591
26	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>							
27	A323 High St/Ash Rd, Aldershot - Cycleway/Footway*	750	250	-	1,000	-	50
28	SCR - Marchwood Bypass+	981	327	-	1,308	-	65
29	SCR - Bishopstoke Road, Eastleigh*	3,112	1,037	-	4,149	-	207
30	SCR - Providence Hill Cycle Route*	1,716	572	-	2,288	-	114
31	Fleet Station Roundabout*	5,625	1,875	-	7,500	-	375
32	Hamble Lane Improvements*	11,250	3,750	-	15,000	-	750
33	Lynchford Road, Farnborough, Phase 2 *	4,950	1,650	-	6,600	-	330
34	PCR - Enhanced MM Corridor - Delme to Downend Bus and Cycle Scheme*	6,772	2,258	-	9,030	-	452
35	Andover Railway Station Improvements*	244	81	-	325	-	16
36	Andover - Walworth RAB/A3093/A3057*	637	213	-	850	-	43
37	A339/B3349 Junction Improvements, Alton*	727	243	-	970	-	49
38	Whitehill & Bordon GGGL – Hogmoor Road Cycle & Associated Traffic Measures*	300	100	-	400	-	20
39	SCR - Airport Parkway Travel Hub*	335	112	-	447	-	22
40	A27 Barnes Lane, Fareham - Junction Improvements+	600	200	-	800	-	40
41	North Baddesley: Firgrove Rd to Castle Lane Cycleway+	388	129	-	517	-	26
42	Schemes Costing Less than £250,000+	1,489	496	-	1,985	-	100

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**Capital Programme - 2022/23**

Site Position	Contract Start		Remarks	Ref
	Date	Duration		
	Qtr	Months		
N/A	1	12	Structural maintenance to improve road conditions.	25
N/A	-	-	Provision for works and strategies for coastal sites and flood defence including match funding for joint funded schemes with external bodies	26
N/A	4	8	Pedestrian and cycle improvements	27
N/A	1	6	Bus priority measures	28
N/A	1	7	Bus priority measures	29
N/A	2	6	New cycle route	30
N/A	3	20	Roundabout improvements	31
N/A	4	18	Carriageway widening and junction improvements	32
N/A	4	18	Capacity improvements & accessibility for pedestrians and cyclists	32
N/A	1	14	Bus and cycle improvements	34
N/A	4	6	Access improvements and environmental enhancements	35
N/A	4	9	Roundabout signalisation, pedestrian and cycle improvements	36
N/A	3	16	Junction improvements	37
N/A	1	12	Traffic and cycle improvements	38
N/A	3	3	Travel hub	39
N/A	4	10	Junction improvements	40
N/A	4	5	Provision of missing cycle link	41
N/A	1	12	Local Improvements Sub-programme	42

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**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 (continued)</b>						
43	Safety Schemes #	1,125	375	-	1,500	-	75
44	Minor Improvements (part #) +	563	187	-	750	-	38
45	Structural Maintenance of Roads and Bridges #	24,860	2,762	-	27,622	-	1,381
	<b>Total Programme Supported by the Government and other bodies</b>	66,425	16,616	-	83,041	776	4,153
	<b>Total Programme</b>				94,970	776	4,746

**Capital Programme - 2022/23**

Site Position	Contract Start		Remarks	Ref
	Date	Duration		
	Qtr	Months		
N/A	1	12	Casualty reduction programme.	43
N/A	1	12	Improvement schemes costing less than £70,000 each.	44
N/A	1	12	Structural maintenance to improve road conditions and structural maintenance and strengthening of bridges.	45
			# 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>2023/24 Schemes</b>							
<b>Schemes Supported from Local Resources</b>							
46	Structural Maintenance of Non Principal Roads #	10,641	1,182	-	11,823	-	591
47	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>							
48	Whitehill Bordon - Sleaford Lights Junction - A325/B3004*	750	250	-	1,000	-	50
49	Andover - London Street/Eastern Avenue*	229	77	-	306	-	15
50	Botley Bypass - Village Enhancements	310	104	-	414	-	21
51	Safety Schemes #	1,125	375	-	1,500	-	75
52	Minor Improvements (part #) +	563	187	-	750	-	38
53	Schemes Costing Less than £250,000+	1,125	375	-	1,500	-	75
54	Structural Maintenance of Roads and Bridges (part #)	24,860	2,762	-	27,622	-	1,381
<b>Total Programme Supported by the Government and other bodies</b>		28,963	4,129	-	33,092	77	1,655
<b>Total Programme</b>					45,021	77	2,248

**Capital Programme - 2023/24**

Site Position	Contract Start		Remarks	Ref
	Date	Duration		
	Qtr	Months		
N/A	1	12	Structural maintenance to improve road conditions.	46
N/A	-	-	Provision for works and strategies for coastal sites and flood defence including match funding for joint funded schemes with external bodies	47
N/A	4	12	Junction improvements	48
N/A	4	4	Junction improvements & bus priority measures	49
N/A	4	12	Footway widening, crossing improvements, cycle improvements	50
N/A	1	12	Casualty reduction programme.	51
N/A	1	12	Improvement schemes costing less than £70,000 each.	52
N/A	1	12	Local Improvements Sub-programme	53
N/A	1	12	Structural maintenance to improve road conditions and structural maintenance and strengthening of bridges.	54

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

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Capital Programme Spend Profile and Proposed Programme 2021/22 to 2023/24

Appendix 2

	Budget				Expenditure Profile							TOTAL £000	
	21/22	22/23	23/24	Total	Historic	2021	Pre 21/22	21/22	22/23	23/24	24/25		25/26 & beyond
	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000		£000
<b>Capital Maintenance Programme</b>													
Structural Maintenance - new Resources		LTP											
Structural Maintenance - new Resources	21,584	21,584	21,584	64,752				21,584	21,584	21,584			64,752
Structural Maintenance - new Resources	1,543	1,543	1,543	4,629									
Structural Maintenance - new Resources		DIT Pot Hole Fund											
Structural Maintenance - new Resources	4,495	4,495	4,495	13,485				4,495	4,495	4,495			13,485
Structural Maintenance - new Resources	10,000	10,000	10,000	30,000				10,000	10,000	10,000			30,000
Structural Maintenance - new Resources	1,823	1,823	1,823	5,469				1,823	1,823	1,823			5,469
Capital Maintenance Programme	39,445	39,445	39,445	118,335				37,902	37,902	37,902			113,706
	39,445	39,445	39,445	118,335				37,902	37,902	37,902			113,706
<b>Spend Against Pre 2021/22 Programme Approvals (All)</b>					124,394	416,882	93,983	25,982	13,070				549,917
<b>2021/22 TO 2023/24 PROGRAMME</b>													
<b>Major Highway Improvements (&gt;£1.0m)</b>													
Manydown Cycle Routes, Basingstoke New	1,200			1,200				300	900				1,200
Whitehill Bordon GGGI - Station Road Crossroads	1,300			1,300				250	950	100			1,300
SCR - Redbridge Viaduct	1,009			1,009	1	127	128	881					1,009
SCR - Eling to Holbury cycle route	3,441			3,441	28	123	151	1,764	1,526				3,441
SCR - Rushington Roundabout	2,443			2,443	34	157	191	270	1,862				2,443
PCR - Local Transport Hub - Havant Park Road South	1,050			1,050	65	83	148	420	482				1,050
PCR - Enhanced MM Corridor - Ladybridge R/A VE Bus	1,356			1,356	56	76	132	1,224					1,356
Priority and Pedestrian/Cycling Enhancements													
PCR - Gosport Bus Station, taxi rank and Cross street improvements	5,900			5,900	39	118	157	1,470	4,273				5,900
PCR - Enhanced MM Corridor - Rusty Cutter Bedhampton	2,925			2,925	59	99	158	1,425	1,342				2,925
A323 High St/Ash Rd, Aldershot - cycleway/footway		1,000		1,000					500	500			1,000
SCR - Marchwood Bypass		1,308		1,308				90	1,038				1,308
SCR - Bishopstoke Road, Eastleigh		4,149		4,149	22	219	241	489	3,419				4,149
SCR - Providence Hill cycle route		2,288		2,288		121	121	237	1,930				2,288
Fleet Station Roundabout		7,500		7,500				2,000	3,200	2,300			7,500
Hamble Lane Improvements		15,000		15,000				1,500	8,000	5,500			15,000
Lynchford Road, Farnborough, Phase 2		6,600		6,600				1,000	3,600	2,000			6,600
PCR - Enhanced MM Corridor - Delme to Downend Bus and Cycle Scheme		9,030		9,030	64	285	349	1,650	7,031				9,030
Whitehill Bordon - Sleaford Lights Junction - A325/B3004			1,000	1,000					500	500			1,000
	20,624	46,875	1,000	68,499	368	1,498	1,866	12,560	31,573	15,000	7,500		68,499
<b>Schemes costing &gt;£250k</b>													
North Test Valley LCWIP	700			700				350	350				700
Whitehill Bordon GGGI - Route towards Lindford	575			575			21	554					575
Andover - B3400 Andover Down Pedestrian Improvements	650			650				650					650
West End High Street - Access Improvements	250			250				250					250
Trade Street, East Woodney - accessibility	340			340	4	22	26	314					340
SCR - Eastleigh Mobility Hub	319			319		22	22	297					319
SCR - Totton Junction Road	754			754		73	73	252	429				754
PCR - Local Access Zones - Havant - Secondary	987			987		50	50	311	626				987
PCR - Local Transport Hub - A27 Enhanced Safety Scheme (Portchester)	868			868	61	175	236	632					868
Andover Railway Station Improvements		325		325					325				325
Andover - Walworth RAB/A3093/A3057		850		850					850				850
A339/B3349 Junction Improvements, Alton		970		970					970				970
Whitehill & Bordon GGGI - Hogmoor Road Cycle & Associated Traffic Measures		400		400					400				400
SCR - Airport Parkway Travel Hub		447		447				33	414				447
A27 Barnes Lane, Fareham - Junction Improvements		800		800				150	650				800
North Baddesley, Firgrove Rd to Castle Lane Cycleway		517		517					395	122			517
Andover - London Street/Eastern Avenue			306	306						306			306
Botley Bypass - Village Enhancements			414	414						414			414
	5,443	4,309	720	10,472	66	364	430	3,793	5,409	840			10,472
<b>Schemes Costing &lt;£250k</b>													
Schemes costing < £250k 21/22 Unallocated	1,500			1,500				1,500					1,500
SCR - Super Stops/Enhanced Stops - Corridor 1		243		243				13	230				243
SCR - Super Stops/Enhanced Stops - Corridor 4		242		242				13	229				242
North Lane Junction Improvements, Aldershot		150		150					150				150
Schemes costing < £250k 22/23 Unallocated		1,350		1,350				1,350					1,350
Schemes costing < £250k 23/24 Unallocated			1,500	1,500						1,500			1,500
<b>Schemes Costing &lt;£250k</b>	1,500	1,985	1,500	4,985				1,526	1,959	1,500			4,985
<b>Safety Schemes</b>													
Casualty Reduction Programme	1,500	1,500	1,500	4,500				1,500	1,500	1,500			4,500
<b>Minor Improvements</b>													
Minor Works Programme	300	300	300	900				300	300	300			900
Minor Traffic Management Programme	450	450	450	1,350				450	450	450			1,350
	750	750	750	2,250				750	750	750			2,250
<b>TOTAL INTEGRATED TRANSPORT PROGRAMME</b>	29,817	55,419	5,470	90,706	434	1,862	2,296	20,129	41,191	19,590	7,500		90,706
<b>Community Vehicle Replacement Fund</b>													
<b>Flood Risk And Coastal Defence</b>	106	106	106	318				106	106	106			318
<b>TOTAL CAPITAL PROGRAMME 2021/22-2023/24</b>	69,368	94,970	45,021	209,359	434	126,256	419,178	152,120	105,181	70,668	7,500		754,647

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## HAMPSHIRE COUNTY COUNCIL

### Report

<b>Committee:</b>	Economy, Transport and Environment Select Committee
<b>Date:</b>	14 January 2021
<b>Title:</b>	School Streets
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Nicola Waight

**Tel:** 0370 779 4339

**Email:** nicola.waight@hants.gov.uk

### Purpose of Report

1. The purpose of this paper is to:
  - a. report back to the Select Committee after initial discussions in October 2020,
  - b. provide details on the proposed trials due to be considered by cabinet in February,
  - c. describe the criteria proposed for selection of schools into the trials, and
  - d. provide detail on proposed monitoring and evaluation of the trials,to inform Select Committee discussions prior to making recommendations to Cabinet and further reporting to the Full Council.

### Contextual Information

#### Background

2. A School Street is “a road outside a school with a ... restriction on motorised traffic at school drop-off and pick-up times. The restriction applies to school traffic and through traffic. The objective of school streets is to create a safer, healthier and pleasant environment for everyone” (schoolstreet.org)
3. A motion to trial school streets was considered by the County Council on 24 September 2020. After due discussion the motion was passed, with agreement that a firm proposal for a trial, including costing information and confirmation of potential funding, would be considered by the ETE Select Committee, before being brought back to Cabinet for consideration and reported to County Council.
4. A presentation was made to ETE Select Committee in October 2020 setting out the outline context for School Streets and proposing to develop details of a trial

to be delivered in 2021. At this Committee meeting it was agreed that the Cabinet paper would be further considered by the Select Committee in January 2021, ahead of consideration by the Cabinet in February 2021.

5. The Select Committee supported the development of proposals for a limited local trial of school streets in Hampshire, and agreed to further consider the proposals ahead of discussion at Cabinet.

### **Proposals**

6. It is proposed that the trial consists of three schools in a mix of areas (e.g. rural/urban) where measures would be implemented, with a further three to six control schools to enable an assessment of the impact of the measures to be compared. This is particularly important given the current impact of coronavirus on social distancing and travel patterns.
7. The trials would be funded by the Active Travel Fund Tranche 2 award.
8. Between January and March 2021 engagement with schools and wider communities would take place to ensure broad support and resolve any early issues.
9. Between March and June detailed preparations, traffic orders, and baseline monitoring would take place.
10. In July, a trial day or week would take place.
11. Between the start of term in September and the October half term the full school streets trials would take place.
12. The results of the trials would then be reviewed and the results assessed to enable a report to be brought back to Cabinet with the outcomes and conclusions from the trial.

### **Shortlisting process**

13. A working group of officers from ETE and Children's Services has developed criteria for schools' inclusion in the trials based on the following criteria:
  - interest from the School (head and governors) and enough staff to manage the trial;
  - School already engaged in travel planning measures including STARS accreditation to at least Bronze level;
  - County Councillor member support (to be established) ahead of Cabinet in February, and subject to Cabinet support;
  - an access on a suitable road (public highway, speed limit 30mph or below, access on a minor road);
  - limited impact on schools very nearby;
  - infant, primary or secondary school (not colleges);
  - Hampshire maintained school (for insurance purposes); and

- Not a Special School due to representativeness/application across the county, greater travel distances and complex needs of some pupils in relation to travel.
14. Schools for inclusion in the trial have been proposed directly by the schools themselves via Hants Covid Travel Map.
  15. In addition, schools have been considered based on suggestions by councillors and the School Travel Plan team.

### **Legal and Insurance**

16. The exact School Streets measures would be determined following engagement with the school and local community. Like schemes elsewhere in the country, it is envisaged that trials are likely to take the form of street closures to motor vehicles; either temporary closures staffed by volunteers with barriers, or more fixed measures such as bollards (in suitable locations and for the duration of the trial). Other types of measure may be possible which, if applicable to a particular location, will be explored further, including with reference to potential liabilities and insurance cover.
17. Training and PPE details will be developed and reviewed by the County Council's Asset Management team.
18. Trials involving moving traffic enforcement (e.g. Automatic Number Plate Recognition – ANPR) are not possible as legislation does not currently support this. It remains a possible option for the future.

### **Finance**

19. Funding awarded from the Department for Transport's Active Travel Fund (ATF) Tranche 2 award has been re-allocated to fund this trial up to a total £66,000.
20. It should be noted that there is pressure on all of the ATF Tranche 2 budgets as the final award was 95% of the indicative allocation, and the schools streets trial did not formally form part of the detailed and costed original bid.
21. In the longer term there is no secured funding for the further development of roll out of School Streets beyond the trial. Any future rollout would require significant staff resource within the County Council, as well as inputs from the schools themselves.

### **Consultation and Equalities**

22. Engagement with parents, schools, residents and local businesses before, during and after trials would form a crucial part of the process.
23. Potential equality related impacts have been identified and are set out in the Equality Impact Assessment summarised in this report. It is expected that these impacts can be mitigated and/or monitored as part of the trials.

## **Other Key Issues**

24. Key issues to be addressed by the trials are to further investigate:

- the impact of school streets on schools and their wider communities;
- the practicalities of delivering school streets e.g. legal issues, securing volunteers, and both Hampshire County Council and school staff resource requirements;
- the legal and practical considerations to deliver school streets in more complex scenarios.

## **Conclusions**

25. The proposals in this report establish a methodology for trialling School Streets in Hampshire.

26. Subject to Cabinet support, the trials would be undertaken during the 2021 calendar year.

27. Findings of the trials will be reported and any conclusions to be drawn will be reported back to the Cabinet following the conclusion of the trials at the end of 2021.

**REQUIRED CORPORATE AND LEGAL INFORMATION:**



### Links to the Strategic Plan

Hampshire maintains strong and sustainable economic growth and prosperity:	no
People in Hampshire live safe, healthy and independent lives:	yes
People in Hampshire enjoy a rich and diverse environment:	no
People in Hampshire enjoy being part of strong, inclusive communities:	yes
OR	
This proposal does not link to the Strategic Plan but, nevertheless, requires a decision because:	

### Other Significant Links

<b>Links to previous Member decisions:</b>	
<u>Title</u>	<u>Date</u>
<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>	
The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)	
<u>Document</u>	<u>Location</u>
None	

## **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:**

An equalities impact assessment has been undertaken for the proposal and it has been found to have a neutral impact on people with protected characteristics. Specific assessments will be carried out for specific schemes, but the proposed trial will provide an opportunity to assess the approach more generally, particularly in relation to potential impacts on people with disabilities and older people, who may have to travel further at specific sites when escorting children to school, and also on women, who are known to form a higher proportion of parents escorting children to school and who would therefore be particularly affected by any consequences of the scheme. Other potential impacts to be monitored might fall upon religious communities for whom access to places of worship may be affected, or other groups that may feel vulnerable escorting children to school on foot rather than by vehicle.

It is assessed that there would be a positive impact for younger people (school pupils) through increased opportunity for physical activity, reduced road danger, and potential reductions in air pollution.

A potential positive impact could also be experienced by people with disabilities not reliant on a private car as the environment would be safer e.g. people with visual impairment, mobility scooter.

## **Appendix A**

### **Further detail of proposed School Streets Trials**

This Appendix sets out more details of the proposed School Streets trials. It aims to:

- set out the background to the project;
- set out a plan for School Street trials;
- provide detail on monitoring and evaluation of the trials;
- set out the criteria for inclusion in the trials

### **Background information**

1. A School Street is “a road outside a school with a ... restriction on motorised traffic at school drop-off and pick-up times. The restriction applies to school traffic and through traffic. The result is a safer, healthier and pleasant environment for everyone” (schoolstreet.org)
2. A motion to trial school streets was brought to Full Council on 24 September 2020 by Councillor Jackie Porter. The motion was passed without objection. The recording can be viewed [here](#).
3. The Council resolved to:
  - work with districts, schools and local partners to swiftly identify those schools in the county that could put a “school streets” scheme in place;
  - 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;
  - measure air quality around a sample of schools in all 11 districts at child-head height to identify the level of air pollution children are being exposed to at school drop-off and pick-up; and
  - pilot additional measures to improve air quality near schools in 2020/21, such as ‘living green walls’ and tree planting.
4. A presentation was made to ETE Select Committee in October 2020 setting out the outline context for School Streets and proposing to develop details of a trial to be delivered in 2021. At this Committee it was discussed that a Cabinet paper would be developed, and returned to Select Committee in January 2021 (this meeting), ahead of Cabinet in February 2021. A recording of the Select Committee discussion can be found [here](#).
5. The benefits of school streets include:
  1. improved air quality;
  2. reduced carbon emissions;
  3. increases active travel journeys to school;

- provides a safer and more pleasant environment locally for the whole school community;
  - can assist with social distancing by reducing the street space that motor vehicles occupy;
  - create safer roads to improve road safety for children, build confidence and others;
    4. supports '[Hampshire Physical Activity Strategy 2018-21](#)';
    5. supports '[Towards a healthier Hampshire: a strategy for improving the public's health 2016-2021](#)';
    6. supports Climate Change Strategy;
    7. supports 'Hampshire 2050: Vision for the future'; and
    8. reduce/spread issues arising from residents around parent parking.
6. The challenges of school streets include:
1. not suitable for all schools (coach access, main roads, bus routes etc);
  2. still being trialed in other Council areas;
  3. displacement of traffic onto nearby streets;
  4. costs depending on complexity of scheme, varied;
  5. lack of support from stakeholders;
  6. liability and safety issue to overcome (equipment, third parties);
  7. road space/utilities;
  8. can be reliant on school staff or volunteers;
  9. don't yet have the back office or powers for moving traffic enforcement, so will take time to develop and deliver;
  10. may be seen as anti-car and subject to objections;
  11. need active support of schools – it cannot be done without them; and
  12. standalone 20mph speed limits of limited effect – require changes to physically slow traffic see results of 2018 Hampshire County Council trials [here](#) (item 4).
7. Hampshire County Council already delivers an air quality programme in schools within designated areas of poor air quality. The schools are identified through district air quality monitoring work. Around 30 schools have already engaged with initiatives including diffusion tubes, flow meters and anti-idling campaigns. Clean Air Day has been promoted in schools for the last two years.

8. Hampshire County Council also delivers a wider ranges of initiatives and support for schools with regard to their travel needs. This includes:
  - School Travel Plans following national online accreditation and recognition scheme, STARS;
  - School Crossing Patrol service;
  - Support Development Planning etc to identify and deliver school walking and cycling schemes;
  - Park and Stride sites, cycle and scooter storage;
  - training – Bikeability, Junior Road Safety Officer (JRSOs), Pedestrian training, Scooter training;
  - My Journey promotion to encourage active travel and road safety;
  - annual challenges (Scooter Challenge, Walktober, Walk to School Week, Road Safety Week);
  - ongoing programmes (Bike It, Street Sense, Air Quality, Walk Once a Week (WOW)); and
  - resources (Transition to new school e.g. maps, and Parkwise resources).
9. The County Council Travel Plan Team recently won three more Modeshift awards – 'Excellence in Walking', 'Best Project under £1000' and 'Modeshift Honorary Membership" for the team leader Helen Harris.

### **Proposed trials**

10. Following the October Select Committee, a working group has been established to investigate the requirements for a trial and develop a proposal to trial School Streets in different locations across the County – both rural and urban.
11. The working group includes officers from ETE (Integrated Transport, Implementation, Travel Plans, Asset Management, Safer Roads and Parking), Children's Services, Public Health, Legal and Insurance.
12. The working group has:
  1. learnt from Southampton City Council's/Sustrans' experience of delivering school streets – which have been aiding by HCC teams through traded services agreements (a recorded presentation can be found [here](#) at 48:45);
  2. developed criteria for inclusion in the trial;
  3. created a GIS map with data relevant to criteria;
  4. applied these criteria to shortlist schools for the trial;
  5. understood legal and insurance requirements; and
  6. developed an evaluation and monitoring logic model.

### **What would a trial look like on the ground?**

13. The measure for each school street will depend on the specific needs of each location. It is most likely that school streets would involve a temporary prohibition of motor vehicles using barriers and cones, with trained volunteers in place to manage closure and reopening, and escort vehicle access at walking pace where absolutely necessary.
14. An alternative option could be a 24 hour/7 day a week closure e.g. where the school is at the end of a cul-de-sac. This would not require volunteers but will be limited in applicable sites.
15. A third option, of “signed only” closures where signs at the side of the road advise that the road is closed to motor vehicles between set times around the school run, is very unlikely to be accepted by insurance brokers as compliance cannot be ensured.

### **How would it work?**

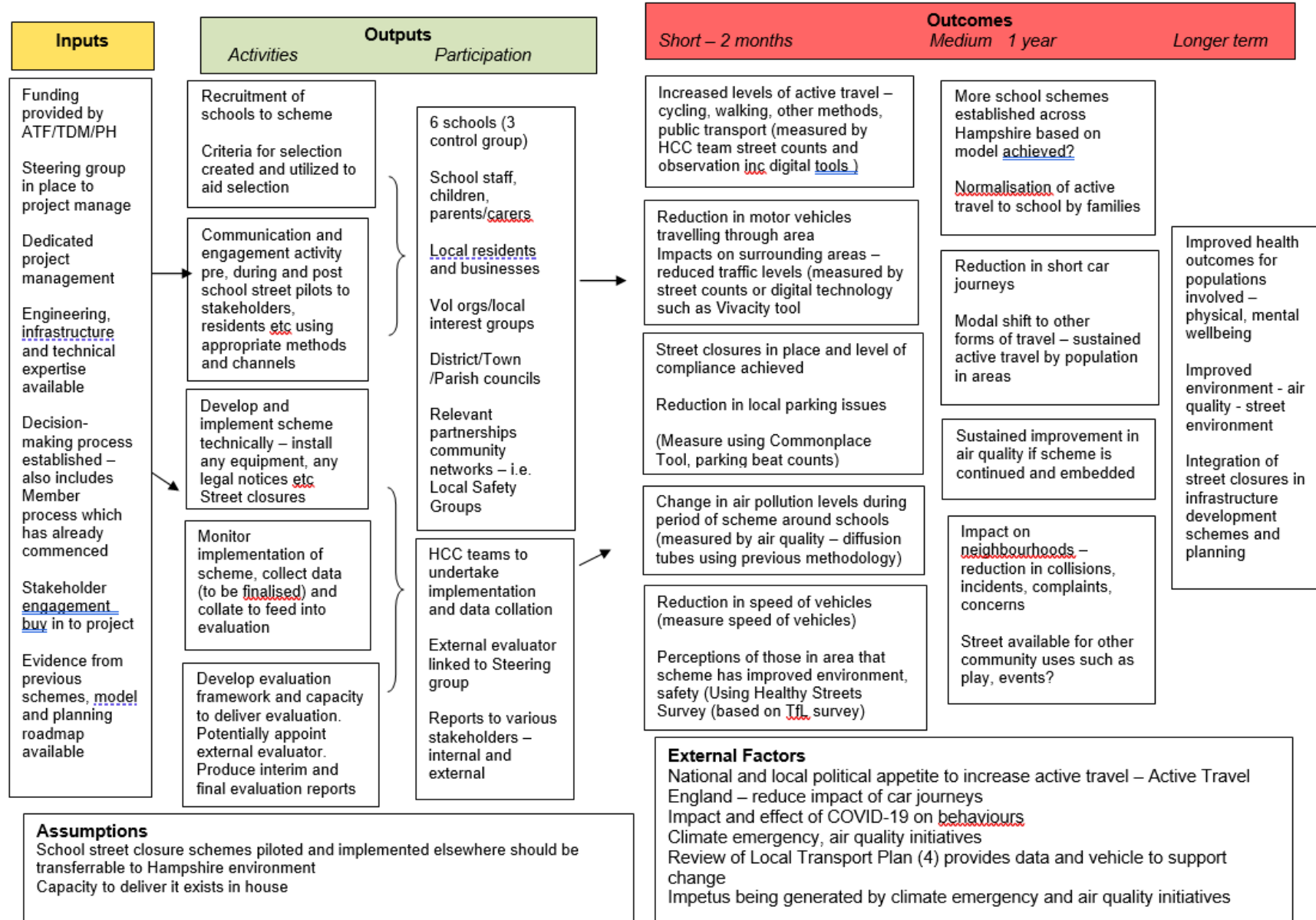
16. It is proposed that the trial consists of three schools, with a further three to six control schools to compare the impact of measures. This is particularly important given the impact of coronavirus on social distancing and travel patterns.
17. The trials would be funded by the Active Travel Fund Tranche 2 award.
18. Between January and March 2021 – engagement with schools and wider communities would take place to ensure broad support and resolve early issues.
19. Between March and June detailed preparations, traffic orders, baseline monitoring would take place.
20. In July a trial day or week would take place.
21. Between September and the October half term the full school streets trials would take place.
22. The results of the trials would be reviewed in October with the results ready in November for review.

### **Monitoring and evaluation**

23. It is suggested that the scheme is monitoring and evaluated against the following aims:
  - to explore the practicalities of undertaking School Streets in Hampshire;
  - to understand how they could be applied;
  - to set and test criteria in practice;
  - to test if School Streets can make a positive difference; and
  - to understand costs involved in delivering School Streets more widely.
24. A monitoring and evaluation logic model is set out below:

**Programme: School Streets Logic Model** (to act as base for evaluation)

**Aim of programme:** to develop, implement and evaluate school streets pilot schemes across Hampshire, testing feasibility and practicalities, changes in modal shift to active travel and impacts on local environment, and understanding costs in 2021.





## Criteria for selecting trial schools

25. A longlist of schools was compiled based on direct requests from schools in response to the Hants Covid Travel Map website used to collect suggestions for social distancing and active travel schemes in response to the coronavirus; suggestions from Members and suggestions from the Travel Plan team who work very closely with schools. The longlist included over 60 schools.
26. As there would be a very large number of variables associated with each school and its suitability for the trial, a phased sifting approach has been followed with schools being filtered at each stage until a final short list is determined. The first stage involved application of a limited number of criteria. The second stage was the application of a longer list of wider considerations. The final stage will be applied to the shortlist of schools.
27. Stage 1: Criteria include:
  1. interest from the School (head and governors) and enough staff to manage the trial;
  2. School already engaged in travel planning measures including STARS accreditation to at least Bronze level;
  3. County Councillor member support (to be established ahead of Cabinet) -support subject to formal Cabinet support;
  4. an access on a suitable road (public highway, speed limit 30mph or below, access on a minor road);
  5. limited impact on schools very nearby;
  6. infant, primary or secondary school (not colleges);
  7. Hampshire maintained school (for insurance purposes); and
  8. Not a Special School due to representativeness/application across the county, greater travel distances and complex needs of some pupils in relation to travel.

A shortlist will be developed, with a list of suitable reserve schools.

28. Stage 2: Considerations include:
  1. high percentage of children within catchment;  
district member support;
  2. site of previous trial closure;
  3. School Crossing Patrol site;
  4. bus route diversion required;
  5. Home to School transport alterations required;

6. good public transport alternatives available;
7. cycle routes available;
8. sufficient cycle and scooter storage;
9. suitable traffic diversion routes;
10. parking alternatives available;
11. school street would be the only access for large number of residential properties;
12. impacts on businesses, public facilities and places of worship;
13. access for staff to leave site;
14. coach/bus access for school trips;
15. Emergency Services route affected (this would be established through formal traffic order process);
16. number of pupils;
17. very high car use; and
18. residents' parking permit area.

This stage is underway at present (Dec-Jan 2021)

29. Stage 3: Deciding factors:

1. casualty record around shortlisted schools (very unlikely that any school has a significant number or casualty pattern);
2. reported near miss information from school travel plans;
3. are local residents supportive?;
4. are affected businesses/public facilities supportive?;
5. EqlA and Risk Assessment impacts and mitigation requirements;
6. proximity to an AQMA;
7. diffusion tubes show existing air quality is poor (data very limited); and
8. cost to implement and maintain a scheme at each location.

## 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**

Red = changes since last meeting

Topic	Issue	Reason for inclusion	Status and Outcomes	14 January 2021	June 2021	September 2021	December 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		✓			
Information Item	Flood Defence and Mitigation Strategy		Environment Agency to be invited to attend	✓			
Information Item	Verge Management	Requested by the Chairman	To cover the maintenance and management of verges on the highway network		✓		
For future review	School Streets Scheme	Requested by Select Committee	Details and proposals on a pilot to come back to Committee following discussion in October 2020	✓			

Topic	Issue	Reason for inclusion	Status and Outcomes	14 January 2021	June 2021	September 2021	December 2021
For future review	Climate Change Action Plan	Request of the Chairman following discussion at Cabinet	A high level look at the Action Plan and work being done.	✓			
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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