

## NOTICE OF MEETING

<b>Meeting</b>	Cabinet
<b>Date and Time</b>	Tuesday, 29th September, 2020 at 10.30 am
<b>Place</b>	Remote Meeting
<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 - 26)

To confirm the minutes of the previous meeting

### 4. DEPUTATIONS

To receive any deputations notified under Standing Order 12.

**5. CHAIRMAN'S ANNOUNCEMENTS**

To receive any announcements the Chairman may wish to make.

**6. A PROGRESS REPORT OF THE COUNTY COUNCIL'S RESPONSE TO THE COVID-19 CRISIS** (Pages 27 - 52)

To consider a report of the Chief Executive regarding the County Council's continuing responses to and process (and leadership) of recovery from the COVID-19 pandemic.

**7. FINANCIAL UPDATE** (Pages 53 - 66)

To consider a report of the Director of Corporate Resources providing an update on the Council's financial position.

**8. ADULTS' HEALTH AND CARE – YEAR 2 STRATEGY PROGRESS** (Pages 67 - 82)

To consider a report of the Director of Adults' Health and Care providing Cabinet with an update on the continued progress made by Adults' Health and Care over 2019/20 (the 2<sup>nd</sup> year) in relation to the Departmental Vision and 5 Year Strategy.

**9. CLIMATE CHANGE ACTION PLAN 2020-2025** (Pages 83 - 164)

To consider a report of the Director of Economy, Transport and Environment presenting the Hampshire County Council Climate Change Action Plan 2020-2025.

**10. CHANGES TO THE PLANNING SYSTEM, MAJOR DEVELOPMENTS AND INFRASTRUCTURE FUNDING** (Pages 165 - 192)

To consider a report of the Director of Economy, Transport and Environment updating Cabinet on changes to the Planning System, Major Developments and Infrastructure Funding.

**11. WATERSIDE VISION** (Pages 193 - 216)

To consider a report of the Director of Economy, Transport and Environment regarding the Waterside regeneration proposals.

**12. M27 JUNCTION 10 SCHEME UPDATE** (Pages 217 - 228)

To consider a report of the Director of Economy, Transport and Environment regarding the M27 Junction 10 improvement scheme.

**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 view the public sessions of the meeting via YouTube. If you have any particular requirements please contact [members.services@hants.gov.uk](mailto:members.services@hants.gov.uk) for assistance.

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

This page is intentionally left blank

# Agenda Item 3

AT A MEETING of the Cabinet of HAMPSHIRE COUNTY COUNCIL held at the  
Castle, Winchester on Tuesday, 14th July, 2020

Chairman:

\* Councillor Keith Mans

- |                               |                                |
|-------------------------------|--------------------------------|
| * Councillor Rob Humby        | * Councillor Andrew Joy        |
| * Councillor Roz Chadd        | * Councillor Stephen Reid      |
| * Councillor Liz Fairhurst    | * Councillor Patricia Stallard |
| * Councillor Judith Grajewski | * Councillor Seán Woodward     |
| * Councillor Edward Heron     |                                |

Also present with the agreement of the Chairman: Councillors House, Glen, Tod and Warwick

## 189. **APOLOGIES FOR ABSENCE**

All Members were present and no apologies were noted

## 190. **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 Personal interest in a matter being considered at the meeting they considered whether such interest should be declared, and having regard to Part 5, Paragraph 5 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.

## 191. **MINUTES OF PREVIOUS MEETING**

The minutes of the previous meeting were reviewed and agreed

## 192. **DEPUTATIONS**

Three deputies were invited in turn to address Cabinet.

Phil Joyce from Extinction Rebellion Winchester spoke in reference to item 6 on the agenda (Covid-19 Response Progress Update). He highlighted an ongoing petition calling for more action to make the city's streets safer for cyclists and pedestrians, including road reallocation and restrictions on vehicles.

Martin Heath from the Basingstoke and Dean Transition Network spoke in reference to item 10 on the agenda (Climate Change Strategy). He addressed

the role, causes and impact of carbon emissions, calling for Hampshire to take a leadership role in reducing energy use and the wider uptake of renewable energy sources.

Philippa Brealey spoke in reference to item 10 on the agenda (Climate Change Strategy). She welcomed the strategy but, noting predictions for global temperature increases, felt that the 2050 target was not soon enough. She highlighted the number of local groups actively proposing initiatives and schemes within the scope of the strategy and welcomed engagement with them.

The Chairman thanked the deputies on behalf of Cabinet. He noted his past personal involvement in environmental issues and his support for the climate change strategy in the County Council.

### **193. CHAIRMAN'S ANNOUNCEMENTS**

The Chairman noted that the phase of recovering from the Covid-19 pandemic was well underway. He welcomed the recent decision by government to require that facemasks be worn in shops and other buildings to reduce transmission. It was confirmed that the first meeting of Hampshire's Local Outbreak Engagement Board to monitor local Covid-19 outbreaks would take place following Cabinet. The significant impact of the pandemic on both the County Council's own budget and on the Hampshire economy was highlighted and the Chairman indicated the importance of government support in this element of recovery.

### **194. A PROGRESS REPORT OF THE COUNTY COUNCIL'S RESPONSE TO THE COVID-19 CRISIS**

Cabinet considered a report of the Chief Executive regarding the County Council's Response to the COVID-19 crisis.

At the invitation of the Chairman, Councillor House addressed Cabinet, welcoming a full and helpful report. He raised questions on the position on data sharing with government and on the provision of telephone based services. Councillor House highlighted the importance of learning from experience to ensure both transparency and better outcomes in the future.

Key elements of the report were introduced, highlighting the importance of keeping "R" as low as possible, the learning that had taken place with regards care homes, preparations for the wider re-opening of schools and recreational facilities, the booking system in place at HWRCs and the work of officers in Corporate Resources to keep key support processes running. The position of telephone based services was clarified.

Cabinet welcomed the report and agreed the importance of learning from experiences to both understand what could have gone better and also what went particularly well and could become part of a new normal.

Tributes were paid to officers delivering services and working hard to bring back services that had been suspended. The resilience and response of Hampshire's communities in looking after each other and working together was praised.

The recommendations set out in the report were considered and agreed. A decision record is attached to these minutes.

**195. HAMPSHIRE LOCAL OUTBREAK CONTROL PLAN AND LOCAL OUTBREAK ENGAGEMENT BOARD**

Cabinet considered a report of the Chief Executive regarding the Local Outbreak Control Plan and Local Outbreak Engagement Board.

The outbreak control structure as set out in the report was introduced. It was confirmed that data on positive test results by the NHS or by mobile test units was being shared. Some location data was also available but should be treated with caution because transmission did not always occur at home.

The recommendations set out in the report were considered and agreed. A decision record is attached to these minutes.

**196. MEDIUM TERM FINANCIAL STRATEGY**

Cabinet considered a report of the Director of Corporate Resources regarding the Medium Term Financial Strategy.

At the invitation of the Chairman, Councillor House addressed Cabinet noting that it was now not looking likely that the County Council would receive full reimbursement of the costs of managing the Covid-19 crisis and highlighting the uncertainty of the position.

The report was introduced and the level of unfunded loss to date drawn to Cabinet's attention. The scenarios regarding government funding and various possible outcomes set out in the report were detailed. The impact on the Transformation programme was highlighted and it was confirmed that with much of T21 paused, it would be necessary to extend delivery for a year. It was emphasised that the situation was fast moving with changing consequences.

Cabinet welcomed the report, noting that although the long term position was difficult, prior to Covid-19 the County Council was on track to meet its budget, but in some scenarios it was now no longer financially viable. The importance of explaining the County Council's situation and of government honouring its commitments of support was agreed.

The recommendations set out in the report were considered and agreed. A decision record is attached to these minutes.

**197. 2019/20 - END OF YEAR FINANCIAL REPORT**

Cabinet considered a report of the Director of Corporate Resources presenting the 2019/20 End of Year Financial report.

The report was introduced and the strong and reliable delivery of budgeted savings prior to Covid-19 was emphasised. With regard to departmental

summaries, it was noted that budgets were balanced or savings had been achieved in advance. Cabinet recognised that the County Council's strong financial position had enabled it to take action that wasn't available to other authorities, such as advancing government money for Covid-19 related PPE to care homes in order to speed up delivery.

The recommendations set out in the report were considered and agreed. A decision record is attached to these minutes.

#### **198. CLIMATE CHANGE STRATEGY**

Cabinet considered a report of the Director of Economy, Transport and Environment regarding the Climate Change Strategy.

At the invitation of the Chairman, Councillor Tod addressed Cabinet highlighting the scale of the climate change crisis. He welcomed the commitment to change and proposed that progress across different areas of the Council's activity be monitored through the scrutiny committees.

The report was introduced with reference to the extensive work that had been carried out on policy development. The dual targets of reducing emissions of greenhouse gases and of building resilience to temperature change were set out. It was confirmed that the baseline level of emissions had been established using recognised methodology from the Carbon Trust. The development of impact assessment tools to integrate with the Council's future decision making process was highlighted. It was confirmed that stakeholder events had been held and a number of new projects to both engage with communities and provide advice were detailed.

Cabinet welcomed the report and the evidence based approach and thanked officers for their work and the progress that had been achieved. It was recognised that the direct influence of local government was limited and therefore working with partners and communities was essential.

With the agreement of the Chairman, the Assistant to the Executive – Environment (Councillor Warwick) addressed Cabinet. She praised the work in the report to provide a starting point for the significant action that was needed to meet the targets that were set. She welcomed the community support and advice projects that had been launched and highlighted the benefits of bringing partners together.

The recommendations set out in the report were considered and agreed. A decision record is attached to these minutes.

#### **199. TRANSPORT FOR THE SOUTH EAST (TFSE)**

Cabinet considered a report of the Director of Economy, Transport and Environment regarding Transport for the South East's (TfSE) Proposal to Government.



In introducing the report, the context of the TfSE's proposals to establish a sub-national transport body were set out. It was noted that the strategy had climate change at its centre and Cabinet welcomed the proposals to work in partnership and support the ongoing prosperity of the region.

The recommendations set out in the report were considered and agreed. A decision record is attached to these minutes.

200. **SERVING HAMPSHIRE - 2019/20 PERFORMANCE REPORT**

Cabinet considered a report of the Chief Executive regarding the Council's performance in 2019/20.

An overview of the Council's performance was set out with reference to the report and key areas of corporate diversity and the prevention of modern slavery. Data on referrals to and determinations by the local government ombudsman were drawn to Cabinet's attention. The objectivity of the report and high overall performance of the Council was recognised, in particular activity on equality and diversity was welcomed.

The recommendations set out in the report were considered and agreed. A decision record is attached to these minutes.

---

Chairman,

This page is intentionally left blank

## HAMPSHIRE COUNTY COUNCIL

### Decision Record

<b>Decision Maker:</b>	Cabinet
<b>Date:</b>	14 July 2020
<b>Title:</b>	A Progress Report of The County Council's Response to the COVID-19 Crisis
<b>Report From:</b>	Chief Executive

**Contact name:** John Coughlan

**Tel:** 01962 845252

**Email:** John.coughlan@hants.gov.uk

#### 1. The decision:

That Cabinet:

- 1.1. Note the contents of the report as a further summary of the exceptional events and responses by the County Council to the COVID-19 crisis, bearing in mind that it provides a top-level assessment of a massive and fast changing situation;
- 1.2. Note the additional developing initiatives that have been introduced since the previous report including the support to the wider care home sector, the preparations for increasing access to schools, and in particular the beginning of the outbreak recovery planning;
- 1.3. Acknowledge the continuing extraordinary and at times heroic efforts of the staff of the County Council as the crisis has progressed.

#### 2. Reasons for the decision:

- 2.1. To note the ongoing response to the Covid 19 crisis and recognise the exceptional efforts of all involved.

#### 3. Other options considered and rejected:

- 3.1. None.

#### 4. Conflicts of interest:

- 4.1. Conflicts of interest declared by the decision-maker: None
- 4.2. Conflicts of interest declared by other Executive Members consulted: Not applicable

#### 5. Dispensation granted by the Conduct Advisory Panel: None.

**6. Reason(s) for the matter being dealt with if urgent:** Not applicable.

**7. Statement from the decision maker:**

**Approved by:**

**Date:**

-----  
Chairman of Cabinet  
Councillor Keith Mans

14 July 2020

## HAMPSHIRE COUNTY COUNCIL

### Decision Record

<b>Decision Maker:</b>	Cabinet
<b>Date:</b>	14 July 2020
<b>Title:</b>	Hampshire Local Outbreak Control Plan and Local Outbreak Engagement Board
<b>Report From:</b>	Chief Executive

**Contact name:** Barbara Beardwell/ Simon Bryant

**Tel:**

**Email:**

[Barbara.Beardwell@hants.gov.uk](mailto:Barbara.Beardwell@hants.gov.uk)

[Simon.Bryant@hants.gov.uk](mailto:Simon.Bryant@hants.gov.uk)

#### 1. The decision:

That Cabinet:

- 1.1. Endorses the steps taken so far to establish a Local Outbreak Control Plan for Hampshire attached at Appendix A (anticipated first iteration at end of June for inclusion in Cabinet papers). This plan will be subject to regular update and review under the direction of the Director of Public Health and the Hampshire Covid-19 Health Protection Board.
- 1.2. Approves the establishment of a Local Outbreak Engagement Board for Hampshire on the basis set out in this Report and the Terms of Reference for the Board set out in Appendix B including the appointment of County Council Cabinet Members to the Board, and the invitation to Opposition representative, District Council Rep, CCG Non Exec Rep)].
- 1.3. Approves the establishment of a Hampshire Covid-19 Health Protection Board on the basis as set out in this Report and the Terms of Reference and Membership for the Board as set out in Appendix C
- 1.4. Delegates to the Director of Public Health the authority to spend the funding allocated to the County Council in accordance with the Local Authority Covid-19 Test and Trace Service Support Grant Determination, and the County Council's existing financial regulations, the Constitution and departmental scheme of delegation, including consultation with the Chief Executive where appropriate.
- 1.5. Approves the change of name from the existing Cabinet Advisory Sub-Committee on Economic Development to the Cabinet Sub-Committee on Economic Growth and Recovery..

#### 2. Reasons for the decision:

2.1. To meet the requirement for the establishment of a Local Outbreak Control Plan and a Local Outbreak Control Board for Hampshire.

**3. Other options considered and rejected:**

3.1. None.

**4. Conflicts of interest:**

4.1. Conflicts of interest declared by the decision-maker: None

4.2. Conflicts of interest declared by other Executive Members consulted: Not applicable

**5. Dispensation granted by the Conduct Advisory Panel:** None.

**6. Reason(s) for the matter being dealt with if urgent:** Not applicable.

**7. Statement from the decision maker:**

**Approved by:**

**Date:**

-----  
Chairman of Cabinet  
Councillor Keith Mans

14 July 2020

## HAMPSHIRE COUNTY COUNCIL

### Decision Record

<b>Decision Maker:</b>	Cabinet
<b>Date:</b>	14 July 2020
<b>Title:</b>	Medium Term Financial Strategy Update
<b>Report From:</b>	Director of Corporate Resources

**Contact name:** Carolyn Williamson

**Tel:** 01962 847400

**Email:** Carolyn.Williamson@hants.gov.uk

#### 1. The decision:

That Cabinet:

- 1.1. Notes the current level of unfunded costs and losses of approaching £103m, as detailed in paragraph 14.
- 1.2. Notes that the County Council will continue to lobby the Government to underwrite all of the financial consequences of the crisis and that as part of this lobbying, the Leader of the County Council will write to the Government requesting that they honour their commitment to fully fund the financial consequences of Covid-19.
- 1.3. Notes the urgent decisions taken to date in respect of a number of key issues relating to the County Council's response to the Covid-19 pandemic, as set out in Appendix 1.
- 1.4. Approves additional ongoing funding of up to £1.7m to be met from general contingencies to enable the Special Educational Needs service to meet the rising demands they are facing and help them meet their statutory duties.
- 1.5. Approves an additional £3.783m for additional social workers in the current year to be met from Covid-19 grant funding and up to £6.7m in 2021/22 subject to a review of demand and caseloads at the end of this financial year.
- 1.6. Approves further payments to social care providers of £5.910m to be met from Covid-19 grant funding and delegates authority to the Deputy Chief Executive and Director of Corporate Resources in consultation with the Director of Adults' Health and Care to agree a further month's payments at a cost of £2.418m.
- 1.7. Recommends to County Council that:
  - a) A capital underwriting of up to £5m be approved to be met from capital receipts to enable existing schemes to continue where there may be increased costs and to delegate authority to the Deputy Chief Executive

and Director of Corporate Resources to allocate this funding as appropriate.

b) The timetabling options for a successor savings programme as set out in paragraph 163 be approved.

c) The Departmental savings targets as set out in paragraph 165 be approved.

**2. Reasons for the decision:**

2.1. To provide an update and decisions on the medium term financial prospects for the County Council to 2022/23, in particular in view of the impact of the Covid-19 pandemic.

**3. Other options considered and rejected:**

3.1. None.

**4. Conflicts of interest:**

4.1. Conflicts of interest declared by the decision-maker: None

4.2. Conflicts of interest declared by other Executive Members consulted: Not applicable

**5. Dispensation granted by the Conduct Advisory Panel:** None.

**6. Reason(s) for the matter being dealt with if urgent:** Not applicable.

**7. Statement from the decision maker:**

**Approved by:**

**Date:**

-----  
Chairman of Cabinet  
Councillor Keith Mans

14 July 2020



## HAMPSHIRE COUNTY COUNCIL

### Decision Record

<b>Decision Maker:</b>	Cabinet
<b>Date:</b>	14 July 2020
<b>Title:</b>	2019/20 – End of Year Financial Report
<b>Report From:</b>	Director of Corporate Resources

**Contact name:** Carolyn Williamson

**Tel:** 01962 847400

**Email:** Carolyn.Williamson@hants.gov.uk

#### 1. The decision:

That Cabinet:

- 1.1. Approves the outturn position set out in Section 3.
- 1.2. Approves the increase of service capital programme cash limits for 2020/21 to reflect the carry forward of capital programme schemes and shares of capital
- 1.3. Approves the transfer of the balance of the net corporate savings of just over £11.9m to the Budget Bridging Reserve (BBR).
- 1.4. Recommends to County Council that:
  - a) The report on the County Council's treasury management activities and prudential indicators set out in Appendix 2 be approved.

#### 2. Reasons for the decision:

- 2.1. To provide a summary of the 2019/20 final accounts and make recommendations to Council on treasury management activities and prudential indicators.

#### 3. Other options considered and rejected:

- 3.1. None.

#### 4. Conflicts of interest:

- 4.1. Conflicts of interest declared by the decision-maker: None
- 4.2. Conflicts of interest declared by other Executive Members consulted: Not applicable

#### 5. Dispensation granted by the Conduct Advisory Panel: None.

**6. Reason(s) for the matter being dealt with if urgent:** Not applicable.

**7. Statement from the decision maker:**

**Approved by:**

**Date:**

-----  
Chairman of Cabinet  
Councillor Keith Mans

14 July 2020

## HAMPSHIRE COUNTY COUNCIL

### Executive Decision Record

<b>Decision Maker:</b>	Cabinet
<b>Date:</b>	14 July 2020
<b>Title:</b>	Climate Change Strategy
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Stuart Jarvis

**Tel:** 01962 845260

**Email:** [stuart.jarvis@hants.gov.uk](mailto:stuart.jarvis@hants.gov.uk)

#### 1. The decision:

- 1.1. Cabinet approves the Hampshire County Council's Climate Change Strategy 2020-2025 which provides a clear direction and framework for the County Council's climate change programme and sets out the carbon baseline emissions and carbon budgets for meeting the agreed 2050 climate change targets.
- 1.2. Cabinet agrees the framework and next stages for developing the supporting Action Plan.
- 1.3. Cabinet notes the details on a range of climate change activity and programmes already underway within the Council towards meeting the climate change targets.
- 1.4. Cabinet agrees that the Action Plan be submitted to Cabinet for approval in September 2020.

#### 2. Reasons for the decision:

- 2.1. To uphold the commitment to develop a climate change strategy and action plan following the County Council's declaration of a climate emergency in June 2019 and the endorsement of the 2050 Commission recommendations in September 2019.

#### 3. Other options considered and rejected:

- 3.1. Not to develop a strategy and action plan following the climate emergency declaration.

#### 4. Conflicts of interest:

- 4.1. Conflicts of interest declared by the decision-maker:
- 4.2. Conflicts of interest declared by other Executive Members consulted:

5. Dispensation granted by the Conduct Advisory Panel: none.
6. Reason(s) for the matter being dealt with if urgent: not applicable.
7. Statement from the Decision Maker:

**Approved by:**

**Date:**

-----

**14 July 2020**

**Chairman of Cabinet  
Councillor Keith Mans**

## HAMPSHIRE COUNTY COUNCIL

### Executive Decision Record

<b>Decision Maker:</b>	Cabinet
<b>Date:</b>	14 July 2020
<b>Title:</b>	Transport for the South East (TfSE)
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Keith Willcox

**Tel:** 01962 846997

**Email:** keith.willcox@hants.gov.uk

#### 1. The decision:

- 1.1. That Cabinet gives its consent to the establishment of a sub national transport body for the South East, to be known as Transport for the South East (TfSE), and recommends that Full Council endorses this decision;
- 1.2. That Cabinet approves the proposed constitutional arrangements and functions for TfSE, as set out in its Proposal to Government (Appendix 1), and recommends that Full Council endorses this decision;
- 1.3. That Cabinet endorses TfSE's Transport Strategy and recommends that Full Council adopts the Transport Strategy into the County Council's policy framework;
- 1.4. That Cabinet delegates authority to the Executive Member for Economy, Transport and Environment to consider, and where appropriate approve, any subsequent studies, strategies and decisions arising from TfSE's Transport Strategy.

#### 2. Reasons for the decision:

- 2.1. Section 102(F)(3) of the Transport Act 2008, as amended by the Cities and Local Government Act 2016, states that each constituent member of a shadow sub national transport body should approve the submission of any Proposal to the Secretary of State and give their consent to the making of Regulations by the Secretary of State to establish a sub national transport body.
- 2.2. By securing statutory status as a sub national transport body, TfSE will have the powers and responsibilities required to deliver its Transport Strategy. Not only would a statutory sub national transport body for the South East give the region a stronger voice at national level, but would also enable the County Council to influence the prioritisation of national transport investment in a way that has not been possible in the past.
- 2.3. The constitutional arrangements and functions contained in the Proposal to Government are designed to help TfSE demonstrate strong local accountability, whilst facilitating sustainable economic growth and ensuring a high quality,

integrated, transport network through the efficient delivery of its Transport Strategy. As explained in the body of the report, decisions taken by the statutory body (TfSE) would only be taken with the consent of the affected constituent authority(ies). The principle of subsidiarity underpins the TfSE proposed arrangements, respecting the sovereignty of the constituent local transport authorities.

- 2.4. The legislation enables a sub national transport body to devise a transport strategy for its region. The County Council has been proactive in helping to develop TfSE's Transport Strategy which is based on sound evidence and applies a clear methodology. The strategy provides a strong economic, social, and environmental policy framework for future transport planning up to 2050 and, is therefore considered appropriate to adopt into the County Council's own policy framework, alongside the Hampshire Local Transport Plan.

### **3. Other options considered and rejected:**

- 3.1. The option to withhold consent to TfSE seeking statutory status was rejected as it would undermine the partnership and the County Council's opportunity to gain greater influence over future transport decisions.
- 3.2. The option to object to the constitutional arrangements and functions set out in the Proposal to Government was rejected as these have already been subject to extensive consultation and are considered necessary to meet legislative requirements and the objectives of TfSE. Furthermore, the arrangements do not affect the County Council's ability to take local decisions and protect its integrity by ensuring any decisions taken by TfSE, which would affect Hampshire, would first require explicit consent from the County Council.
- 3.3. The option of not recommending to Full Council that TfSE's Transport Strategy be adopted into the County Council's Policy Framework was rejected as it is considered important that the County Council's own policies take account of the TfSE's Transport Strategy which provides a broad policy framework up to 2050 to inform future transport investment decisions within the South East region.

### **4. Conflicts of interest:**

- 4.1. Conflicts of interest declared by the decision-maker:
- 4.2. Conflicts of interest declared by other Executive Members consulted:

### **5. Dispensation granted by the Conduct Advisory Panel: none.**

### **6. Reason(s) for the matter being dealt with if urgent: not applicable.**

### **7. Statement from the Decision Maker:**

**Approved by:**

**Date:**

-----

**14 July 2020**

**Chairman of Cabinet  
Councillor Keith Mans**

This page is intentionally left blank



## HAMPSHIRE COUNTY COUNCIL

### Decision Record

<b>Decision Maker:</b>	Cabinet
<b>Date:</b>	14 July 2020
<b>Title:</b>	Serving Hampshire – 2019/20 Performance Report
<b>Report From:</b>	Chief Executive

**Contact name:** Philippa Mellish, Head of Insight and Engagement

**Tel:** 01962 847482

**Email:** philippa.mellish@hants.gov.uk

#### 1. The decision:

That Cabinet:

- 1.1. Notes the County Council's performance for 2019/20, including plans to refresh the Strategic Plan and Performance Management Framework;
- 1.2. notes progress to advance inclusion and diversity;
- 1.3. approves the Modern Slavery Statement contained in Appendix four; and
- 1.4. notes the findings of the 2019-20 Local Government and Social Care Ombudsman report.:

#### 2. Reasons for the decision:

- 2.1. To provide strategic oversight of the County Council's performance during 2019/20 against the Serving Hampshire Strategic Plan for 2017-2020 and consequential proposals.
- 2.2. To set out the results of the 2019-20 Local Government and Social Care Ombudsman report.

#### 3. Other options considered and rejected:

- 3.1. None.

#### 4. Conflicts of interest:

- 4.1. Conflicts of interest declared by the decision-maker: None
- 4.2. Conflicts of interest declared by other Executive Members consulted: Not applicable

#### 5. Dispensation granted by the Conduct Advisory Panel: None.

**6. Reason(s) for the matter being dealt with if urgent:** Not applicable.

**7. Statement from the decision maker:**

<b>Approved by:</b>	<b>Date:</b>
----- Chairman of Cabinet Councillor Keith Mans	14 July 2020

## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Cabinet
<b>Date:</b>	29 September 2020
<b>Title:</b>	A Progress Report of The County Council's Response to the COVID-19 Crisis
<b>Report From:</b>	Chief Executive

**Contact name:** John Coughlan, Chief Executive

**Tel:** 01962 845252

**Email:** [John.coughlan@hants.gov.uk](mailto:John.coughlan@hants.gov.uk)

### Purpose of this Report

1. This is the third in what is now a series of regular reports to Cabinet, summarising the County Council's continuing responses to and the process (and leadership) of recovery from the COVID-19 pandemic.

### Recommendations

It is recommended that Cabinet should:

2. Note the contents of this report as a further summary of the exceptional events and responses by the County Council to the COVID-19 crisis, bearing in mind that this can only be a top-level assessment of what remains such a substantial and fast changing situation;
3. Note in particular the additional developing initiatives that have been introduced since the most recent report including the further support to the wider care home sector, the preparations for the extended re-opening of schools in September, and the bedding in of the County Council's new responsibilities to the oversight of outbreak control through the Health Protection Board and the Leader led Local Outbreak Engagement Board as a sub-committee of the Cabinet.
4. Continue to recognise the on-going exceptional efforts of the staff of the County Council as the crisis has progressed.

### Executive Summary

5. This report, as before, summarises the range of exceptional steps that have been taken corporately and departmentally by the County Council to respond to the current national emergency stemming from the COVID-19 pandemic. This largely covers the period, from early July 2020. The report summarises progress

so far particularly with regard to the local authority's crucial public health and social care duties. The report focusses on the core responsibilities of Hampshire County Council itself, through continuing departmental updates, but heavily reflects our formal partnership with the sub-regional and interagency arrangements under the Local Resilience Forum (LRF). The report also summarises the local authority's developing recovery processes.

6. An unprecedented national crisis has demanded an unprecedented set of responses from across the public sector, most notably the NHS, but also local government. The County Council's response has particularly included:

- a rapid but managed re-designation, and reprioritisation of services;
- close work with the schools' community in its general (partial) closure, with targeted retention of services for vulnerable and key workers' children, and more latterly the complex implementation of plans to gradually return schools to a wider re-opening;
- a mass movement to remote working by council staff (enabled by what has proven to be a visionary approach to IT improvements in the past year);
- an extraordinary mobilisation of staff and services in Adults' Health and Care that enabled the HIOW NHS acute sector to create significant new capacity to cope with victims of the disease while at the same time changing the operating model for care homes to manage their and their residents' vulnerability to the disease;
- leadership of the new duties for support to the "shielded" individuals identified as vulnerable and in need of social isolation by the NHS, and the subsequent phased withdrawal of those support systems;
- the continued phased reintroduction of a range of "place" services from construction projects and waste disposal services, through to the managed re-opening of country parks and open spaces facilities in the light of the changes in lockdown measures nationally;
- very rapid and effective work between HCC and the private, voluntary and independent sector to mobilise direct financial support to external care providers of some £16million of the Government's infection control grant.
- the introduction of the County Council's new leadership role with regard to the development and implementation of Outbreak Management Plans as the key methodology for safely managing potential further reductions in general lockdown (which is also a subject of a separate report to this Cabinet);
- An update the County Council's leadership, on behalf of the LRF and through our oversight of the Coroner Service, of the "excess deaths" strategy including the progress of emergency provision of additional mortuary capacity.

7. As a statutory body and democratic institution, a core principle of the County Council's approach to the crisis has been to adhere closely to Government guidance and medical advice. That was summarised initially by the maxim that we should all: stay safe; protect the NHS; and save lives. Later, as lockdown measure nationally began to ease, that summary advice shifted to and remains: stay alert; control the virus; save lives. In this context it has proved invaluable that the County Council is the public health authority for the county and the leadership and performance of local public health services remains exceptional throughout. Alongside these critical public health and safety duties, the County Council is also mindful of its responsibilities with regard to the profound economic implications of the crisis, on behalf of HCC the institution and especially upon the wider economy of the county as the country has slipped into recession.
8. One of the distinguishing features of this crisis is its length in time. As previously reported therefore, a key challenge has been the maintenance of a crisis response approach, through the established Gold, Silver and Bronze Command systems, into developing recovery. In view of the scale and timeline of the crisis, it is seen to be more helpful to consider the arrangements to be in a "stabilisation" phase that bridges continued crisis management and gradual forms of recovery. This approach remains linked strongly to the formal and statutory Hampshire and Isle of Wight (HIOW) Local Resilience Forum (LRF) arrangements. One dimension of those is that the County Council is increasingly mindful that as well as working within this HIOW geographical construct, the County Council also directly borders with a further eight upper tier authorities other than the other three that constitute HIOW. Particularly as the approach to outbreak control evolves, it will be important to manage relations in all strategic directions.
9. Finally, by way of summary, the financial implications of the crisis on the County Council's own budgets and financial planning remain profound. Separate summary financial papers will continue to map those increasingly challenging issues.

### **Contextual Information**

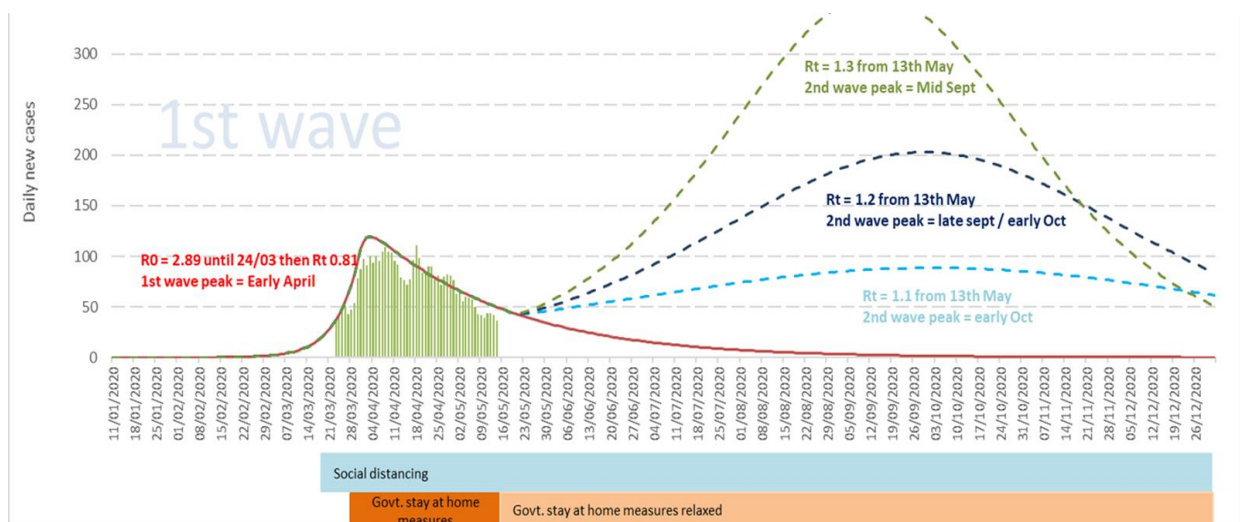
10. The following sections of this report will offer a summary of the responses so far by department and where necessary by service. Corporately, and in line with the activities of the inter-agency, pan-Hampshire Local Resilience Forum, the County Council introduced its emergency planning structure on 18 March 2020. This includes a strategic Gold Command, chaired by the Chief Executive and made up of the Corporate Management Team and relevant key officers, an operational corporate Silver Command and departmental Bronze Commands offering tactical service leadership. That structure is now supplemented by two key additional groups, one for recovery and one for the outbreak management planning.

## Public Health – Context

11. The current COVID-19 outbreak is due to a new coronavirus from animals, which first came to light in China in late 2019. The first cases in the UK were identified in January 2020. With more and more countries around the world experiencing outbreaks, the World Health Organization declared a global pandemic in March 2020.
12. Coronaviruses are a large family of viruses which, in humans usually cause mild illness, including common colds. The COVID-19 disease is spread through cough droplets either directly from an infected person or from touching surfaces contaminated with the virus through someone coughing onto them. The virus is estimated to last for up to 72 hours on hard surfaces.
13. The symptoms of coronavirus disease (COVID-19) are typically (but not exclusively) a cough, a high temperature and shortness of breath. It is now additionally advised that a loss of sense of smell may also be a key symptom. The virus can affect anyone and for most people the symptoms will be mild, and people will recover in around two weeks. However, the individuals at highest risk for severe disease are those over 70 years and those with underlying health conditions where symptoms could require hospitalisation. There is further developing evidence about possible increased risks to BAME communities and those individuals with obesity. It remains difficult to accurately estimate the mortality rate because not all cases were identified. However, data from around the world suggests it is likely to be around less than 1% of those infected. The disease in children appears to be mild in most cases, though there have been some isolated instances of deaths.
14. Within Hampshire the number of cases and deaths rose to a peak in April, in line with the national spread of the epidemic. With lockdown measures in place we have seen a decline in the number of cases which are now increasing slightly. As of 3 August 2020, there are 5,123 diagnosed cases in Hampshire. The first peak was well managed through social distancing and effective planning. The modelling of the virus suggests further waves of disease will probably develop during the Autumn. The critical issue is the scale, extent and duration of any additional waves and it is now more clearly the responsibility of upper tier local authorities to monitor and manage local outbreaks which may contribute to such waves of spread of the disease.
15. Due to the lack of immunity in the population the disease spreads easily between people causing the potential for a large outbreak and 'peak' in cases. If allowed to spread without intervention the resulting level of disease would overwhelm our health and social care services due to the extreme volume of those requiring specialist care and support. Therefore, a number of measures, many of which were based on existing national plans to respond to influenza pandemics, were put in place by the government to manage the outbreak. The first phase was to **CONTAIN** the disease, tracking those who had the disease and contact tracing those they had been in close contact with. Working with

Public Health England, the County Council's public health team supported this through connecting with and supported key settings affected.

16. Following this phase and once the disease was understood to be spreading in the community, the country as a whole moved to the **DELAY** phase. This phase has increasingly involved measures to slow the spread through social distancing for the whole population and shielding for the most vulnerable. These measures have been largely successful, and we therefore saw a predicted peak in April much reduced and delayed, albeit with many people experienced severe disease and significant numbers of COVID-19 related deaths. As referenced above, while recognising the success of these significant measures in terms of lives protected and saved, the County Council has also to be concerned about the economic impact of this crisis upon the welfare of the Hampshire population.
17. The following graph depicts a predictive assessment of the potential severity and timing of a second peak or wave of the outbreak, relative to the first in April 2020. This is based on three scenarios linked to the future "R number" (the analysis of the reproductive pace and spread of the virus) and the prevalence of infection. Firstly, it should be stressed that it will not be feasible to construct an R value for localities or even the county of Hampshire. It is a broad statistical analysis over time and a wide population – it is likely we may see regional R values in time. We know that the first peak was based on a very high R number but from what was a low base of prevalence at that time. Crucially, that first peak, for all of the challenges and tragedies it brought, was contained within the capacity of the NHS so the worst national calamity was avoided. We also know, as we have come gradually down from the first peak through near total lockdown, that to avoid any second wave (as per the lower red line in this graph) would depend on continued high levels of lockdown that keep R well below the value of 1. But the closer the R number gets consistently towards or beyond a rate of 1.2, the more severe would be the second peak and the more intense would be the pressures upon the NHS and wider services. That is why the new local authority public health duties of outbreak control planning, discussed further in this report and separately to this Cabinet, will be so critical to the management of and recovery from the crisis.



18. As the pandemic has developed and the impact of the interventions is becoming better understood we have seen an easing of some of the lockdown measures but importantly the two-metre social distancing rule has remained in place to date (although it was moderated by Government slightly to suggest “one meter plus” in certain circumstances). In the absence of an effective vaccine, as long as there are cases of infection in the community, the likelihood of a resurgence of spread remains. As restrictions are eased, the UK may then see a rise in the disease again leading to a second wave. This will need to be managed in a similar way to the current measures, with increased local leadership through the Outbreak Control plan. At the time of writing, the rate of infection in Hampshire was below 4 per 100,000, which is well below England averages and substantially below any of the local rates that have caused local lockdowns in some communities during the summer (e.g., Greater Manchester and Leicester City). That must not be construed as a message of complacency. It is essential that the hard and skilled work which has contributed to this low rate is sustained with the cooperation of the residents of the county.
19. The programme of testing for COVID-19 is key for understanding the spread of disease and prevent further cases. The testing programme has been developed over the life of the epidemic. In the ‘contain’ phase testing was for people who had travelled to affected areas or those in contact with cases who were symptomatic. The next phase testing was for those admitted to hospital who were symptomatic and for potential outbreaks in care homes. A programme of testing for key workers has commenced in Hampshire recently to support business continuity. Finally, testing was made available for everyone symptomatic. Testing programmes have developed through a variety of delivery models. The transfer of leadership to the Director of Public Health will aid our local management of the disease. The delivery models are being reviewed to ensure they meet local needs. The progress and coordination of testing, and a stronger local authority role in that coordination is key to the effective management of outbreak control plans.
20. We have now moved to a phase, as the start of outbreak management, of testing and tracing community cases. This involves increased testing in the community, tracing those who have been in contact with a case and supporting people to self-isolate with symptoms and NHS care where needed. It is intended to be a more targeted and “surgical” approach to management of the spread of the disease which can apply controls which do not have such widespread and economically as well as socially disruptive effects. The contact tracing will be the NHS Test and Trace programme overseen by Public Health England and Local Directors of Public Health. The Director of Public Health was helping to lead the early implementation of the Test and Trace and Mobile phone app pilot through his leadership role on the Isle of Wight. At the time of writing the pilot app used on the Isle of Wight is now being rejected in favour of a different model which will take further time to develop and implement.
21. In line with Government guidelines an Outbreak Control Plan for Hampshire has been developed. The leadership of this approach has been devolved to the upper tier (public health) authority. The Government has allocated £300 million



nationally to support implementation. An officer led Health Protection Board has been established as has a parallel political and leader-led board, the Local Outbreak Engagement Board. The Plan is centred around 7 themes:

- a. Planning for local outbreaks in care homes and schools
- b. Identifying and planning how to manage other high-risk places, locations and communities of interest
- c. Identifying methods for local testing to ensure a swift response that is accessible to the entire population.
- d. Assessing local and regional contact tracing and infection control capability in complex settings
- e. Integrating national and local data and scenario planning through the Joint Biosecurity Centre Playbook
- f. Supporting vulnerable local people to get help to self-isolate
- g. Establishing governance structures.

22. A vaccine is still being researched which would enable society to gain population immunity, preventing the spread of disease and protecting the vulnerable from illness. This is most likely to be available during 2021, if a vaccine can be developed.

### **Public Health – Leadership**

23. Through the Local Resilience Forum (LRF), Hampshire County Council has provided public health leadership to the multiagency response to ensure that the emergency is managed in a way that is proportionate and ensures that the local system, especially in health and care, is able to cope with the pandemic. The Director of Public Health (DPH) is the Deputy Chair of the Strategic Command Group of the LRF, working to the Chief Fire Officer. (The LRF is the umbrella term for the formal legal partnership of key statutory agencies in a given area, in our case that is Hampshire and the Isle of Wight, including the two cities and the island. The LRF is not a legal entity in itself and holds no direct budgets or accountabilities but is the sum of its constituent statutory partners in the area who must work together during a time of crisis).
24. The public health team, which also covers the Isle of Wight by agreement with Isle of Wight Council, working with Southampton and Portsmouth Directors of Public Health, has ensured that the data on the disease is understood by the partners for effective response. Key workstreams led directly by the County Council's DPH include: preventing the spread of infection through effective social distancing; setting up testing with national government; and ensuring national guidance on PPE is communicated and interpreted for effective use by local agencies. Members of the public health team have also supported the workstream to protect the most vulnerable led by the HCC's Director of Adult Social Care on behalf of the LRF. Throughout all stages of the pandemic, support and advice has been given to all parts of the council dealing with different aspects of the public health emergency.

25. The Director of Public Health is providing the leadership at a regional level and Pan Hampshire level as the Director of Public Health regional lead.

### **Adults' Health and Care**

26. The department has moved positively to maintain its critical functions throughout the on-set of the COVID-19 crisis. Staff have resolutely and positively moved to the new working from home and social distancing arrangements; providers are making support in the community available through our Brokerage services and all providers are being supported and paid in advance to maintain their cash-flow and resilience. We are regularly liaising with the whole sector to ensure that direct care is continuing to be provided in line with the published guidance.
27. On 14 May the Minister for Care, Helen Whately MP, published a letter identifying the support required to the care sector, with particular emphasis on support to the care home sector. Alongside a range of support offers ranging from clinical support, through to infection prevention and control training and access to other support through social care and health partners a national fund of £600m was announced. The first and second tranches of money have been distributed across the sector in Hampshire. Some £15m has been distributed to care homes (largely on a per capita basis of care home beds), inclusive of the County Council's own provision. A further £2m has been distributed to the domiciliary care sector, £920k assigned to emergency PPE supplies and approximately £250k available to pay opportunity providers to support restoration of services. These monies have been distributed in recognition of the pressures on the sector, including through short term use of County Council reserves ahead of receiving payment from Government. Hampshire County Council has received positive endorsement of the approach and detailed plan in support of the care home sector, both from local providers and also through recognition by the national Better Care Support Team and Department of Health and Social Care of best practice examples of support detailed in our submission and action plan, developed with CCG partners, Hampshire Care Association and supported by HealthWatch Hampshire and the Care Quality Commission. Additionally, following approvals from Cabinet, an estimated further £16m, through increased commissioned care support, will have been received by the care sector by the end of September 2020.
28. Our direct care provision, alongside NHS partners, saw a significant amount of acute hospital provision freed-up in anticipation of a surge in COVID-19 cases. Initially, some 40–50% of the available acute hospital beds were made available. The restoration of many elements of NHS service delivery commenced in early July and bed occupancy has increased as the incidence of COVID-19 care in hospitals has decreased. Currently hospital bed-based provision is restoring to near normal levels. Within each acute hospital system planning is currently taking place for winter, alongside usual winter pressures contingency arrangements relating to Covid-19 are also being undertaken. In order to maintain capacity and maintain system flow we have established a discharge to assess facility, Woodcot Lodge, an up to 80 bedded facility in Gosport to support people leaving Portsmouth University Hospital. This unit is being NHS funded, but run wholly by Hampshire County Council Care.

Development of similar models of discharge care are being explored to support hospital discharge from University Hospital Southampton and Hampshire Hospitals in Basingstoke and Winchester.

29. Our in-house care homes have maintained good levels of care for residents. Staffing levels have continued to recover since the height of the first wave of the pandemic through the Spring and early Summer. These achievements in themselves cannot be underestimated and the ongoing consequences and impacts upon care homes, residents, families and staff will continue to be significant in the coming months. Restoration of visiting has commenced, cautiously and carefully, where care homes have been Covid-19 free for at least two weeks, outside and with social distancing being maintained. We continue to find weekly staff testing and monthly resident testing frustrated by limited access to test kits. However, measures are underway to ensure full coverage and access to weekly/monthly testing to the care home sector across England through September.
30. Impacts upon the wider social care sector continue to be felt and pressures have increased over the duration of the lockdown. There has been growing evidence of family distress – particularly for younger adults supported by family carers. Staff and provider partners continue to offer regular contact to individuals and their families, this especially offers vital safeguarding support and critically we are now in the position of seeing the restoration of usual services and support.
31. As referenced above, the leadership of HIOW's "Shielding" arrangements has been taken on by HCC's Director of Adults' Health and Care and the Departmental Management Team. Shielding is the term used to support those members of the community who are identified by the NHS as in need of social isolation by virtue of their underlying health conditions. The process involves GPs and hospital Consultants notifying NHS England about individual patients and then the NHS contacting those individuals and asking them to register for support if needed. Following arrangements put in place by Hampshire County Council, working with district / borough councils, NHS and the voluntary community sector with incredible rapidity support has now been scaled back and stood down with the ending of the national shielding programme on 31<sup>st</sup> July. We continue to work diligently with all partners and will maintain the ability to stand-up support in the coming months, should it be required.
32. Overall information relating to the support provided across Hampshire can be found via the following link;  
<https://hants.sharepoint.com/sites/AHC/Shared%20Documents/Forms/AllItems.aspx?id=%2Fsites%2FAHC%2FShared%20Documents%2FCOVID-19%2D19%2DHantshelp4vulnerable%20Helpline%2FWelfare%20Support%20Team%20External%20Scorecard%2Epdf&parent=%2Fsites%2FAHC%2FShared%20Documents%2FCOVID-19%2D19%2DHantshelp4vulnerable%20Helpline>

## Children's Services

33. With regards to the County Council's critical children's social care services, a three-phased approach has been developed, with each phase based on prioritising key areas (e.g. residential care) in the event of having fewer staff available to work should the situation worsen.
34. The services are continuing to operate in phase one, meaning essentially doing 'business as usual but doing it differently'. All statutory timescales for safeguarding visits and meetings remain the same (and are being met) but with enhanced use of technology to ensure officers see children and families through digital means if necessary. The service is fully operational and continues to operate as near to normal as possible. An increasing number of face-to-face home visits are now being undertaken. Guidance has been issued for staff in the use of PPE when it is necessary to use it. Plans have been drawn up to facilitate a phased return to office bases as they re-open.
35. At this stage, the numbers of staff ill or self-isolating for various reasons has remained stable at less than 10% and there is confidence that safeguarding services will remain as reported above. The approach is being closely communicated with partners, including through the MASH so they are aware of this business as usual approach in the interests of protecting vulnerable children during the crisis. The Hampshire MASH continues to function to high standards which is essential to the safe running of children's services generally. Children's vulnerability has not diminished and requires the local authority's constant vigilance and intervention. Furthermore, there is a legitimate concern that the true impact of the crisis on children's social care services is yet to come. We are now experiencing the expected "bow wave" of referrals of vulnerable children brought about by the combined effects of the lockdown and the reduction of routine universal service accessibility or attention. During July and August referrals into the MASH were approximately 10-15% above the average for the time of year and this has increased further in early September. Additional resources are being redeployed within the service to address this increased demand. There can be a long 'tail' with regards to the length of time intervention is required to support children and families and there is a medium to long term impact on the council's finances.
36. Since the formal closure of schools was announced on the 20 March 2020, the response across the education sector has been strong. Provision was put in place across the county during Easter, half-term and Bank Holidays so that the children of critical workers could be cared for whilst their parents attended work. Schools also remained open for children living in circumstances of vulnerability. For those children unable to attend schools due to the Covid-19 restrictions, schools put in place a variety of remote learning activities. Throughout the period leading up to the end of the summer term, schools in Hampshire consistently had much higher proportions of children and young people attending than seen nationally. In the latter weeks of the summer term, overall attendance peaked at just over 40,000 students.

37. Children's Services put in place a system to secure the high attendance of vulnerable children open to our social care services. All schools reported weekly on the support they gave for every individual child open to a social worker, such as those on a child protection plan or those in care. Over 2,400 children open to children's social care attended schools which is around 54% of the school age cohort. For vulnerable children not attending, schools kept in regular contact to ensure their pastoral needs were being met. Attendance was monitored through weekly conversations between each headteacher and a member of the School Improvement Team. Colleagues from across Children's Services worked collaboratively to undertake risk assessments and increase the numbers of children attending school from this specific cohort. Again, Hampshire enjoyed high attendance of this cohort of children compared to that seen nationally.
38. Over the summer, the Government changed its proposals around the awarding of GCSEs, A Levels and other qualifications such as BTECs. The School Improvement Team worked extensively with Heads of Departments in secondary schools, advising on the process for awarding centre assessed grades and the forms of moderation that should be in place to ensure consistency and fairness. Post 16 colleges and sixth form providers have demonstrated great flexibility to accommodate students onto courses. In addition, Post 16 colleges are reporting that practically all students that wished to progress to a preferred university have been able to do so. The Careers Service offered support to students and parents who wanted to explore options available to them.
39. The Government set an ambition for all schools to be open for all children and young people from the start of the autumn term. Extensive guidance was issued by the DfE to school leaders and Local Authorities setting out how this should be achieved. Over the last few weeks of term and throughout the summer period, the School Improvement Team has worked with school leaders to ensure the Government's ambition was realised and that the guidance was interpreted appropriately, to ensure all schools opened whilst reducing the risks of COVID-19 transmission.
40. There were a number of logistical issues that have been successfully resolved through this dialogue. The size of bubbles in secondary schools has been an area of focus. Bubbles have to be sufficiently large enough to enable successful deployment of specialist teachers, whilst recognising that large bubbles will potentially affect more children if a bubble has to be locked down and students sent home to isolate. Some schools considered zoning their school site, with specific areas being allocated to particular year groups. However, strict zoning can mean that some students cannot access specialist facilities.
41. As a consequence of this intensive preparation, schools across Hampshire were in a good place to open for all children from the start of term. During the initial few days attendance has been comparatively high. The DfE has initiated a daily attendance return that all schools have been asked to complete.

Nationally, from the schools that submitted the daily attendance return on the 14 September 2020, around 86% of pupils attended primary schools and 88% attended secondary schools. In Hampshire, 91% of primary aged pupils and 92% of secondary aged pupils were attending. The proportions of primary aged pupils are ordinarily slightly reduced during the initial two weeks of the autumn term because schools, both locally and nationally, put in place carefully constructed inductions for reception aged pupils involving home visits, stay and play sessions, smaller group sessions before the young children attend full time.

42. The School Improvement Team has put in place professional development opportunities and resources for primary school leaders to inform their robust plans for a recovery curriculum, bridging from areas missed in the last academic year to this year. These resources have been well-received.
43. At the end of last term, webinars were rolled out to schools and colleges on the correct procedures to follow in the light of a suspected or confirmed case of Covid-19 within the school. A second series of these webinars has just commenced to update schools again to ensure they are clear on the current processes. These webinars will include the independent sector as well as state funded schools.
44. One of the areas we are continuing to focus on is access to remote education. Schools have to be ready to move swiftly to a system of remote learning, in the event of a local lockdown or when children are asked to self-isolate at home for up to two weeks. We have made that clear to all school leaders and held webinar briefings, attended by 130 school leaders, to offer guidance on the preparation and management of such events. The School Improvement Team has produced curriculum packs and clear guidance for “emergency” lesson plans for each primary aged year group, based upon the national curriculum, to cover the first two days for children that have been asked to self-isolate whilst schools switch to remote learning. Guidance has been sent out to primary, secondary and special schools setting out the DfE’s expectations.
45. Since the start of term, the School Improvement Team has worked very closely with colleagues in Public Health to ensure schools have access to rapid advice and support in the event of a suspected or confirmed case. All headteachers are following the public health advice closely and, where needed, staff and children and young people are being asked to self-isolate. Support has been provided to schools with communications to parents and the media.
46. The DfE has allocated £193,000 to Hampshire to provide professional development for well-being leads in schools to ensure this area is prioritised during the return to full time schooling. Initially well-being leads will be asked to attend two virtual training events before half-term, using nationally produced materials. The training will be supported through a multi-agency partnership approach including health, CAMHS, Educational Psychology,

Primary Behaviour Support, Public Health and School Improvement. The lead trainers are themselves accessing national training before delivering in Hampshire during October. The initial training and on-going support to March 2021 will dovetail into existing provision and signpost to other services available within Hampshire and nationally.

47. The School Improvement Team is continuing to liaise with school leaders to work through any emerging issues and is remaining alert to any changes in guidance being issued.
48. With regards to home to school transport, the Children's Services Department communicated the complexity of the home to school transport challenges and the need for timely guidance to be issued to support a full return to school in May 2020. Throughout June, July and August, these requests were repeated but unfortunately guidance was not issued until late in the day on 11 August.
49. Organising home to school transport (HtST) for 13,000 pupils across 1,300 routes for the September school return has been particularly challenging given the late guidance, and a number of families received late notification of transport arrangements as a result which is regrettable but was unavoidable.
50. In parallel with the issuing of the guidance, the Government made £1.1M additional funding available to the County Council to support additional transport costs incurred, but widened the scope of the transport planning task to include management of the impact of school return on the wider public transport system. This brought approximately 4,000 additional young people into scope of the planning and organising of transport.
51. There has been strong and effective cross departmental working to deliver the transport in accordance with the Government guidance, involving HTST, School Improvement and Local Bus and Public Transport colleagues from ETE.
52. As is the case every year, settling down of arrangements occurs in first few days of term and is improving, aided by a rapid, response and flexible approach to resolving issues commissioning additional transport where necessary.
53. Government guidance changed on 1 June to allow all early years and childcare services to reopen to "all children". By the end of the summer term 91% of Early Years childcare providers were open. The start of the new academic year has seen this rise to 99% of group settings open and confirming children are attending. There are a small number of providers who continue to operate reduced capacity, but such capacity is meeting demand.
54. There is anecdotal feedback from some providers advising that attendance and take up for the autumn term is positive. Eight early years settings have closed over the summer but no significant sufficiency issues arise from these closures, and the position continues to be closely monitored. Out of school

childcare (eg after school clubs) remains an area of some concern with a few closing or not able to operate. Some schools have set up to deliver provision themselves or make temporary offers to third party providers.

55. Early years providers have been offered the option of advanced payment of some of their autumn early years entitlement funding to support cashflow and a longer term sustainability fund has been established to support provider in financial difficulty where there is sufficiency need. The support offer to early years settings is being further enhanced through online training and resources together with seminars and surgery options to the sector.

### **Economy Transport and Environment (ETE)**

56. Most staff in ETE remain able to work remotely, with many utilising the County Council's new technology platform to work from home. However much direct service delivery work is carried out through service contracts such as those with Skanska for Highways maintenance and Veolia for waste management, including Household Waste and recycling Centre (HWRC) operations.
57. The County Council, HWRC sites re-opened with provisions to ensure safe working and to enable social distancing requirements to be maintained on the sites, which means in effect significantly reduced site capacity, with limited numbers of vehicles and people allowed on site at the same time. In order to manage the traffic issues and local disruption caused by the build-up of long queues at HWRCs, a pre booking system was put in place on 15<sup>th</sup> June. An established third party system was utilised to minimise delay in implementing and operating an effective booking system, and the system parameters have subsequently been adjusted wherever possible to accommodate as many slots as possible at each site, whilst maintaining social distancing and safe working. Initially the service offered 30,000 slots per week, and this was increased to 35,000 by early July. However, demand for slots, particularly at some of the key urban sites remains very high, with 100% booking of slots consistently making it challenging to obtain access to a slot. Now that the operation of the sites has settled down, it is intended that further increases in throughput will be made during August, to ensure that more slots are available, particularly at the larger sites, where there is potential to increase the number of vehicles safely allowed on site. It is also intended to carefully manage 'no shows' which whilst only a small proportion of visits, is still a frustration in taking up slots which could otherwise be available for those who wish to visit sites.
58. Highways Maintenance work, including planned and reactive maintenance work was re-started in May, and particularly sought to take advantage of reduced traffic volumes in May and June, to progress certain schemes and programmes. Traffic volumes started to rise with the easing of lockdown restrictions at the beginning of June, and they have risen significantly as more restrictions have been eased in Town Centres and tourism and hospitality businesses for example. Whilst traffic levels are still below pre-COVID-19 volumes for the most part, with reduced public transport patronage, traffic continues to increase, and



the return of schools in September is expected to push traffic volumes back close to pre-Covid levels in the mornings.

59. Work has fully restarted across the County on Transport Capital Programme projects, and the private sector construction industry is operating at greater levels of activity, albeit with restrictions to support safe working and social distancing. It is still too early at this stage to establish the full impacts of social distancing and 'COVID-19 safe' working practices on construction activity, but productivity is reduced and it is likely that this will lead to lengthening construction times and additional costs on many schemes, which will potentially be a pressure on the capital programme.
60. Public transport services have seen huge falls in passenger numbers, but more services are now running to provide access for essential journeys. The County Council has maintained support for subsidised bus services, the Gosport Ferry and also for community transport, as that gets back to more normal operating patterns. A support package has also been agreed in principle for the Hythe Ferry, but at the time of drafting this report, funding confirmation from Government and partners for the rescue package has not been received.
61. The County Council continues to actively develop and implement proposals for temporary measures to support social distancing and facilitate walking and cycling around towns and employment areas, (e.g. increasing footway/cycleway capacity). The first tranche of Government funding from the Department of Transport has been received and an ambitious programme, averaging around 12 schemes per week were delivered in the initial period. This programme supports the Town Centre recovery work being promoted by the Government and locally through the LEPs.
62. Planning applications are still being registered and processed. In environmental services, work continues, including site survey activities, where they can be carried out in full accordance with social distancing and safe working practices. Finally, the Economic Development service continues to play a critical role in preparations for recovery and supporting local businesses, in consultation with district council partners and the Local Enterprise Partnerships (see below). As the economic impact of the pandemic on Hampshire becomes clearer, the direction of economic support and interventions will need to become more focussed and evidence led. Unemployment will rise sharply nationally, and the south east will be more affected than in the last recession. The local economy was hit harder than the national average at the outset of the crisis in March and has some hard-hit sectors such as aerospace/aviation and the visitor economy. Retaining assets such as Southampton Airport and securing big planned infrastructure improvements such as M3 Junction 9, will also need to be at the forefront of our longer term thinking in the economic recovery response. There are some encouraging signs of the start of economic recovery, including interest in investment in Hampshire, but it is still early days in the recovery process, and the depth of lost economic activity and outputs is unprecedented in modern times. Latest indications are that the UK will enter a recession and see further

significant job losses during the autumn, and this will clearly have an impact locally.

### **Culture Community and Business-Related Services (CCBS)**

63. From mid-May the focus within CCBS moved to recovery of the many services that either had to shut completely or significantly changed their delivery processes as lockdown occurred. All recovery is taking place in line with the government's timeline and announcements. However, it is important to emphasise that many services have continued to operate throughout the lockdown period and have provided invaluable support to the COVID-19 response across the County Council.
64. The planning for the recovery of services has involved extensive work on site-specific risk assessments within the overarching County Council approach to COVID-19 and other risk more generally. The emphasis is on staff and customer safety. This activity, led for the County Council across all sites by Facilities Management, is critical to the local authority's phased return to increased physical occupation of its buildings. For those services who depend almost entirely, or entirely, on income generation, this is a vital period and everything possible is being done to ensure that services can become fully operational again as quickly as possible while maintaining a safe environment for staff and users. In many cases this is involving changes to the service offer and a diversification of activities.
65. The Country Parks opened their car parks and toilets on Wednesday 13 May, in line with the government announcement that people could travel further to exercise. The food outlets are also now open, following government guidelines. Car parking was initially limited to 60% capacity which then was raised to 85% capacity once all systems and processes had been tested. The bank holiday weekend brought challenges at Lepe which was full by 9:30am with parking on double yellow lines. Further planning was undertaken with Highways to assure road safety in the area. Both the farm attractions and Titchfield Haven will open on 6 July in line with government guidance on ticketed visitor attractions. Countryside teams are very busy undertaking seasonal vegetation clearance and rights of way maintenance.
66. Hampshire Records Office remains closed to the public but is making preparations and finalising risk assessments prior to re-opening. The records management staff have been continuing the service of urgent file retrievals for legal and social care and have given considerable support to the Registration service in certificate management and issue.
67. Calshot car park and slip ways are now fully open as are the toilets. Camping is re-opening imminently at Calshot, Tile Barn and Runways End. Indoor 'sports' facilities at the Centres remain closed but are prepared to re-open as soon as government guidance allows. All residential courses at the Outdoor Centres remain closed and postponements or full refunds have been offered to all school bookings through to the end of July and will continue on a rolling basis until re-

opening can be achieved. This has been very well received by schools. Plans are well developed to make alternative 'COVID-19-proof' activity offers to the public over the summer. The café at Calshot has now re-opened. The Hampshire Mountain Centre in Wales remains completely closed in line with Welsh policy at this time.

68. Hamble Harbour is now fully open and operating normally. Activity from boat owners and other small craft is predictably high and is leading to good slipway launch revenues which will help to offset other COVID-19 losses if the activity continues at a high level.
69. The Sir Harold Hillier Gardens opened to visitors on 8 June. Initially numbers of visitors are being managed through an online booking system with time slots. The restaurants and shop remain closed for the time being, but plans are in hand for re-opening as soon as practicable.
70. Libraries will be re-opening on 6 July for short visits and with reduced opening hours. However, the Library Service has had its digital services open throughout the Covid lockdowns and has been developing further offers throughout the period. These are proving highly successful and are attracting national attention. Demand for on-line services has increased dramatically, currently averaging 12,000 customers actively using Borrowbox to read eBooks each day, an increase of over 58% since the beginning of March. This equates to an 84% increase in daily loans, averaging more than 3,000 a day. The total number of registered Borrowbox users now equates to a quarter of the customers who borrowed a physical book in the year 2019 to 2020.
71. The new Ready Reads' service – where library staff select books according to a reader's preferences which customers can then collect from their local branch – has been used by over 3,000 people since it started in mid-June.
72. Many of the services that were previously enjoyed in libraries are now being delivered using social media. The reach of Facebook posts has increased over 4800% since the beginning of March with 18,000 people a day seeing a post from Hampshire Libraries. Videos containing interactive story times and other activities are being watched 1,700 times a day on average.
73. The home library service re-started deliveries in the week of 18 May and these have been extremely well received. All these new and enhanced schemes offer new opportunities for people to access a wide range of library services.
74. The Registration service has now firmly established its Death Registration service as a phone-only process, and this is working well. The service re-started marriage ceremonies and birth registrations on 6 July.

75. Trading standards have developed new processes around market surveillance of PPE equipment and trading during lockdown. Weights and measures inspections continue and Buy with Confidence audits are being carried out.
76. Hampshire Scientific and Asbestos services are all open and functioning effectively. Hampshire Scientific staff have been working flexibly over a seven-day week to keep all services running and remain Covid19 compliant within their office and laboratory space. Asbestos are undertaking site visits in line with construction industry needs.
77. All Hampshire Transport Management activities continue to run with appropriate measures in place. This includes essential vehicle maintenance for the highways fleet and Skanska and the courier service which has diversified its activities to accommodate the County Council's COVID-19 response needs. The public MOT service is now fully operational again.
78. HC3S, the County Council's catering operation, has continued to supply all its school customers during the lockdown period, catering for those pupils and teachers who have been in school throughout the lockdown period. The service has continued to support schools through close liaison to provide meals for the additional children who returned to school from 1 June.
79. County Supplies are continuing to support the warehouse operation at Segensworth. They are now also proving invaluable in managing the procurement, in volume, of the materials needed to ensure that service and offices across the County Council, including schools, can provide a safe working environment.
80. Construction and maintenance activity within Property Services has now broadly returned to a business as usual position. The Property Services compliance team are supporting across the HCC and Partner Estates to re-energise building systems in buildings 'hibernated' during lockdown. The Category Management Team are supporting HCC and Partner estates to ensure that service arrangements such as cleaning, waste collection and grounds maintenance keep pace with service recovery and address additional requirements. The Estates Management team is continuing to support discussions and decisions on rent relief and will support planning for recovery of any deferred rent that accrues during the lockdown period. Hampshire Print and Document service is operating as normal.
81. The department is also leading on the work to establish a safe and effective office environment and the procedures governing staff who are currently working at home returning to office-based workplaces. This is a far from complete picture and the initial emphasis has been placed on those who operationally need to be in the workplace and then on those who, for various reasons, find working at home particularly difficult. Under the COVID-19 guidance on the management of office accommodation it is estimated that a utilisation level of around 25% is around the maximum to provide a safe working

environment. That clearly has many implications for a wider return to the workplace for office-based staff and will be considered within a wider review of working patterns and practice in the 'new' paradigm post-COVID-19.

## **Corporate Resources**

82. Corporate Resources' key focus is enabling colleagues in front line services to provide vital services to the public. This includes Hampshire County Council, Oxfordshire County Council, including schools across both Counties, Hampshire Constabulary, Hampshire Fire & Rescue, the three partnered London Boroughs and a variety of other public sector organisations reliant on HCC corporate support. The substantial majority of staff have been successfully working from home, albeit this does in some areas affect the quality of service and productivity. All services are holding up strongly but that could decline if significant staff numbers are affected by the virus or if the situation continues for a significantly lengthy period. Following the Prime Minister's Announcement on 10 May and fully reviewing the guidance, there is only one change to current work arrangements for staff, which is the un-pausing of HR casework face-to-face meetings otherwise all remains unchanged and this will be kept under review in line with any changes in Government requirements and/or Public Health advice.
83. In the Integrated Business Centre (IBC) the focus is on ensuring staff and suppliers continue to be paid and income collected. A small group of staff rotate coming into the office to deal with "hard" mail but predominantly the service is operating on-line, including having had to switch off the telephony. Payment performance to suppliers remains at normal levels (99% of invoices were paid within 30 days from the receipt of a valid invoice) and payroll accuracy continues to be in excess of 99%. Customer Satisfaction continues at c85% demonstrating the on-going success of the contact model and customers engaging effectively in the significantly expanded digital channels such as webchat. The new contact centre telephony will be operational in September allowing calls to be taken by staff working from home and a review is underway to determine the services which will benefit from reinstating telephone contact
84. In Finance the focus is on properly recording and projecting additional expenditure and loss of income, plus the impact of non-delivery of savings with departments, ensuring sufficient cashflow on a daily basis as well as continuing with the year-end closure of the accounts which have just been submitted within days of the early closure period, we did not need to make use of the extended timescale which is a significant achievement. The Pension Team are ensuring that Local Government pensioners are paid across over 300 employers with some staff still having to be office based. The introduction of Teams external calling has allowed an improved approach to the contact centre. In HR, the focus is on supporting managers and staff to operate using adapted HR policies to meet the current challenging operating model whilst also focussing on the health & wellbeing of employees now and into the recovery period and beyond. HR Casework was paused for 'face to face' aspects during lockdown and this sensitive work was re-instated in June utilising meeting rooms in line with

normal practice although also offering the staff members the opportunity to meet 'virtually' as an alternative. There is also a focus on creating additional digital learning materials to support the swift rollout of new Digital Technology to support new ways of working.

85. At this time, IT and connectivity have never been more critical. Credit is due to IT colleagues who have been focussed on significantly speeding up the roll out of new technologies which are now supporting our new ways of working, particularly Teams and external calling. Without this move the organisation would not be in such a strong position, particularly regarding working from home. Many County Council staff were working on home devices due to the swift move to home working and initial anticipation that this would be short lived, as it is now clear that for a significant number of staff home working will continue for a lengthy time period, IT have procured and in the process of deploying appropriate IT kit to make this new operating model sustainable, ensuring staff wellbeing and maximising performance. Most IT staff are providing support through home working. The support desk is keeping on top of requests, a rota of 6 specialist roles are still office based in case a critical IT incident occurs. Internal Audit have worked with all partners to reprioritise current plans and also amend them to take account of the significant new risks COVID-19 has introduced to each organisation's operating model.
86. HantsDirect is now offering a 100% on-line service to enable non-essential customer contact activity to be delivered remotely. This includes the County Council's "front door" customer enquiries for General Enquiries, School.
87. Admissions, Blue Badge, Concessionary Travel, Libraries, Countryside, Highways and Waste Services. The telephone lines for Children's Services and Registrations remain open and operating effectively (and safely) by an on-site team based at Fareham Parkway. The agreed restructure and geographical relocation of the HantsDirect Service has been postponed from May 2020 until September 2020, with the exception of the Children's Services teams which moved in May for service reasons. The new contact centre telephony is due to be operational in September and this will allow all of Hantsdirect telephony contact to be switched on with operators able to work from home.

### **Human Resources – Our People**

88. Whilst our people are now getting used to 'new ways of working' and the broader situation in which we all find ourselves there continues to be a wider range of 'people' issues surfacing and requiring attention. Clearly 'COVID related' work remains a priority for our HR and WFD team, but attention has also been maintained on more routine activities to ensure a full and effective service continues to be delivered for our people. Despite the ongoing impact for our staff it remains true that our staff are demonstrating the best of themselves in these difficult times.
89. As part of our Recovery work we have established a 'People and Organisational Health and Effectiveness' workstream which is led by our AD HR+OD. This

workstream is focussed on the range of People (staff) and Organisational issues that have surfaced because of COVID-19. The range of issues is broad; from matters of organisational strategy and design through to more practical issues such as process improvement and health and well-being.

90. The overall aim of the workstream is to both understand the issues being faced by our Departments, in order to ensure HR+WFD support is available as necessary and appropriate and to identify common issues across the organisation to support organisational learning and the sharing of good practice. Where appropriate specific 'organisation wide' actions will of course be pursued.
91. A plan is currently being created to articulate the full breadth of issues and will be prioritised by the Recovery Board before agreed priority actions are endorsed by CMT.
92. Linked to this recovery work is our on-going commitment to staff engagement. CMT have had a number of conversations during the course of 2020 on this subject and unsurprisingly our main engagement priorities, departmentally and organisationally, are now focused around COVID-19. The staff survey we undertook in June 2020 (completed by in excess of 57 % of our workforce) has enabled us to prioritise our engagement activity on the following matters:
  - New ways of working – including the need to provide staff with the necessary equipment to support longer term working arrangements
  - Maintaining social connections to our colleagues whilst working remotely
  - On-going support for well-being, specifically mental health
  - Support with managing workloads and maintaining a healthy work-life balance when the demands are high and for many people there is less separation between 'work' and 'home'
  - Support to combat a growing sense of isolation that some of our staff are experiencing
89. In addition to this we continue to maintain close relationships with our Trade Union colleagues, as we have throughout the crisis, to ensure that we are listening and working together where we can, to support our staff.
90. It would be remiss to conclude the section of this report focussed on our people without mentioning the continued impact that the death of George Floyd and subsequent international events are having on our BAME colleagues and indeed many of the wider workforce. For BAME colleagues this comes at a time when many are facing real worries about the potential impact of COVID-19 on their own lives and the lives of their families. As an organisation we have proudly stood alongside our colleagues in support. We have provided specific support and guidance in relation to COVID-19 and have committed to review our Inclusion and Diversity Strategy, Plans and associated policies to ensure that as an organisation we are continuously learning and developing ourselves and our wider workforce.

## **Communications and community engagement**

91. Communication and engagement are recognised as critical tools to support the ongoing work throughout the *response*, *stabilisation*, and *recovery* phases. Effective public engagement to build trust and reassurance is also crucial to the success of the County Council's Local Outbreak Strategy. Accordingly, the Authority continues to deliver a comprehensive and targeted communications and engagement strategy across external and internal audiences, which ensures the delivery of proactive, planned and consistent information, and in support of the LRF partnership.

- **Social media** campaigns remain a highly effective element of the County Council's communications approach. The design and delivery of creative and dynamic campaign assets ensure that content continues to be well-received. It also enables the Authority to successfully deliver timely key information by reaching and engaging with audiences directly, as well as providing an effective platform for dialogue and resident engagement.
- A comprehensive communications approach has been developed to promote the delivery of **Hampshire's Local Outbreak Control** Plan objectives, and the important work of the Local Outbreak Engagement Board. The communications strategy comprises two key strands: ensuring an effective and swift communications approach in response to a local incident or outbreak; and proactive prevention and amplification of NHS Test and Trace messages. A detailed communications and marketing plan underpins the delivery of the Hampshire Local Outbreak objectives, focusing on prevention messages under the umbrella strapline **Keep Hampshire Safe**. This forms the basis of universal messages that align to the Government's key lines, supported by a changing set of campaign messaging to audiences and 'harder to reach' groups. These include the BAME community, especially those in our communities identified as most at risk of harm from COVID-19, young people aged 18-24, the over 65s, single mothers with young children and the working age population aged 25-64.
- The [dedicated COVID-19 webpages](#), created and published on the County Council's website at the start of the pandemic, remain an essential portal, attracting a high number of hits to [www.hants.gov.uk](http://www.hants.gov.uk). The content and layout have been regularly reviewed and updated to reflect the evolving nature of the pandemic, the County Council's ongoing recovery activity, and most recently, the Authority's Local Outbreak Planning responsibilities. The webpages now contain a [data dashboard](#) to provide up to date information on infection rates across the county. Updated weekly, the dashboard shows how many positive cases have been diagnosed over a seven-day period, as well as how the county's cumulative infection rate compares with the English average. In addition, the new Keep Hampshire Safe web page contains a [link](#) signposting stakeholders and the public to nationally published [data for each upper tier and lower tier authority](#). Since their launch, the COVID-19 webpages have received a total of **94,000 views** (as at 1 August) – including almost **19,000 views** of the *Welfare support* webpage. The most visited section on the site remains the pages to book a visit to a Hampshire Household Waste Recycling Centre have received **over 899,000 views** since June. Almost three quarters of all visitors to the overall



COVID-19 webpages stay on the site to view the service updates or visit other pages on [hants.gov.uk](https://hants.gov.uk).

- As lockdown restrictions continue to ease, and the County Council's services adapt and respond accordingly, information continues to be proactively communicated to residents and stakeholders **via regular press releases, media interview opportunities and news media liaison**, alongside effective management of, and response to, heightened reactive media contact. Take-up of key messaging across all media (newspapers, online publications, radio and TV) remains consistently high, with effective dissemination of key messaging via a 92% positive/neutral profile achieved from over 700 items of news coverage secured since the start of the pandemic.
- COVID-19 tailored **e-briefings** remain well received by Hampshire MPs, Hampshire County Councillors and district councils' chief executives. These briefings are circulated three times a week, and shared internally, as well as with the County Council's key partners, and all town and parish councils, via the Hampshire Association of Local Councils, who also receive COVID-19 related updates via our regular e-bulletin for local councils. This channel is a key tool to help the County Council maintain public trust and confidence in how the emergency continues to be managed. It also provides ongoing reassurance and demonstrates its community leadership role.
- The Recovery Community Engagement Strategy is underway, with the launch of a **Member feedback form** that enables County Councillors to share their knowledge and insight of local residents' changing attitudes and behaviours as a result of the pandemic. A new **online resident engagement forum** is scheduled for launch in mid-August, to facilitate regular flexible engagement focussing on core, actionable issues. Both will help the County Council to identify and respond quickly to emergent local concerns.
- Continued importance is placed on all forms of direct **internal communication** to County Council staff via corporate channels, to provide critical messaging; operational guidance and updates; supporting employee cohesion and wellbeing; and countering the potentially isolating implications of ongoing remote working. The **COVID-19 Insight and Engagement Hub** has been launched on SharePoint. This provides a central resource for colleagues and Members of all the latest national, local and departmental insight on people's attitudes and behaviours around COVID-19.

## Recovery

92. As explained above, the recovery phase is the critical aspect of any crisis management process, which must follow at least immediately after, or run concurrent with the latter stages of the response phase. In the case of this exceptional crisis, while we know that the response phase almost certainly has many weeks if not months still to run, particularly if there is a second peak of the infection later in the year. The scale of the immediate impact on the economy is becoming clearer, with the quarter one output figures confirming a sharp fall in the economy at the end of March, which continued through April. Early

indications suggest some levelling off during May, and there are early signs of positive indications for the housing market and parts of the industrial economy following the initial easing of lockdown restrictions in May. However, the long-term position of employment may see significant deterioration as the Government Furlough scheme comes to an end later this year. The damage that high unemployment levels will cause to the wider economy, as well as the finances of the Government and the County Council are significant risks to the overall Recovery.

93. The LRF recovery processes continue on behalf of the wider HIOW partnership, led by Portsmouth City Council, with HCC officers populating a number of key roles. The position of the County Council continues to be to do all in its powers and capability to support the wider recovery, under the shared understanding that each agency must prioritise its own recovery programme and activity. In economic terms this includes the two Local Enterprise Partnerships (LEPs) that cover the county of Hampshire.
94. The Recovery work continues to aim to embrace the opportunities afforded to advance the pre COVID-19 priorities of the County Council around responding to the Climate Emergency and delivering the Hampshire 2050 work. These objectives will help Recovery to deliver a healthier and more resilient County post COVID-19, seeking to address some of the major risks to long term prosperity and quality of life in the County.
95. The Recovery process is expected to take place over an extended period, and the pace will be dictated to a large extent by the need to balance risk and progress against managing and containing covid-19 infection rates and spread. It is expected that the local outbreak control mechanisms now being developed in Hampshire will help to support and manage this process locally, whilst it is also acknowledged that the levers of recovery, such as fiscal policy, are largely operated at the national level.

## **Conclusion**

96. This is the latest in what will be a necessarily detailed series of reports to brief Cabinet about the scale, extent and longevity of the impact of the COVID-19 crisis as it impacts on the County Council, its services and its community. In truth, even in this level of detail, the report cannot comprehensively describe the full picture of the way the County Council and especially its front line managers and staff, have risen to this challenge, in all cases with tremendous commitment, skill and resolve.

## REQUIRED CORPORATE AND LEGAL INFORMATION:

### Links to the Strategic Plan

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

### 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 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:

See guidance at <https://hants.sharepoint.com/sites/ID/SitePages/Equality-ImpactAssessments.aspx?web=1>

Insert in full your **Equality Statement** which will either state:

- (a) *why you consider that the project/proposal will have a low or no impact on groups with protected characteristics or*
- (b) *will give details of the identified impacts and potential mitigating actions*

## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Cabinet
<b>Date:</b>	29 September 2020
<b>Title:</b>	Financial Update
<b>Report From:</b>	Deputy Chief Executive and Director of Corporate Resources

**Contact name:** Carolyn Williamson

**Tel:** 01962 847400

**Email:** Carolyn.Williamson@hants.gov.uk

#### Section A: Purpose of this Report

1. The purpose of this report is to provide a further update on the financial position for the County Council in view of the impact of the Covid-19 pandemic. It provides a snapshot of the latest position compared to that reported to Cabinet and County Council in July as part of the update of the Medium Term Financial Strategy (MTFS).
2. It also updates Cabinet on a number of government announcements in respect of funding and a Comprehensive Spending Review (CSR) now due to take place later this year.

#### Section B: Recommendation(s)

##### **It is recommended that Cabinet:**

3. Notes, with concern, the latest Covid-19 financial position compared to that reported to Cabinet in July.
4. Notes the additional urgent decision taken in respect of a second temporary mortuary as outlined in paragraph 24.
5. Delegates authority to the Deputy Chief Executive and Director of Corporate Resources in consultation with the Leader and Chief Executive to allocate the additional £7.6m of grant funding as appropriate, together with any other future funding that may be announced.

## Section C: Executive Summary

6. Members will be fully aware of the significant financial impact locally, nationally and globally of the Covid-19 pandemic, not least due to the level of spend that has already been necessary to respond to the crisis and support the economy but also as a result of the long term impact on the economy and public finances going forward.
7. The Medium Term Financial Strategy (MTFS) Update reported 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 concluded that in three out of the four scenarios considered that the County Council was not financial sustainable. In the only scenario where the Council was considered to be financially sustainable this required further government funding of £52.4m to be received.
8. At the time the report was released for publication, the Government announced a further tranche of funding which is guaranteed to provide Hampshire with £7.6m of additional funding with the potential for it to also benefit from a sales, fees and charges reimbursement scheme and the Government taking a share of council tax and business rate losses. Initial estimates of what may be received from the income reimbursement to the end of July are included in this report, but no further information is yet available on the support available for council tax and business rate losses.
9. The Government has announced a consultation in respect of the next Comprehensive Spending Review (CSR), to be held in the autumn, which will cover three years for revenue and four for capital. Whilst this announcement is welcomed in terms of understanding our medium term financial prospects, there is concern that a rushed review may not be to the benefit of local government.
10. The latest return to the Ministry for Housing Communities and Local Government (MHCLG) shows a net increase in response costs and losses, mainly as a result of the inclusion of gross costs relating to Government grants, offset by reductions in some cost areas which are based on actual rather than forecast figures. Increased grant from the Government, together with additional savings identified across departments means that the overall position returned to the MHCLG has improved by £20.1m compared to the position presented in July.
11. Whilst the direction of travel appears positive, the MHCLG return focuses primarily on the immediate impact of the Covid-19 pandemic and indications are that there could be further increases in demand costs within adults' social care and income losses within Communities, Culture and Business Services (CCBS) may not return to normal levels next year as previously predicted. In addition, figures from other authorities on council tax losses also indicate potential total losses of up to 8% of income in the current financial year compared to the 5% allowed for in our current forecasts. An extra 3% loss

would add £20m to these forecasts and could have a longer term impact going forward if the council tax base is affected.

12. The financial scenarios outlined in the MTFS Update report, forecast that at least £52.4m of additional government support would be needed before the County Council could be considered to be financially sustainable in the medium term. Even under this best case scenario, the County Council remained very vulnerable to any further financial shocks.
13. Taking into account the full financial consequences of the Covid-19 pandemic the latest indications if anything are that the likely overall position will be worse than that reported to Cabinet and County Council in July and without significant additional funding from the Government in response to the Covid-19 crisis and social care pressures, going forward the County Council is not financially sustainable in the medium term.

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

14. The financial strategy which the County Council has been successfully following since 2010 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.
15. The model has served the authority well to date and the County Council's strategy placed it in a very strong position to produce a 'steady state' budget for 2020/21 and safely implement the next phase of changes through the Transformation to 2021 (Tt2021) Programme to deliver further savings totalling £80m.
16. The outturn position for 2019/20, which was set out in the 2019/20 - End of Year Financial Report, which was reported to Cabinet in July, highlighted the strong financial performance across the County Council with the achievement of a net saving against the budget of £19.1m; despite having taken a further £140m of savings from the budget that year.
17. Both the Transformation to 2019 (Tt2019) and Tt2021 Programmes were progressing to plan and there were clear signs that the strategies being applied in the more complex areas of adults' and children's social care were having an impact on controlling demand. This is particularly true for Children Looked After (CLA) where reductions in the overall number of children in care have been achieved against the trends nationally and our own experience of increasing demand.
18. This successful strategy has meant that our reserves position remains strong and whilst the majority of this funding is earmarked for a specific purpose, it

does give the County Council flexibility and options in the use of those reserves if required.

19. However, since the budget was set in February an unprecedented national crisis, in the shape of the Covid-19 pandemic has demanded a similarly unprecedented set of responses from across the public sector, most notably the NHS, but also local government. The County Council's response to the Covid-19 crisis has been wide ranging both in terms of its own service provision and in supporting a number of partners both directly and through the Local Resilience Forum (LRF).
20. Throughout the Covid-19 crisis, regular updates have been provided to Cabinet on the financial implications for the County Council. In the early stages of the virus it was difficult to predict what the detailed impact might be, but over time it has been possible to refine forecasts based on what costs and losses have been incurred and the anticipated recovery and demand costs arising from the first peak of the virus.
21. Despite this, forecasting the financial impact still remains a difficult task and successive financial returns to Ministry for Housing Communities and Local Government (MHCLG) have seen wide variations in what has been reported, based on the differing assumptions and scenarios that have been provided by the Government and locally by Public Health colleagues.
22. At this stage, the forecasts in this report and those presented in the MTFS Update in July assume that there will not be a significant second peak, that requires the sort of response from the County Council as seen earlier in the year, and at the moment it is assumed that any significant local outbreaks will be managed through the County Council's new responsibilities as outlined in the separate report to Cabinet in July.
23. The situation continues to be ever changing and as highlighted in previous reports, the latest figures presented here are only a snapshot and are based on the figures returned to MHCLG on 31 August.
24. In most areas, decision making processes through Cabinet and Executive Members have returned to normal with limited use of urgent decision making powers. However, there has been one further urgent decision taken since July relating to the provision of a second temporary mortuary, which was required in order to quickly agree the lease terms for a new site following the de-commissioning of the airport facility. The total cost of the new site, including running costs, is expected to be in the region of £455,000 and Hampshire's share is around £313,000.



## **Section E: 2 July Funding Announcement and Comprehensive Spending Review**

25. On 2 July 2020, the Government announced what it described as a 'comprehensive package' of measures to assist local government. A further tranche of un-ringfenced grant totalling £500m was announced and the County Council's share is around £7.6m. This is at the lower end of what we expected and is the result of the allocation methodology being weighted towards Unitary and Metropolitan Councils.
26. This report requests delegated authority for the Deputy Chief Executive and Director of Corporate Resources in consultation with the Leader and the Chief Executive to allocate this additional funding as appropriate and also requests the same delegated authority for any further tranches of funding that may be received.
27. In reality, all of the grant funding announced to date (£61.6m) will be required to meet response and recovery costs and to offset income losses as set out in Section F below.
28. The announcement also contained two further items, both related to lost income. The first is designed to partially compensate authorities for lost sales, fees and charges income and the second allows local authorities to spread current year council tax and business rate collection fund deficits over a three year period rather than the usual one. Importantly, the Government also suggests that it will share in council tax and business rate losses; but the exact details have not yet been announced.
29. The reimbursement methodology for Sales, Fees and Charges (SFC) is based on an initial 5% deductible amount followed by a reimbursement of 75p for every further pound lost. The draft guidance suggested that the deductible amount would be set at 5% of all budgeted SFC for the year, however following lobbying from the sector, this has been amended to cover only those service areas where a reimbursement is being sought.
30. In light of the guidance, the County Council has also reviewed its income losses to distinguish between SFC that meet the definition and those that do not. This is reflected in the figures reported later in this report and forms the basis of the calculation for what reimbursement may be received.
31. Given the uncertainties around income levels going forward (particularly in respect of school meal provision) a detailed estimate of the potential reimbursement to the end of July only has been undertaken. Based on these initial calculations, it is estimated that we could receive around £2.4m from the reimbursement scheme for that period, subject to our return being approved by the Government. The first return is due at the end of September.
32. The Government have been very specific around the fact that the scheme is designed to reimburse lost SFC income as a result of the impact of Covid-19. It does not cover lost investment income and in particular, there is no support for

those authorities that have entered into direct property investments against past government guidance.

33. The announcement that council tax and business rates collection fund deficits from the current financial year can be spread over three years rather than just one does not provide any additional funding and therefore does not improve the position as set out in the MTFS Update report, since our strategy is already to use one off funding over a number of years to try to bridge the gap.
34. The press release also indicated that some funding for these losses will be announced in the next Comprehensive Spending Review (CSR), in which the government will agree an apportionment of irrecoverable council tax and business rates losses between central and local government for 2020/21. Whilst this is welcome, our best case scenario outlined in the MTFS Update assumes that the Government will meet all of the £34.6m losses currently predicted, albeit these are based on very high level assumptions at this stage.
35. On 17 September, the Government also announced £546m of extra funding for the Infection Control Fund, which has also been extended to March 2021. The fund helps care providers with items such as paying staff full wages when they are self-isolating and enabling staff to work in only one care home, reducing the risk of spreading the infection. Allocations have yet to be confirmed but based on the distribution methodology previously applied Hampshire County Council's share is estimated to be in the region of £16.5m. However, this funding is passported to providers and so whilst welcome will not address our funding gap.

### **Comprehensive Spending Review**

36. On 21 July, the Government announced a consultation on the next CSR which will cover the three financial years to 2023/24 for revenue and four financial years for capital allocations.
37. Whilst this is welcome from a financial planning point of view it raises concerns that a rushed CSR may not be the right thing for local government, especially if proposals under Business Rate Retention and the Fair Funding Review continue to be put on hold. Since the announcement however, the Chancellor has also suggested that the CSR could be postponed if Britain is hit by a big second wave of Covid-19 and recent discussions with other County Council CFO's suggest that a single year settlement is more and more likely.
38. Irrespective of when the CSR takes place, from the County Council's perspective, beyond any announcements related to Covid-19 the key issues that need to be addressed going forward remain the same, irrespective of when the CSR takes place, namely:
  - A long term sustainable solution to the increasing complexity and demand for Adults Social Care. Year on year increases in funding are required to keep pace with inflation and demand pressures.

- Additional year on year funding for children's social care growth which reflects the actual financial need across all authorities not just the relative need.
  - A review of the eligibility for Special Educational Needs (SEN) and year on year increases in grant through the Dedicated Schools Grant (DSG) to meet the growing demand.
  - Freedoms and flexibilities to charge for some services, for example, a nominal Household Waste Recycling Centre (HWRC) gate fee and concessionary travel flat fee per journey.
  - Greater freedoms for council tax setting.
39. The County Council will make its own direct submission to the consultation and will also contribute through its various networks such as the Society of County Treasurers and the County Council's Network.

## **Section F: August MHCLG Return and Assumptions**

40. Previous reports to Cabinet have highlighted the complexities of producing any sort of accurate forecasts for Covid-19 particularly in the earlier months when it was unclear how long the initial response period would be. Although the position remains fluid, we now have a more stable position on which to build based upon the following factors:
- The response costs for the initial peak are better understood.
  - We have detailed monitoring information available for the first three months of the year, which is important in areas such as income losses and potential savings.
  - We have been able to make assessments about direct recovery costs that may be required.
  - We have undertaken some work on future demand costs, albeit this remains our weakest area of forecasting.
41. Building on this position, we have produced forecasts for the end of August return to the MHCLG based on the following assumptions:
- Monitoring information and normal forecasting to be used to assess costs and losses rather than assuming a pre-defined response and recovery period as in previous returns.
  - No significant second peak with any outbreaks being managed through our local outbreak plans.
  - No further significant response costs for the remainder of the year.
  - No further lockdowns that would impact on income losses and costs.
  - Inclusion of gross costs in line with the guidance that are supported by Government grant (e.g. Infection Control Grant).

## Financial Summary

42. The following table shows a summary of the last reported figures for June compared to the August returns broken down over the key areas requested by MHCLG:

	<b>June £'000</b>	<b>August £'000</b>	<b>Change £'000</b>
Response and Recovery Costs	71,805	85,035	13,230
Lost Savings – 2020/21 only	9,996	9,996	0
Business Rate / Council Tax Losses – 2020/21 only	34,600	34,600	0
Lost Sales Fees and Charges Income	11,474	15,862	4,388
Commercial / Other Income	9,182	13,787	4,605
	<b>137,057</b>	<b>159,280</b>	<b>22,223</b>

43. The main differences between the figures for the Income and Commercial Losses are explained in the paragraphs below. For the response and recovery costs, the net increase is made up of the addition of gross costs totalling £24.2m in respect of spend associated with additional Government Grants, offset by reductions in response costs such as Personal and Protective Equipment (PPE), temporary mortuary provision and payments made to care providers, which are now based on actual costs rather than the five month response period that was assumed in previous returns.
44. There has been a re-classification of income following the release of the Government's guidance for reimbursement of Sales, Fees and Charges, which means that the June and August figures are not directly comparable. This has been done to better highlight the value of lost income that may be eligible under the scheme.
45. In total terms, there has been an increase of £9.2m in income losses which have increased based on the monitoring information from the first quarter and the predicted knock on impact to receipts for the remainder of the year. The biggest increase relates to changed assumptions within HC3S, the County Council's catering service, which alone accounts for £4.1m of the total variance. The figures for June were based on the assumption that schools would be returning in full from September and that no social distancing measures would be in place.
46. The August return was based on the assumption that there may be restrictions on the number of pupils that could be served at any one time or that there may be limited take up of school meals if parents are concerned about the return to school arrangements. Early indications are that meal provision is circa 30% down on last year's level, but it is difficult to predict whether this is a temporary

or long term position. A further review of the financial impact will take place when more data is available.

47. Other large increases relate to outdoor centres and the countryside service which account for a further £2.5m of the variance and have seen a continuation of lost income despite the easing of lockdown over recent months; mainly as a result of the requirement to keep social distancing measures in place.

### Unfunded Costs and Losses

48. In order to complete the financial snapshot using the same methodology as previously reported to Cabinet we need to include Market Underwriting costs (which have increased by £1.6m to just over £24.9m) and the second two years of savings programme losses (approaching £27.8m). This increases gross losses to more than £212.0m, which are offset by grants, budgets and other savings as outlined in the following table:

	June £'000	August £'000	Change £'000
<b>Total Costs and Losses</b>	<b>188,187</b>	<b>212,010</b>	<b>23,823</b>
Service Specific Funding (CCG's and Government)	(4,392)	(6,819)	(2,427)
Covid-19 Grant Allocations	(53,968)	(61,610)	(7,642)
Track and Test, Infection Control and Emergency Assistance Grants	0	(24,174)	(24,174)
Income Reimbursement	0	(2,400)	(2,400)
Forecast Savings	(3,600)	(9,279)	(5,679)
Market Underwriting (budgeted)	(23,355)	(24,955)	(1,600)
<b>Total Savings and Funding</b>	<b>(85,315)</b>	<b>(129,237)</b>	<b>(43,922)</b>
<b>Net Unfunded Costs and Losses</b>	<b>102,872</b>	<b>82,773</b>	<b>(20,099)</b>

49. The table shows that compared to June the overall picture has improved by £20.1m, the main reasons for which are summarised below:
- We have included further funding from the CCG's for continued payments towards the hospital discharges actioned at the beginning of the crisis.
  - Funding of £1.1m has been received in respect of the first terms additional cost of Home to School Transport.
  - Over £10m relates to other additional government funding, albeit that the income reimbursement is only to the end of July and needs to be submitted and agreed by Government.

- Net savings of £2.5m in respect of waste disposal costs based on the first quarter monitoring, which have not previously been included.
- Savings of just over £3m within highways maintenance in response to expected additional costs in this area. The Director has agreed to try to manage the increased costs by reducing the level of work done, albeit that additional Government funding of £19.8m for pot holes has also been received which will limit the overall impact on the service provided.

## Section G: Medium Term Financial Position

50. Whilst the direction of travel in terms of the overall unfunded costs and losses highlighted in the above section is positive at this stage, it needs to be considered in the context of the medium term forecasts outlined in the July report to Cabinet and County Council.
51. Members will recall that in addition to the unfunded costs and losses detailed above, further assessments were made for departmental pressures (mainly social care costs and increased social worker capacity), the ongoing impact of council tax and business rate losses and other pressures such as investment losses and also SEN administration pressures (which was not Covid-19 related).
52. Combining all of these factors gave a base case for costs, losses and pressures across the years as follows:

	<b>2020/21</b>	<b>2021/22</b>	<b>2022/23</b>	<b>Total</b>
	<b>£'000</b>	<b>£'000</b>	<b>£'000</b>	<b>£'000</b>
Net Unfunded Costs and Losses	40,497	56,053	6,322	102,872
Departmental Pressures		32,331	30,997	63,328
Business Rates and Council Tax		21,000	14,000	35,000
Other Pressures	1,700	4,200	3,200	9,100
<b>Total Costs, Losses and Pressures</b>	<b>42,197</b>	<b>113,584</b>	<b>54,519</b>	<b>210,300</b>

53. Four scenarios were then applied to the base case for total costs, losses and pressures as follows:
1. No further government funding and no underwrite for council tax and business rate income
  2. Further government funding to meet all Covid-19 response, recovery and demand costs (£17.8m) but no underwrite for council tax and business rate income.
  3. Further government funding to meet all Covid-19 response, recovery and demand costs (£17.8m) and underwriting for council tax and business rate

income for the current year's losses (£34.6m). Additional government funding totalling £52.4m.

4. A reasonable worst case scenario in respect of costs and losses, but with the additional funding levels assumed in scenario 3.
54. A financial response package was put in place to try to balance the impact of Covid-19 in each of the scenarios detailed above. In summary terms it was assessed that the County Council was not financially sustainable in the medium term in all but Scenario 3. Even under this scenario, it was highlighted that the County Council remained very vulnerable to any further financial shocks.
55. Based on the net improvement of £20.1m detailed in paragraph 47, this still falls well short of the additional £52.4m assumed within Scenario 3 and indications are that there could be further increases in demand costs within adults' social care and income losses within Communities, Culture and Business Services (CCBS) may not return to normal levels next year as previously predicted.
56. In addition, figures from other authorities on council tax losses indicate potential total losses of up to 8% of income in the current financial year compared to the 5% allowed for in the forecasts above. An extra 3% loss would add £20m to the above forecasts and could have a longer term impact going forward if the council tax base is affected.
57. At this stage it is difficult for billing authorities to predict the likely losses due to the furlough scheme and other Government support being in place, but once this ends and more households and companies start to run into financial difficulties this could increase financial stress and redundancies along with the national and global impact of a recession. Detailed information has been requested from billing authorities on forecasts for council tax losses and will be included in future updates to Cabinet, albeit that some Chief Financial Officers are suggesting that the full impact may not be known until after the end of the financial year.
58. Furthermore, there are clear indications that the Coroner's Service is facing additional pressure and coronial staff are handling a much higher volume of cases than normal. At this stage it is uncertain how much of this is due to the impact of Covid-19 and, while further investigation is underway, additional resource has been directed to provide immediate support.
59. Taking all of these factors together would indicate that if anything the likely overall position will be worse than that reported to Cabinet and County Council in July and without significant additional funding from the Government in response to Covid-19 and social care pressures going forward, the County Council is not financially sustainable in the medium term.
60. However, what has changed since the July report is that the Government have announced a three year CSR, assuming we do not enter into another peak in infections over the coming months, which should mean that the County Council

will understand its detailed medium term financial settlement in December this year, together with any further announcements on Covid-19 funding, which will enable it to fully update the MTFS when the budget for 2021/22 is set in February next year. Failing this, the County Council will once again be in the position of setting a one year budget with little information available beyond that.

61. As outlined in the MTFS Update in July, the County Council has sufficient firepower to meet the initial unfunded costs and losses resulting from Covid-19, which will provide the time and capacity to fully understand our medium term financial prospects following the announcement of the CSR later this year.

## **Section H: Next Steps**

62. It is anticipated that a further update on the Covid-19 position will be provided to Cabinet in November this year, which will also start to consider some of the factors that will need to be taken into account for the 2021/22 budget and council tax setting process.
63. This may include some high level announcements arising from the CSR, but at this stage the timing of this cannot be guaranteed. In any event, it is highly unlikely that we will receive any detailed settlement figures until mid to late December making timescales extremely tight for agreeing final figures for budget setting.
64. This report will also include an update on the business as usual financial position in respect of the current financial year and set out the process and framework for the setting of the 2021/22 budget.



## 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

Links to previous Member decisions:	
<p>Medium Term Financial Strategy Update</p> <p><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></p>	<p><u>Date</u></p> <p>Cabinet – 14 July 2020</p> <p>County Council – 16 July 2020</p>
Direct links to specific legislation or Government Directives	
<u>Title</u>	<u>Date</u>
<p><b>Section 100 D - Local Government Act 1972 - background documents</b></p> <p>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.)</p>	
<u>Document</u>	<u>Location</u>
None	

## **EQUALITIES IMPACT ASSESSMENT:**

### **1. Equality Duty**

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

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

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

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

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

Equality objectives are not considered to be adversely affected by the proposals in this report but the Council's budget and the services that it provides are delivered in a way that ensures that any impact on equalities issues are fully taken into account.

## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker</b>	Cabinet
<b>Date:</b>	29 September 2020
<b>Title:</b>	Adults' Health and Care – Year 2 Strategy Progress
<b>Report From:</b>	Director of Adults' Health and Care

**Contact name:** Graham Allen

**Tel:** 01962 847200

**Email:** [Graham.allen@hants.gov.uk](mailto:Graham.allen@hants.gov.uk)

### Purpose of this Report

1. The purpose of this report is to provide Cabinet with an update on the continued progress made by Adults' Health and Care over 2019/20 (the 2<sup>nd</sup> year) in relation to the Departmental Vision and 5 Year Strategy that was approved by Cabinet in April 2018.

### Recommendations

2. That Cabinet:
  - a) Note and endorse the continued good progress made by Adults' Health and Care in the past year (year 2) against the Vision and 5 Year Strategy that was approved by Cabinet in April 2018.
  - b) Acknowledge the key achievement examples referenced in section 2019/20 progress (paragraphs 24-35) of the report.
  - c) Note the key work that is planned for 2020/21 (see section "the year ahead paragraphs 36-42), which, understandably is being heavily influenced by the on-going Covid-19 response and recovery.
  - d) Note that updated Covid-19 proofed Market Position Statements will be finalised and published in the second half of 2020/21.

### Executive Summary

3. This report headlines the continued progress made by Adults' Health and Care over 2019/20 (the 2<sup>nd</sup> year) in relation to the Departmental Vision and 5 Year Strategy (aimed at maximising people's independence) that was approved by Cabinet in April 2018. A set of co-produced outward facing Market Position Statements (MPS's) were also finalised and published to complement the Vision and Strategy work. A robust and comprehensive 2019/20 business plan was worked to last year and regularly reviewed and reported on throughout the year to help ensure that the strong progress

towards the Vision and Strategy aims achieved in year 1, was built upon and taken further.

4. The challenging operating context including increasing service demand, complexity, system pressures, workforce availability and the continued squeeze on public finances was acknowledged and influenced the content and narrative across the different documents referenced above. That said, the approved Strategy was strong in ambition and included a number of 'where we will be in 5 years-time' statements to support what we expect to achieve. In the same vein, the MPS's contained clear and transparent commitments to the different provider groups covering Home Care, Residential and Nursing, Learning Disability and Mental Health services that combined, account for some £270m of annual commissioned spend within an overall Adult Social Care budget of just over £330m.
5. Undoubtedly, **Covid-19 is a game-changer**. The immediate future remains uncertain and in a service context, the Department is still partly in response mode and is party to on-going temporary or changing service delivery and financial arrangements with the NHS. There will be opportunities and threats arising from Covid-19 and these will clearly impact on Departmental performance, including its financial resilience and ability to secure remaining T19 and T21 savings across 2020/21 and beyond. The evolution of the department Strategy will also inevitably be affected, and future consideration will be given as to the impact of Covid-19 on the departmental vision, strategy, and Market Position Statements. However, within the context of post-Covid-19 working, as best we can predict, the existing pillars of the departmental strategy (as set out in paragraph 23) appear robust and appropriate in terms of what individuals and families wish to continue to see being developed.
6. The Strategy built upon the strengths-based direction of travel that had been adopted since 2015 to increase independence and help to increase efficiency and reduce cost. It also incorporated a stronger than ever focus on prevention and demand, recognising that over the medium-term, paid for services would increasingly only be able to be directed to the most vulnerable adults in society. The third and final key pillar of the strategy focused on bed-based and home-based Accommodation including Extra Care and Supported Living. Targeted investment in both areas helps to maintain and/or improve quality of provision and importantly reduces exposure to future revenue pressures.
7. Positively, the Department was able to build on the successes of 2018/19 and in the main made further good progress across most of the key business areas in the last year. Cabinet (and CMT) have been regularly apprised of the on-going improvements made in terms of Delayed Transfers of Care (DToC) and system working with the NHS/CCGs and with numerous other service performance highlights there remains a sense, some 2 years into the 5-year journey, that the Vision and Strategy aims remain sound and should, in the main, continue to be driven at.
8. Despite all that is good, there is no doubt that the challenges faced by the service are growing. Service demand both from hospital settings and from the community proved difficult to stem in 2019/20 and this resulted in the Council

agreeing to additional levels of on-going financial support as part of the outcome of the Government's Spending Round in September 2019. The Department has worked hard since this time to better contain service demand levels, especially in the Care at Home arena and did make progress up to the point of Covid-19 and lockdown.

9. So, whilst confidence remains that the strategic direction for the Department is the right one, DMT will take time in the period to the end of the year (assuming no second Covid-19 wave) to ensure that priority work areas receive maximum attention and during this period will work with service providers to review the MPS's and update these where necessary to ensure that focus is absolutely where it needs to be as we head into 2021.

## **Context**

10. The main responsibilities of Adult Social Care are set out in three pieces of legislation; the Care Act 2014, the Mental Health Act 1983 and the Mental Capacity Act 2005. We currently have amendments to the existing legal frameworks, through the enactment of temporary Coronavirus legislation. However, as the overarching piece of legislation, the Care Act 2014 continues to extend the core foundational elements of both existing as well as laying down new responsibilities including:
  - promoting well-being
  - protecting (safeguarding) adults at risk of abuse or neglect
  - preventing the need for care and support
  - promoting integration of care and support with health services
  - providing information and advice
  - promoting diversity and quality in providing services.
11. The strategic context that Adults' Health and Care is currently operating in is very well trailed. In looking forward (pre Covid-19), especially the first half of this decade but arguably longer, it was expected that the different challenges faced by the Department would only increase. Covid-19 makes this more certain especially given the economic challenges that face a Government who have a comprehensive spending review to deliver and the small matter of presiding over the future of Adult Social Care.
12. Pre Covid-19, the Strategy, Vision, MPS's and annual Business Plans did provide clarity of purpose and enabled a clear direction for staff, for partners and providers and for existing and potential future service users and their families/friends to be set. It is recognised that in the light of Covid-19 there will need to be a review and a possible re-set in some areas.
13. In terms of the operating environment, demand for advice, help and support continues to increase, partly driven by an ageing population and partly because of the increasing number of children and younger adults with highly complex needs that are surviving into old age. Across the Strategy period, the number of people aged 85-89 remains on course to rise by 14% with an even higher (31%) increase in those aged 90 and above.

14. We know that the squeeze on public finances is set to continue through this decade and is almost certain to be worse than anticipated due to the economic effects of Covid-19. So, unless the Government does find a way to put Adult Social Care on a sustainable financial footing, we will continue to have less money in real terms to pay for Adult Social Care. Over the past year the Department has been double-running T19 and T21 and whilst progress has been made in 2019/20, significant savings across both programmes still remain to be delivered but now over a longer period due to the disruption of Covid-19. Further, whilst the Department has received additional on-going financial support to help mitigate excess demand levels in the past year, there is also a requirement to financially recover part of the ground that was lost by reducing the levels of paid for care, especially Home Care and Residential/Nursing Care. The long-term financial position remains especially uncertain. In the immediate term things will become clearer (although not necessarily better) upon the outcome of the comprehensive spending review. It remains unlikely that the CSR, in the current circumstances, will include the long-term solution for the funding of Adult Social Care and there also remains uncertainty regarding the extent to which the costs of hospital discharges will continue to be funded by the NHS – the temporary arrangements recently allow for the first six weeks to be funded by the NHS, but at this point in time only to the end of 2020/21.
15. Higher regulation (emphasis on quality) and the continued tough economic climate continue to impact on the viability of the provider market and this is especially true in the Residential and Nursing sector that saw occupancy levels fall from circa 90% and above to as low as 70% in the early months of the Covid-19 crisis. The County Council relies heavily on the independent sector across all care groups and commissions **some £120m (out of an overall £270m)** of paid for care services from the Residential and Nursing sector. In 2019/20 we saw the continued closure of some Care Home businesses adding to losses in the previous two years of a net 500 beds across the sector. There will be an undoubted further market re-set as part of 'recovery' from Covid-19 and one consequence of market consolidation alongside more stringent working conditions could be higher prices. Additionally, whilst overall there will continue to be sufficient bed-based capacity in Hampshire, the risks faced by the sector in terms of occupancy is likely to lead to further home closures – forecasting which homes may close, residential or nursing, and the impact upon the wider sector is impossible to currently predict. The strategy to widen the influence of our own in-house service operation continues to look a sound one both as a means of better containing costs but also to ensure suitable provision exists in specific Hampshire locations.
16. Whilst price is clearly an issue for providers, they, like us, have also been struggling to recruit and retain a skilled workforce in the face of competition from other parts of the economy and from general availability of labour – the latter, partly a consequence of the BREXIT outcome. Pre Covid-19 estimates that the overall workforce needed to increase by as much as 20% over the Strategy period due to the increase in the number of older people, higher demand for mental health services and increasing numbers of younger adults

with learning and physical disabilities will need to be reviewed and revised but clearly even a requirement to grow at, or around 10% is neither affordable or achievable. It therefore continues to place a premium on the success of our preventative work, our service transformation and modernisation work and on innovation and productivity particularly around the use of technology.

17. Our key public sector partners, particularly the NHS and Clinical Commissioning Groups (CCGs) are also facing their own operating pressures and although this has helped to positively bring different parts of the system closer together e.g. around DToC, the extent of the challenges being faced in the wake of Covid-19 is a cause for concern. Targeted integration work will continue to be taken forward as a means of reducing duplication, overlap, management structures and cost whilst maintaining service outcomes. Progress with the integration agenda is generally positive, albeit with much work still to be done with the CCGs to secure beneficial outcomes. Given the extremely challenging financial position for ourselves and our partners, as we look forward, the work will require a greater focus on those areas that can truly deliver tangible financial benefits.
18. Realising our Strategy ambitions in the light of the extremely challenging operating context we find ourselves in is clearly going to be an uphill struggle. There are though, numerous reasons to remain optimistic and two particular chinks of light are worthy of mention. These include our ground-breaking, innovative work in the technology field, including pioneering work with Cobots which offers so much for service users and the care workforce. We have also developed much improved and closer links with the Voluntary Sector and with volunteers which we will work hard to harness and maintain. This offers a means to slowing and/or reducing demand for paid for services through increased levels of meaningful local contact and support from the heart of communities across Hampshire.

### **The Vision and 5 Year Strategy – A Reminder**

19. Our Vision is for Hampshire residents to live long, healthy and happier lives with the **maximum possible independence**. The Vision is being achieved by 'encouraging people to stay well', by supporting people to help themselves and by carefully working with people when they need the County Council's help.
20. The Vision is predicated on the well-established strengths-based practice. It places a strong emphasis on prevention (people staying well) and pushes further and harder at our strengths-based work by pointing people, partners, providers and our staff to play to people's strengths in the expectation that greater or low-cost contributions will come from family, friends and local communities including volunteers.
21. The Vision directly responds to the County Council's responsibility to promote well-being, to prevent the need for care and support and to provide information and advice (ahead of providing paid for services). Every piece of credible evidence points to people wanting to be free of state intervention, wanting to remain in their own homes for as long as is practically possible and to staying socially connected (networked). In almost all cases this results in

people living happier and more independent lives. Happiness is clearly difficult to measure but we know how important it is and we know that there is a direct correlation between isolation, health regression and then high cost institutionalisation.

22. With an ever-ageing population and worrying increases in mental health issues and social isolation cases, we are working harder and earlier at improving and maintaining (good) health and independence. We are benefitting in this regard from having the Public Health function now firmly embedded in the wider work of the Department. Success is key in our ability to stretch our reducing financial resources over a greater number of people who will require our help and support in the future. Our Vision and Strategy is based on us delivering against this challenging but realisable ambition.
23. Delivery of the Vision means focussing our efforts, time and resources into three key areas as follows. These include:

**Prevention** (incorporating Demand Management): preventing and/or reducing demand for formal social care services. This includes helping people to remain fit and well, or to maintain their current abilities for longer by making more informed choices.

**Independent Living at Home:** supporting people with emerging care needs to live independently in their own homes for as long as they can. This is at the heart of our carefully developed Vision for Hampshire residents and will result in people generally living happier and as independently as possible in familiar surroundings, staying connected to family, friends and neighbours.

**Accommodation:** helping to maintain or increase the independence of people with the greatest needs including commissioning accommodation and directly providing in-house services. The County Council has a long tradition of facilitating community-based accommodation-based services e.g. Older Adults Extra Care, Younger Adults Supported Living (reducing institutionalised care levels) and for directly operating our own suite of residential and nursing homes and the Strategy was developed to build on and widen our involvement in different forms of accommodation.

## 2019/20 Progress

24. As outlined earlier and building on the achievements of the previous year, further good progress has been made across 2019/20 in each of the above areas. Accepting the significant and on-going impact of Covid-19, we can take comfort that we went into lockdown in a healthy position service wise and this has enabled us to respond robustly to the challenges and to be as well placed as we can to 'recover'. There will undoubtedly be a knock-on for the timely delivery of our stated Strategy ambitions and MPS commitments but the journey we are on very much remains the right one. The following paragraphs outline some of the more key performance highlights for the past year serving to demonstrate the scale and breadth of the Department's work covering a myriad of different work areas.
25. The demand management agenda encompasses many strands of work. One is the web-based Connect to Support Hampshire site that has been

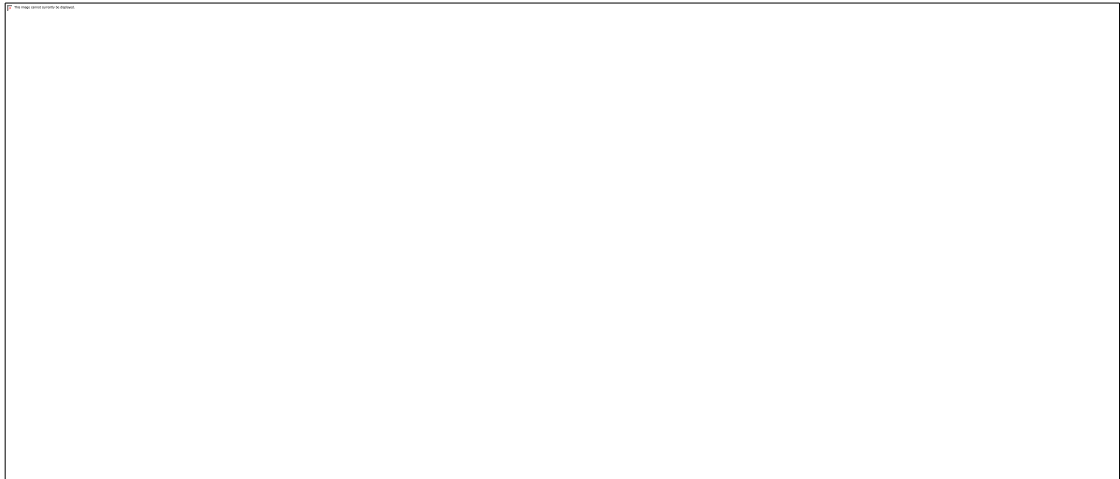


developed for professionals and new/existing service users to better connect them to forms of low cost or free support or information/advice that can keep people more independent for longer and thus away from paid for services. Over the past year regular use of the site has further increased with 272,100 user sessions recorded (25% more than the target). We have also continued to attract more GPs to use the site as an alternative to prescribing medicine. We have worked hard in the last year to strengthen the correlation between awareness, site use and reductions in contacts to the Contact, Assessment and Referral Team (CART) Service in Fareham. The latter remains key to the Demand Management efforts and has had a successful year including managing the integration into the service of the former HantsDirect resource.

26. On-going **DToC performance** has been regularly reported to CMT during 2019/20. Positively, this has seen the Department sustain the improvements that were achieved in the previous year albeit challenges remain in the hospital systems with demand and admission levels continuing to rise. The graph below shows the general downward trend but also demonstrates the up and down nature of performance. The data shows worsening absolute performance in September/October for the past two years – a consequence of the end of summer bank holiday demand and the systems then gearing up for the known winter challenges from the beginning of November. In each of the past two years DToC performance has actually improved during the winter period. Importantly, year by year, less patients are staying unnecessarily in a hospital setting and this is one means of reducing onward care demand, especially long-term care levels. Since mid-March 2020 the need to ensure acute capacity was in place in advance of an expected surge in acute-Covid-19 admissions has seen the numbers of people awaiting transfer from hospital settings reduce significantly. Essentially, each acute system and moreover the wider system to support out of hospital care has attempted to re-set in the face of the challenge being faced / feared<sup>1</sup>. That said urgent care demand has slowly but sustainably begun to increase over the last 6 months.

---

<sup>1</sup> Note - since February 2020 recording of Delayed Transfers of Care have been suspended by the NHS, however, bed delays of any kind have been a fraction of those since measures undertaken in response to Covid-19 have been enacted.

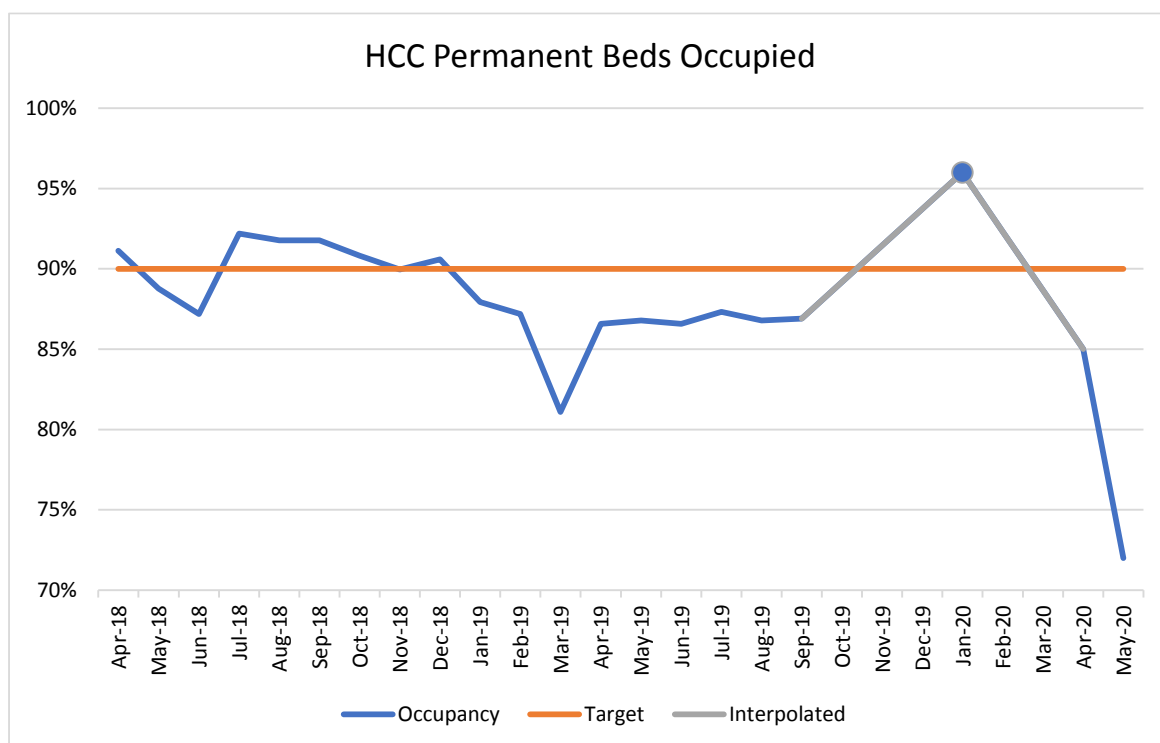


27. However, the rapid discharging of patients from acute hospital settings has been built upon a range of factors; improving patient flow results from any number of contributions, and foundations to create acute hospital capacity had foundations laid in many areas of work and transformation – though many have been years in the development and were enacted within days of the size and severity of the predicted Covid-19 impacts coming into clear sight in mid-March 202. These include, but are not limited to, the adequacy of **Care at Home** provision, which continues to serve us well following the very successful transformation work the previous year, the quality and productivity of the Department's **Reablement** function which supported more clients within existing resources last year than ever before mainly as a consequence of reducing average length of stay to nearer 21 days from some 28 days at the beginning of the year (see below). Further, the performance of our **Hospital Social Work** teams has also improved linked to the re-purposing of budget provision to support additional investment in senior management positions. These and other factors were all brought to the fore.



28. In the Younger Adults service area a notable achievement in the past year has been the **establishment of a dedicated Physical Disabilities function** following the transfer of the service from what was Older Persons and Physical Disabilities (OPPD). This change is designed to ensure that people with Physical Disabilities receive better and more focused help and support and also means that overall workloads across the Department's main two service disciplines is now better balanced. Preparations are well advanced for a new (co-produced) Market Position Statement to be finalised and published further signalling the intent to better serve a relatively small but fundamentally important service user group.
29. HCC Care has enjoyed another very successful year. The service managed to maintain **good or outstanding ratings for all of its Older Adults residential and nursing care homes** and achieved occupancy levels between 90% and 95% for the six month period directly leading up to Covid-19 lockdown towards the end of March this year (see graph below). However, as shown in the chart occupancy through excess deaths and a lack of placements have fallen significantly since January 2020. We are transforming a range of our care home establishment into short-term step-down facilities, both to enable rapid transfers from hospital settings and to

enable a period of post-hospital quarantine to avoid transmission of Covid-19 into care home settings (where Covid-safe quarantine may not be available). The re-purposing of such facilities are being funded through NHS funding made available by Government in response to the Coronavirus pandemic. The end of the year saw the planned (successful) hand back of **Harry Sotnick House** to Portsmouth City Council following a two year period in which we had secured a 'Good' CQC rating for a home that was rated as inadequate at the point that we had temporarily took over the responsibility for running it.



30. Staying with HCC Care, the **cost of running the service reduced in 2019/20** enabling a previously concerning budget gap to be significantly reduced and on course to be closed completely in 2020/21 and a strategic review of the service was also commissioned and completed. The review outcomes, which will be reported to CMT and to Cabinet when 'recovery' from Covid-19 is more secure, concluded that that the service future should be built around three main domains: complex care, dementia care and transitional (short-term) care. Plans are being developed to clarify how elements of the existing service can be appropriately re-purposed including any necessary capital investment in order that the 10-15 year plus strategic direction can be successfully executed. Importantly, the strategy remains the right way forward even in the light of Covid-19 and arguably there are now stronger reasons to deliver on it, especially in the transitional care arena.
31. Improved independence and managing demand (reducing the levels of paid for services) is a key feature of our continued focus on how **technology** can play an even bigger role for people requiring help and support. As reported previously the County Council, working in partnership with PA/Argenti, is leading the way in the field of **Technology Enabled Care (TEC)** and has in

excess of 5,000 service users benefitting solely from TEC as opposed to the more traditional and the significantly more costly, paid-for services. The first year of the new (up to 10 year) contract with Argenti has been a real success with the cost efficiency target exceeded by £1m, strong foundations laid for a sizeable and increasing contribution to be derived from the 'Private Pay' market and a positive start to cobot user trials which is ground breaking work in a European Adult Social Care type environment. The cobot work has the potential to benefit service users, carers and front-line staff in terms of moving and handling and in the latter cases is already delivering tangible albeit early welcome results.

32. Another arena in which the County Council's leadership credentials are well recognised is **Public Health** and over the past year we have successfully formalised and extended our leadership role with the **Isle of Wight**. This reflects well on the efforts of the team to stabilise the Island operation and to deliver successfully in terms of transforming the service. In a Hampshire context the above serves to enhance the overall resilience of the service and this has been invaluable given the truly significant challenge that Covid-19 has meant for the service.
33. Key enablers for the above (and a much wider array of impressive performance achievements) aside from the continued disciplined approach to Business Planning including focused and transparent quarterly DMT/SMT reviews, has been the different **but consistently strong contributions of staff across the Department, especially, but not limited to front-line operational staff**. The foundations for this are many and varied but include the additional focused support for the Practice Network for operational managers and staff enabling it to further develop and to oversee positive changes in operational leadership and social work practice. In the former case, the restructure of the operational community teams has resulted in a leaner senior management approach, a consolidation of teams and a change in skill mix. The changes, that are being introduced this year and next are also allowing T19 staffing savings to be secured.
34. Clearly not everything has gone well across the year and by the very nature of the overall service area there have been challenges to manage. Despite our improved DTOC performance, **our interaction and working with the Acute Hospitals still has room for improvement**, and in particular, needs to be simpler and thus more stable. Additionally, integration work with the NHS, be it in Integrated Intermediate Care, Learning Disabilities or Mental Health has further progressed, but more slowly and in some different ways than was anticipated at the beginning of 2019/20 - in light of Covid-19 it will be difficult to regain momentum in the current year for some of the integration opportunities previously identified, whilst for others Covid-19 has provided an operational transformational opportunity that has allowed us to rapidly change elements of operational practice, rather than require a more traditional slow, iterative series of step-changes.
35. Last but by no means least, **the Department had an especially challenging year financially**. Operationally demand for services, especially in the first half of the financial year (and on the back of higher growth during

the previous few months of 2018/19) was not able to be contained resulting in additional Council resources being agreed following the outcome of the Government's Spending Round in September 2019. Additionally, whilst progress was made with both the legacy (planned overrun) of T19 and the first full year of T21, savings achievements were behind forecast as at March 2020 and with Covid-19 impacting on most aspects of the transformation programmes it will be some time before the financial situation will be back under absolute control. Whilst accepting that these difficulties extend beyond Adults and have been continuously trailed in MTFS reports this year, the underlying financial challenges for the Department are immense and will require on-going close and robust management.

### **The Year Ahead – 2020/21**

36. In any typical year, this report would have been debated early in the new financial year and the following paragraphs would have mainly built on a lot of what has already been described. Covid-19 has dramatically changed things, coming as it did ahead of the start of the current year and requiring a response that in any number of service areas is still on-going and/or is morphing, albeit slowly into stabilisation and recovery.
37. The Department is head long into transitioning from the major shielding programme that has seen a colossal, multi-organisational effort involving the County Council, District Councils, the NHS, other public sector partners through the Local Resilience Forum and the Voluntary Sector as well as an army of volunteers organising and in a number of cases providing personalised support for tens of thousands of the most vulnerable Hampshire residents, many of whom have not left their homes since lockdown at the end of March. Although the shielding programme officially ended at the end of July there are any number of work strands still being pursued including, but certainly not limited to the review and re-instatement of paused care and work with volunteers to try to maintain significant levels of community input so that vulnerability and isolation does not manifest itself into paid for service demand. Work to recover day services will also help in this regard.
38. Market resilience has been a critically important focus for the Department since the outset of Covid-19 as providers have faced additional costs and seen operations (and thus income) reduce, sometimes significantly so e.g. the Residential and Nursing market which saw occupancy levels (combining private and public clients) reduce to around 70% from an average of c90% pre Covid-19. The County Council has been quick to support the different care sectors both with our own resources and in terms of distribution of the Government Infection Control grant but it is clear that vulnerabilities remain and that there will be an inevitable market reset. A strategic Care Home support plan has been developed with the NHS, CQC, the Hampshire Care Association (HCA) and Healthwatch and executing this plan which covers a number of work strands including training, use of technology, information management and communication and engagement, will be a key focus over the remainder of 20/21 and beyond. Positively care home occupancy overall across Hampshire is showing signs of recovery, standing at 80%+ in early

September. However, the sector is not yet resilient to the same degree it was pre-Covid-19 and will remain fragile for some time to come.

39. Building on the focused work with (all) Hampshire Care Homes, all upper tier authorities have been given Outbreak Planning and Control responsibilities from Government as the move to managing Covid-19 from central control to local control evolves and intensifies. The new responsibilities led by the Director of Public Health within Governance arrangements that have been developed and agreed with the Leader and the Chief Executive. This includes managing Covid-19 outbreaks at the local level. The Outbreak Planning and Control responsibilities rightly extend beyond Adult Social Care service areas e.g. into Schools and other at high risk settings. The new responsibilities mean that the County Council is obliged to decide on and enforce any actions lockdowns that may be required to manage the pandemic in Hampshire. It is acknowledged that the Adults' Health and Care Departmental strategy is bound to be affected by the Outbreak Control Plan specifically and Covid-19 more generally. Note that further detail regarding the Outbreak Control Plan is included in the Covid-19 update report also being presented at this Cabinet meeting.
40. Another an important work area for the Department, in collaboration with the NHS, is Hospital Discharges. Despite successful efforts in the early response to Covid-19 to achieve same day discharges in order to free capacity in the Acute hospitals, service demand has been gradually returning to more normal levels and with winter just around the corner and further Covid-19 waves very much a distinct possibility this will remain a major challenge for all concerned. Undoubtedly one of the key enablers for the improved system discharge performance was the decision by Government for the NHS to fund all discharges and whilst this has now transitioned to the NHS funding just the first six weeks of a discharge, the funding arrangements are still favourable from a County Council perspective and offer the opportunity for a more focused and more efficient Discharge to Assess (D2A) model to operate throughout autumn and winter.
41. Whether or not the funding arrangements return to what they were pre Covid-19 remains to be seen (it is expected that they will) but if D2A is a success over the coming months it will pose an interesting question for the local NHS who will be keen not to see the benefits of improved flow and improved patient outcomes being lost. There is a lot to play for in this space, not least because HCC Care are set to play an integral role in the execution of the D2A model and from a staff efficiency perspective for both front line Social Workers and the County Council's Brokerage function. Interestingly, securing integration benefits in the 2 to 3 service areas where ambitions remain strong will provide part of the means to sustainably fund the D2A model going forward. Perhaps the desire not to forego the latter might provide the impetus for a more focused pursuit of the former?
42. Adding to the above, there will be any number of other key work areas that the Department will need to continue to drive at. Just some of these include re-building momentum with our T19 and T21 transformation (savings) programmes, re-establishing (getting back on track with) our Older Adults

Extra Care and Younger Adults Supportive Living in-flight construction projects. We also know that it remains essential that we continue through various means to better manage demand/care volumes and that applying Strengths-Based practice, maximising TEC opportunities and working harder to divert people away from paid for care are ever more important for our staff and are absolutely not optional. All of the above (and more) have been captured in a refreshed 20/21 Business Plan that has been developed and agreed and is helping to guide us through the remainder of what will go down as the most challenging business year, perhaps ever. Given the complexity of the work programme the Business Plan necessarily has a stronger emphasis this year on performance metrics and on our recording, monitoring and reporting of risk.

## **Conclusion**

43. The Adults' Health and Care Department has largely enjoyed another strong year across a range of service areas during 2019/20 with continued good progress made towards the 5-year Strategy ambitions and our MPS commitments. Given the increasingly and wide-ranging challenging environment in which the service operates, the performance over the past year is especially positive.
44. The premium on transforming the way we work in order to maintain and/or improve service outcomes at reduced cost was, pre Covid-19, already high. It required everyone from partners, providers, staff and clients to be working to a coherent and consistent script. The Cabinet approved Adults' Health and Care Vision, that at its heart promotes well-being, happiness and independence, together with the 5-year Strategic Plan that is rightly aspirational and ambitious but constructed in a manner that makes it realisable, is that script.
45. The disciplined approach to Business Planning provided the foundations for the Department to again succeed over the past year. Staff contributions have been significant in all areas of our business and increasingly the contribution from other parts of the County Council has been excellent (in many different ways) and is acknowledged across DMT and the Department generally as a key success factor.
46. As we look forward, it absolutely goes without saying that Covid-19 will have a profound effect on the service. The response to the unprecedented public health crisis has been immense and inspiring. Attention now is rightly, but carefully being orientated to 'recovery', but the immediate future remains very uncertain. The Strategy ambitions and direction of travel remain the right course for the Department to be on and undoubtedly there will be opportunities that need to be seized e.g. in maintaining significant volunteer input or in terms of establishing more efficient and sustainably lower cost discharge arrangements with the NHS. Demand for help and support will return to pre-Covid-19 levels and a major challenge going forward will be to better contain it as the main means to stay financially resilient. We must hope that the CSR outcome later this year does not add to the significant financial challenges already being faced.



## REQUIRED CORPORATE AND LEGAL INFORMATION:

### Links to the Strategic Plan

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

### Other Significant Links

Links to previous Member decisions:	
<u>Title</u> Adults' Health and Care- Vision and Strategy	<u>Date</u> 16 April 2018
Direct links to specific legislation or Government Directives	
<u>Title</u>	<u>Date</u>

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

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

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

## **EQUALITIES IMPACT ASSESSMENT:**

### **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 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.

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

This is an update report and any service specific proposed changes resulting from execution of this strategy and any associated equality impact assessments will be taken forward in the appropriate manner.

## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Cabinet
<b>Date:</b>	29 September 2020
<b>Title:</b>	Climate Change Action Plan 2020-2025
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Stuart Jarvis

**Tel:** 01962 845260

**Email:** [stuart.jarvis@hants.gov.uk](mailto:stuart.jarvis@hants.gov.uk)

### Purpose of this Report

1. To present to Cabinet the Hampshire County Council Climate Change Action Plan 2020-2025 for approval.
2. To outline the new Framework for Strategic Programmes that outlines the new key areas needed to support the delivery of the climate change targets set by the Council.
3. To present to Cabinet two decision-making tools for approval on assessing the impact of decisions on carbon emissions and on resilience to climate change.
4. To outline how the decision-making tools will be used across the organisation.

### Recommendation(s)

5. That Cabinet approves:
  - i. the Climate Change Action Plan 2020-2025 as set out in Appendix 1 of this report including the new section “Framework for Strategic Programmes” set out in Appendix 2.
  - ii. the Carbon Hierarchy as set out in the Strategy as the key to our approach – “Avoid, Reduce, Replace, Offset”.
  - iii. the decision-making tools and how they will be used to assess the impact of decisions on carbon emissions and resilience to climate change.
  - iv. the proposed process for implementation, monitoring, review, and reporting of the Action Plan.
  - v. sharing the reports with relevant National ministries and Select Committees

### Executive Summary

6. In July 2020, Hampshire County Council published its Climate Change Strategy 2020-2025 which set out how the Council would meet the two targets of becoming carbon neutral by 2050 and to build resilience to a two-degree rise in temperature.
7. Also published with the July Cabinet report, was a 45-page Action Plan 2020-2025 which represents the significant amount of activity now being undertaken by the Council to mitigate against and build resilience to climate change across each of the strategic priorities set out in the Strategy (Appendix 1).
8. The July 14<sup>th</sup> 2020 Cabinet paper provides the detailed context and background to the Strategy and Action Plan.
9. It was agreed at Cabinet in July 2020 that a final Climate Change Action Plan 2020-2025 would be presented to Cabinet in September 2020 that would include significant new areas for action to help the Council meet its 2050 targets. These new areas are now being presented to Cabinet as a new section of the Action Plan called “Framework for Strategic Programmes” (attached in Appendix 2).
10. This Framework focuses on identifying the key gaps and areas for action which are required to meet the first of the five yearly carbon budgets within the Climate Change Strategy. Further details on this section are provided later in this report.
11. This paper also sets out how the whole Action Plan will be implemented, monitored, reviewed, and reported on.
12. Alongside the Climate Change Strategy and Action Plan, two decision-making tools are also being presented which aim to ensure that climate change mitigation and resilience become fully embedded within all decision-making and project/policy development across the organisation.

### **Carbon Baseline, Pipeline, and new Actions**

13. The carbon baseline and budgets produced by the Carbon Trust were the foundation for the Strategy and Action Plan by establishing where the emissions are coming from and therefore where effort needs to be focused to reduce those emissions.
14. The five yearly carbon budgets set out the pathway to meeting the carbon neutral target by 2050 (in line with the UK 2050 National target). With no change to current emissions, Hampshire will use up the 2050 target carbon budget by 2035, and the 1.5°C Paris Agreement carbon budget by 2031.
15. The table below shows how emissions will need to fall across successive 5 yearly allocations, reducing carbon budgets to meet the 2050 target (i.e. UK Government 2050 target).

Budgets	1.5°C	UK Govt.
2020 - 2024	-21%	-16%
2025 - 2029	-42%	-32%
2030 - 2034	-63%	-48%
2035 - 2039	-84%	-65%
2040 - 2044	-100%	-81%
2045 - 2049	-	-100%

16. Using the information gathered on all existing and currently planned actions across the Council (covering both the organisation and the wider Hampshire area), the Carbon Trust worked with the Council and key partners to assess how far the known pipeline of projects will take us to meeting the targets and how we will bridge the gap. The focus was on the Hampshire-wide targets as this is where the gap will be greatest.
17. The first stage was to hold a workshop with the Climate Change Board to begin the process of identifying areas for activity. Some key priorities that emerged from this exercise were domestic energy efficiency (especially in light of continued shift to home working), providing a business case to raise awareness of the economic value of improving efficiency for the business sector, and providing detailed guidance and support to district councils (planning authorities) on new development requirements to integrate carbon mitigation and resilience.
18. As part of wider stakeholder engagement around the development of Hampshire's Climate Action Plan, the Carbon Trust designed a survey which Hampshire County Council shared with over 230 external stakeholders from across the County to capture their ideas on how Hampshire can reach its 2050 carbon neutral target. The level of responses submitted to the survey was modest in terms of numbers (16%) however there were some interesting findings on projects and initiatives that has contributed to the Action Plan.
19. Responses were received from a broad range of sectors and organisations, including local authority employees, other public sector employees, the education sector, those engaged in professional, scientific and technical activities as well as arts, entertainment and recreation.
20. The most common project type suggested was transport, which received 33 ideas, most commonly active travel, public transport and electric vehicles.
21. The second most common project type suggested was energy (24 ideas), particularly focused on energy efficiency (13) and renewable energy (10).
22. The third most common was natural environment (16), which received a broad mix of project ideas across natural capital, tree-planting/rewilding and flood and water management.

23. An Expert Stakeholder Engagement event was also held on August 6<sup>th</sup> which was attended by over 45 organisations and 60 delegates, representing various expert groups in Hampshire such as Friends of the Earth, Extinction Rebellion, Hampshire Climate Action network and youth representatives.
24. This event helped to engage experts on what actions should be included within the new Action Plan and to understand what the priorities should be for Hampshire. The main outcomes of that event can be found in Appendix 3.
25. All this work has fed into the Framework for Strategic Programmes which sets out what actions/projects/policies/programmes need to be developed and delivered to ensure the Council meets the two targets, in addition to the ongoing areas of activity and areas of work previously published in the July 14<sup>th</sup> Cabinet report.
26. This new section called “Framework for Strategic Programmes” covers the new significant proposed areas for activity to be able to meet the targets set. This Framework is the starting point for working to understand how the Council and partners will deliver against these significant and challenging programmes.

### **Action Plan and Framework for Strategic Programmes 2020-2025**

27. Attached to this report is the first five-year Action Plan for the County Council’s Climate Change Strategy (Appendix 1) and includes a new section called Framework for Strategic Programmes (Appendix 2).
28. The Action Plan submitted to Cabinet in July sets out 45 pages of actions already underway or planned within the County Council to tackle climate change under each of the Strategic Priorities of the Climate Change Strategy (Appendix 1).
29. It is very important to acknowledge this Action Plan in Appendix 1 and to note that this is an extensive action plan, covering every part of the organisation, demonstrating the significant breath and scale of actions on climate change being undertaken. However, it also recognised that this vast activity was still not sufficient to enable the Council to meet its targets.
30. This paper therefore focuses on presenting the new Strategic Programmes needed to bridge that gap to meet our targets in the first of our five yearly carbon budgets (2020-2025).
31. This new part of the Action Plan is called the “Framework for Strategic Programmes” (Appendix 2).
32. The Framework is also based on the Strategic Priorities within the Climate Change Strategy - Transport, Residential, Buildings & Infrastructure, Energy Generation & Distribution, Waste & Circular Economy, Natural Environment and Business & Green Economy.
33. For each Strategic Priority, a new Strategic Programme has been created to bridge the gap to help the Council meet the Climate Change targets. Under each priority there are strategic actions set out both for mitigation and resilience.

34. These Strategic Programmes focus on bridging the gap and establishing the step change that will be needed in each area to truly deliver against our 2050 targets.
35. The Framework then sets out the key projects/milestones that will be delivered in the first five years from 2020-2025 under each programme – both for emissions and resilience.
36. The Economy, Transport and Environment Department will be the main lead department for the actions but will work closely with other departments and external stakeholders, in particular the District/Boroughs/Unitaries.
37. The Climate Change Team will be responsible for leading those actions that currently do not sit within existing teams – e.g. Energy Generation & Distribution and Residential.
38. Given the complexity and magnitude of some of these programmes it is critical that the Council takes a robust approach to how these will be planned and delivered, alongside the other major priorities and issues over which the Council has direct responsibility.
39. The next step for this new section of the Action Plan is to consider how the County Council can progress these areas of activity, to prioritise the programmes, identify who will be responsible for delivery, who it will need to work with, what the dependencies are, how the work will be funded and identify the challenges or opportunities.

## **Finance**

40. The current Climate Change Team is funded for 2 years through the Investing in Hampshire Fund. There is a further £2 million allocation for climate change actions which has so far been used to fund the work by the Carbon Trust and the three climate change projects launched at Cabinet on 14<sup>th</sup> July 2020.
41. This leaves approximately £1.7 million in the budget to support the implementation of the areas set out in the Framework. Given the scale of the programmes identified in the Framework, the climate change budget will be prioritised to support preparatory and feasibility work to ensure that the Council is ready to take advantage of any opportunities to bid for external that arise such as Government programmes. The budget will also continue to be used to fund demonstration/pilot projects that will help kick start activity within the County promoting those that focus on proof of concept and scalability at County scale.
42. It is recognised that the scale of resources needed to deliver the large countywide programmes will require significant external resources and cannot be delivered within the County Council's own budgets. This position is further reinforced by the financial impact of the coronavirus pandemic on the County Council.

## **Monitoring, Evaluation and Reporting**

1. Progress will be reported annually against the Action Plan to Hampshire County Council's Cabinet and to the Hampshire 2050 Partnership.

2. The Climate Change Strategy 2020-2025 (and specifically the Strategic Priorities) will be reviewed every five years to consider any opportunity to accelerate delivery, to ensure that the focus of the priorities is still valid and that any new risks are taken into account for resilience.
3. The new “Framework for Strategic Programmes” in Appendix 2 will be incorporated into the overall Action Plan under the relevant Strategic Priorities after it has been presented to Cabinet. This will then ensure that the whole Action Plan (including the new section) will be monitored and reported on together on an annual basis providing coherence, transparency, and accountability.
4. The whole Action Plan 2020-2025 (including the new Strategic Programmes) will be monitored and reported on annually ensuring a constant review of the actions will take place within the five-year timeframe.
5. The climate change website will host live information on the actions under each Strategic Priority area to ensure that we provide up to date information and take opportunities to promote progress and successes.
6. Following the approval of the Action Plan by Cabinet the monitoring mechanisms will be established with action leads, including using the decision tools, where appropriate, to establish carbon and resilience measures.
7. It is important to note that given the complexity of assessing how projects/policies/actions etc. will be measured against our targets, this will be done gradually and through the roll-out of the tools as set out in the next section.

## **Decision-Making Tools**

8. To support an evidenced based and transparent monitoring and reporting process, two decision-making tools have been developed to assess the carbon emissions and resilience impact for all “significant” decisions as agreed by Cabinet in January 2020. The tools have been tested using several case studies from across the authority.
9. These tools provide the County Council with a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the climate change targets. The objective is for the tools to begin to be used at the project initiation stage, building in climate change right from the start, allowing for mitigations and adjustments to be made to achieve the best outcomes.
10. The tools will support the decision-making process within the Council by being a mandatory element of all Executive Member Decision Days, Committees, Scrutiny, Cabinet and Full Council. All reports going to these meetings will be required to complete both tools but the roll-out of this needs to be managed sensitively to ensure officers are given the right support.
11. To start with, detailed guidance has been developed in the form of “how-to-guides”. These are being developed both in written and video form to



- ensure there is clarity on how to use the tools and that we make the process as easy as possible.
12. Both tools also allow for an initial assessment before having to complete the full assessment. This initial assessment will allow those projects with minimal or no impact to be able to “opt out” of the full assessment. This is an important and necessary component again to ensure the tool is applied appropriately and proportionately.
  13. The tools will be housed on the climate change website alongside the how-to-guides. Links to the website will be provided in the relevant decision reports. Once the assessment has been completed by the report author, the tool will produce a summary outcome of the assessment which is what will be included within all reports. A link to the full assessment will also be embedded in the report where appropriate.
  14. This summary outcome will also apply to those projects that do not require the full assessment to ensure transparency in all circumstances.
  15. It is going to take time and effort to fully and effectively embed these tools within the County Council’s decision-making processes and project and policy initiation processes. It is also going to take time for officers to become familiar with the tools and how they work.
  16. For this reason, it is proposed that the roll-out is piloted initially with Executive Member Decision Day reports within the Economy, Transport and Environment Department from October 1<sup>st</sup>, 2020. This will help test the tool on real-life decisions and iron out any issues.
  17. The roll-out for the rest of the organisation would then follow, with the assessment becoming mandatory from the beginning of the next financial year (April 2021). This will allow time for the dissemination and for awareness to be raised across the authority.
  18. The tools will be available to everyone within the council to access and start to familiarise themselves with from 1<sup>st</sup> October.
  19. The ideal outcome is that the tools are used across the authority to understand how everything we do will have an impact on climate change or be impacted by climate change. The tools themselves will therefore act as a guide and allow officers to build their knowledge and understanding of how they can take account of and contribute to the climate change targets.
  20. Whilst this work will provide significant support to tracking and measuring our progress, it must also be achievable. The tools, with the how-to-guides and videos, have been designed to be as user friendly as possible. A member of the climate change team has also been trained by the Carbon Trust to provide support on using the tools.
  21. The team will also be disseminating the information on the tools as widely as possible within the organisation. The Climate Change Board have also been briefed and asked to circulate the information on the tools within their departments to ensure awareness is spread across the authority. The climate change website and Yammer pages will also direct officers to the tools.
  22. These tools provide a significant opportunity for the Council to raise awareness of how climate change can be truly embedded within our whole organisation. It provides an invaluable training resource to support our staff in understanding how to do this for each service.

23. The tools also demonstrate that the Council is fully committed to acting on climate change by requiring decisions to undergo a robust and transparent assessment.
24. It is important to note that these tools demonstrate leadership, innovation and forward-thinking by the Council and is recognised as a unique and progressive approach within the local government sector.
25. The tools have also required a significant financial and time investment from the Council and are therefore not being made publicly available at this stage as we want to establish any copyright and licensing arrangements.
26. We also want to take the opportunity to publicise the tools within the professional community and national forums and partnerships such as the Local Government Association, Association of Directors of Environment, Planning and Transport etc.

## Conclusions

27. The Climate Change Action Plan 2020-2025 is a key milestone for the County Council, setting the actions that the Council will take to meet its carbon and resilience targets.
28. The new “Framework for Strategic Programmes” along with the rest of the Action Plan provides clarity for our residents, communities, and partners on what the Council will be doing to meet its targets for the next five years both at a detailed level and at the more strategic level, acknowledging a significant step change in the authority’s approach to climate change. This will also highlight opportunities for joint working and for others to get involved in helping us to deliver real action in Hampshire.
29. The target dates for Hampshire will remain as 2050 in-line with National Government and with the recommendation by the Committee on Climate Change – specifically stated in their report<sup>1</sup> *“that the UK should achieve net-zero GHG emissions by 2050 (i.e. a 100% reduction from 1990). This would be an appropriate UK contribution to the Paris Agreement. Based on our current understanding, it is the latest date for the UK credibly to maintain its status as a climate leader and the earliest to be credibly deliverable alongside other government objectives.”* Any opportunity to accelerate delivery in Hampshire will be taken and dates continuously reviewed as stated in the Hampshire County Council Climate Change Strategy 2020-2025.
30. The County Council will focus its resources on County-wide programmes and initiatives which will benefit the whole Hampshire area. This could take the form of county-wide programmes of housing retrofit, for example, or community level projects that can be replicated at scale. Working across all District/Borough areas will help develop consistent approaches and

---

<sup>1</sup> Net Zero The UK's contribution to stopping global warming. Committee on Climate Change May 2019 <https://www.theccc.org.uk/wp-content/uploads/2019/05/Net-Zero-The-UKs-contribution-to-stopping-global-warming.pdf>

maximise opportunities for economies of scale. It is also important that the County Council takes this approach to ensure a proportionate and equitable response across the whole County.

31. The two decision-making tools are also a significant achievement and will ensure that climate change is truly embedded within our decision-making processes in a transparent and robust way and demonstrate Hampshire's leadership approach and commitment to the climate change agenda.
32. These tools will also help to upskill our staff's ability to take account of climate change, resulting in embedding climate change considerations at the beginning of our projects/policy development and at the core of everything we do.
33. The next steps will focus on dissemination of all the information across the authority. There will also be a focus on establishing the processes for monitoring of implementation and annual reporting, with the first annual report on the Action Plan due to be presented to Cabinet in October 2021.

## REQUIRED CORPORATE AND LEGAL INFORMATION:

### Links to the Strategic Plan

Hampshire maintains strong and sustainable economic growth and prosperity:	yes
People in Hampshire live safe, healthy and independent lives:	yes
People in Hampshire enjoy a rich and diverse environment:	yes
People in Hampshire enjoy being part of strong, inclusive communities:	yes
OR	
This proposal does not link to the Strategic Plan but, nevertheless, requires a decision because:	

### Other Significant Links

Links to previous Member decisions:	
<u>Title</u>	<u>Date</u>
Climate Emergency Motion	June 2019
Hampshire 2050 Commission of Inquiry	September 2019
Direct links to specific legislation or Government Directives	
<u>Title</u>	<u>Date</u>
Climate Change Act	2008
National Adaptation Programme	2018

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

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

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

## **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:**

The Climate Change Action Plan will include actions which are likely have both positive and potentially negative impacts on persons sharing a relevant protected characteristic. These include, but are not limited to, social justice in terms of carbon and climate resilience and fuel poverty. The strategy has a key principle that states that action taken must be proportionate, affordable and equitable. As a local authority it is important to recognise our wider role to society in delivering public services for the public good. Any actions taken on climate change must be in line with this and would therefore have to adhere to the principles of proportionality, affordability and be equitable. A key strand of implementing the Action Plan will be to fully assess the potential impacts of the actions and incorporate mitigation measures, as necessary at the action level. At this stage, no impacts have been identified.

This page is intentionally left blank

# Current and Planned HCC Activity Carbon Mitigation

Project Area	Action	Service delivering	Partners	Co-benefits	Indicators used	Outcome	Funding mechanisms	Delivery start date	Emissions addressed
Transport									
Electrification	4 engagement officers working with general public across Hampshire - attending events, meeting etc to raise awareness of Connect to Support Hampshire contributing to demand management for Adults' Health and Care. To minimise environmental impact these staff use electrical	Adults' health and care/public health	Hampshire Transport Management service	Economic, Brand advertising (on vehicle livery) Raising awareness of positive reputation of HCC Health benefits from reduced air pollution	Coverage and reach during activities Hits on Connect to Support Hampshire Staff satisfaction		Service Budget / Cost of Change	May-19	Both
Electrification	Incentivise use of electrically powered vehicles when technology has advanced to guarantee effectiveness and reliability	Adults' health and care/public health	Hampshire Transport Management service	Increased availability of recharging infrastructure Health benefits from reduced air pollution	Cost effectivenesss		Service Business as Usual Budget		HCC
Electrification	ETE department to change all (suitable) diesel vehicles to Electric.	Highways (commissioning)	HTM	Economic, saving in running costs. Health benefits from reduced air pollution.	Measures of cost effectivenesss, reduction in fossil fuels, carbon reduction	Adopt an approach where electric vehicles are the first choice providing they are suitable for the task	ETE Rev budgets such as MSS (Staff) Vehicles replaced at end of current lease/life.		HCC
Electrification	Transition Skanska HHSC Operational fleet (3.5T, 7.5T 15T) to electric.	Highways (commissioning)	HTM	Economic, saving in running costs. Health benefits from reduced air pollution.	Measures of cost effectivenesss, reduction in fossil fuels, carbon reduction	Adopt an approach where electric vehicles are the first choice providing they are suitable for the task			HCC
Electrification	Transition Skanska company car fleet to hybrid and electric.	Highways (commissioning)	Skanska Head Office	Economic, saving in running costs. Health benefits from reduced air pollution.	Measures of cost effectivenesss, reduction in fossil fuels, carbon reduction	Adopt an approach where hybrid and electric vehicles are the first choice providing they are suitable for the task			HCC
Electrification	Look at travel plans for site teams and personnel visiting site or provide electric pool vehicles for members of staff regulary traveling for work.	Highways (commissioning)		Economic, saving in running costs. Health benefits from reduced air pollution.	Measures of cost effectivenesss, reduction in fossil fuels, carbon reduction, new technologies used to avoid the need to travel to site	Adopt an approach where electric vehicles are the first choice providing they are suitable for the task			HCC
Electrification	Geotechnic and Land Survey vehicles to change to electric where appropriate (4x4 electrics not readily available).	Highways (commissioning)	HTM	Economic saving in running costs Health benefits from reduced air pollution.	Measures of cost effectivenesss, reduction in fossil fuels, carbon reduction	Adopt an approach where electric vehicles are the first choice providing they are suitable for the task	Existing budgets		HCC
Electrification	To explore the possibility of introducing an Ultra Low Emission Vehicles scheme across Hampshire County Council (HCC).	HR	Draft paper to be put forward outlining considerations and proposals	The Ultra Low Emission Vehicles scheme would play a key role in contributing to and embedding HCC's Climate Change Strategy as it promotes an environmentally-friendly method of transport which reduces the carbon footprint. It also has financial benefits for both the employee and employer (Tax and NI) as it is administered via salary-sacrifice. It would also form part of an employee's total reward package which may improve levels of engagement and act as a staff retention and motivation tool	Measures include cost effectivenesss, reduction in fossil fuels and carbon reduction	If this initiative is approved, expect to see an increase in the number of purchases of ULEV vehicles by staff across the organisation and therefore resulting in lower emissions	HR to liaise with Procurement to complete tendering proess and finalise contract (subject to approval of scheme)	Options being developed for consideration	HCC
Electrification	Actively trial and promote new vehicle technology when it arrives on the market e.g. electric minibus	CCBS	County Supplies, Schools	Reduced air pollution	Identification of new types of vehicles and vehicle technologies on the market  Trials of promising new types of vehicles and technologies on the market			In progress	HCC
Travel planning	Bid for schemes that enable us to decarbonise transport systems	Strategic Transport	Solent Lep				Solent growth deal		County-wide



Project Area	Action	Service delivering	Partners	Co-benefits	Indicators used	Outcome	Funding mechanisms	Delivery start date	Emissions addressed
Travel planning (reduced travel)	Review and implement HCC's own Corporate Travel Plan to reduce car alone journeys for both commuter trips and business trips.	Strategic transport	HCC employees, County Councillors, Management, Winchester City Council (WCC), WCC Travel Plan Network, bus operators, train companies, walking and cycling organisations, Public Health external delivery partners such as Liftshare.	Staff attendance, reputation, physical health, mental health, congestion, improved local relations, air quality, life skills, road safety, financial savings (individual and corporate), carbon reduction, viability on local public transport services,	Modal split data, no of people using tools such as Liftshare, sign ups to challenges,	A reduction in carbon from transport for home to work jouneys. More active and healthier lifestyles for HCC staff	Internal funds from Transport Planning	2019	HCC
Travel planning (reduced travel)	Through travel planning measures, in both regulatory and voluntary capacity, support residential development, workplaces and schools on the reduction in car alone journeys on Hampshire's roads	Strategic transport	Residents, employees, employers, Development Planning, Developers, County and District Councillors, District Councils, Police, Parish Councils, Bus companies, Train companies, walking and cycling organisations, Public Health, other operators delivering services such as car sharing, car clubs as well as other local organisations such as accessibility groups, voluntary organisations and so on.	Physical health, mental health, congestion, improved local relations, air quality, life skills, road safety, financial savings, carbon reduction, viability on local public transport services, crime reduction, staff attendance	TRICS SAM monitoring, travel surveys, bus patronage, no. of website hits, outputs of no. of activities/events delivered, no. of people liftsharing	A higher take up of voluntary and non voluntary travel plans form Hampshire organisation	Developer contributions or Traded Services (i.e. directly appointed by developers); Workplaces (as a Traded Service), Clean Air Zone funding (DEFRA) Developer contributions (if development includes employment) or Government grants (e.g. DfT or Highways England)	2019	County-wide
Travel planning (reduced travel)	Equipment prescribers to ensure items fully explained and accepted, prior to request Equipment prescribers to order all items for each person together to reduce multiple visits	Adults' health and care/public health	Prescribers	reduced transport pollution, costs and time	Productivity, mileage costs		Business as usual budget		HCC
Travel planning (reduced travel)	Green scheduling of work/jobs to reduce carbon emissions through travel, winter maintenance	Highways (commissioning)	Skanska	reduced transport pollution, costs and time	Measures of cost effectiveness, productivity, reduction in fossil fuels, carbon reduction	Strive for maximum efficiency and productivity by planning routes to avoiding unnecessary travel		2 years	HCC
Travel planning (reduced travel)	First time fix avoid duplicate visits. Also multi-skilled gangs to avoid multiple visits.	Highways (commissioning)	HCC	reduced transport pollution costs and time	Measures of cost effectiveness, productivity, reduction in fossil fuels, carbon reduction	Reduced carbon emissions	self funding		HCC
Travel planning (reduced travel)	Booking service users and carers into community hubs rather than social workers travelling to individual services	Adults' health and care/public health	Libraries	Better community links, and impacts on socila isolation	Productivity and mileage		Business as usual budget	May-20	HCC
Travel planning (reduced travel)	Transport and health needs assessment	Adults' health and care/public health	ETE	Health (increased physical activity)			Not funded	In development	HCC
Travel planning (reduced travel)	Work with providers to develop provision according to needs within the Hampshire boundaries.	Childrens' services	Independent providers of placements Hampshire foster carers	Reduction in costs to travel budgets Increase in outcomes for children through greater variety of placements and placements closer to home Health benefits from use of public transport through encouraging walking to get to transport	Contract monitoring with providers Contract tendering activity Reduction in staff travel claim amounts	To reduce the number of children placed outside of Hampshire boundaries by 10% in 2020-21	Existing budgets	May-20	HCC
Travel planning (reduced travel)	Increase the number of in house foster carers, and increase occupancy in the in house residential provision.	Childrens' services	Independent providers of placements Hampshire foster carers	Reduction in costs to travel budgets Increase in outcomes for children through greater variety of placements and placements closer to home Health benefits from use of public transport through encouraging walking to get to transport	Reduction in staff travel claim amounts Increased numbers of fostering households available for placement matching Increased number of children placed with in house carers	68% of children in a foster carer placement will be placed with Hampshire approved foster carers	Existing budgets	Apr-20	HCC
Travel planning (reduced travel)	Consider the climate impact alongside safeguarding when making decisions about placements.	Childrens' services	Independent providers of placements Hampshire foster carers	Reduction in costs to travel budgets Increase in outcomes for children through greater variety of placements and placements closer to home Health benefits from use of public transport through encouraging walking to get to transport	Number of children placed within their town area	To reduce the number of children placed outside of Hampshire boundaries by 10% in 2020-21	Existing budgets	Mar-20	HCC



Project Area	Action	Service delivering	Partners	Co-benefits	Indicators used	Outcome	Funding mechanisms	Delivery start date	Emissions addressed
Travel planning (reduced travel)	Increase the uptake of the use of pool cars when travelling outside of Hampshire and sharing of vehicles when staff are travelling to the same destination. Increase the use of public transport where possible and safe to do so	Childrens' services	Independent providers of placements Hampshire foster carers	Reduction in costs to travel budgets Increase in outcomes for children through greater variety of placements and placements closer to home Health benefits from use of public transport through encouraging walking to get to transport	Use of Hampshire pool cars by social workers Lower staff travel claims	To contribute towards the Corporate energy reduction plan.	Existing budgets	Sep-20	HCC
Travel planning (reduced travel)	Provide accurate and timely travel information enabling people to vary their travel time, route and mode to minimise congestion	Highways (traffic)	Seimens Mobility	Health (decrease in acute and long term conditions due to poor air quality)			HCC investment required		HCC
Travel planning (reduced travel)	Enhance on-street parking and loading controls to reduce congestion	Highways (traffic)	NSL/District Councils (agents)	Health (decrease in acute and long term conditions due to poor air quality)			HCC investment required, with revenue from enforcement and on-street parking charges		County-wide
Travel planning (reduced travel)	Optimise traffic control assets to minimise stops and delay	Highways (traffic)	Seimens Mobility	Health (decrease in acute and long term conditions due to poor air quality)			HCC investment required		County-wide
Travel planning (reduced travel)	To provide community transport using a minibus for vulnerable older people who need transport e.g. for shopping, Doctors appointments. The communal transport provision reduces the need for individual trips e.g. via taxis	Adults' health and care/public health	CCBS, Hayling Voluntary Services	Reduced social isolation supports independent living			Town and Parish Council Fund Grant for Hayling Voluntary Services £29k		County-wide
Digital enablers	Completing more customer facing tasks on the phone and online	Adults' health and care/public health	IT	Quicker outcomes promoting prevention	Productivity and mileage		Business as usual budget	Apr-21	HCC
Digital enablers	Using technology to route journey.	Adults' health and care/public health	System providers Business Analytics	Increased productivity, costs, reduced wear and tear on fleet	Delivery times Workforce productivity		Business as usual budget	Apr-19	HCC
Digital enablers	Writing in service specifications that providers need to engage with service users through digital means (e.g. sexual health services) reducing the need for travel to clinics	Adults' health and care/public health	Service providers	Health (providing timely care in a way that meets the patient's needs)	Key performance indicators in contracts		Not funded	ongoing	Both
Digital enablers	Provision of Technology Enabled care (TEC) services in people's own homes. Enables the reduction or delay of more intensive Home Care with relies on staff visiting service users at home, therefore a reduction on car/transport usage for staff.	Adults' health and care/public health	Argenti	Reduced use of Home Care, Residential and Nursing care			Service Budget	Ongoing	HCC
Digital enablers	Consider greater use of tele-conferencing to reduce time wasted travelling to/from meetings and vehicle use anyway.	highways (commissioning)	IT	Reduce electricity/fuel costs, more efficient use of staff time at work, congestion benefits, better work life balance.	Measures of cost effectiveness, reduced travel, reduction in fossil fuels, carbon reduction, reduced energy consumption in offices	Reduced carbon emissions	Existing budgets		HCC

Project Area	Action	Service delivering	Partners	Co-benefits	Indicators used	Outcome	Funding mechanisms	Delivery start date	Emissions addressed
Digital enablers	Consider HCC managed Design working at home to reduce commuting in and out of Winchester.	highways (commissioning)	IT	Reduce electricity/fuel costs, more efficient use of staff time at work, congestion benefits, better work life balance.	Measures of cost effectiveness, reduced travel, reduction in fossil fuels, carbon reduction, reduction in office space needed and associated equipment and maintenance, reduced energy consumption in offices	Reduced carbon emissions	Existing budgets		HCC
Digital enablers	Flexible working practices including teleconferencing, the use of drop-in centres and working from home	adults' health and care/public health		Reduce electricity/fuel costs, more efficient use of staff time at work, congestion benefits, better work life balance.			Not funded	Ongoing	HCC
Digital enablers	Embed a culture of working flexibly through the use of devices, Microsoft Teams, conferencing, Skype etc.	Childrens' services	Independent providers of placements Hampshire foster carers	Reduction in costs to travel budgets Increase in outcomes for children through greater variety of placements and placements closer to home Health benefits from use of public transport through encouraging walking to get to transport	Use of Hampshire pool cars by social workers Lower staff travel claims	To contribute towards the Corporate energy reduction plan.	Existing budgets	Mar-20	HCC
Digital enablers	Using technology including telephone conference calls to enable flexible working whilst reducing emmissions and avoiding fossil fuel consumption in travel Using mobile technology as an alternative to home visits	Adults' health and care/public health	Corporate IT	Family friendly employment practices; less reliance of office space	Mileage costs		Business as usual budget	2021	HCC
Active travel	To explore the possibility of introducing a Cycle to Work scheme across Hampshire County Council (HCC). [n.b. Hampshire Fire and Rescue Service and Hampshire Constabulary already have a Cycle to Work scheme in place]	HR	Draft paper to be put forward outlining considerations and proposals	Cycle to Work is a government initiative to encourage cycling as a means of transport to work. It reduces carbon emissions and promotes a healthy lifestyle. It also has financial benefits for both the employer and employee (Tax and NI) as it is administered via salary sacrifice	Measures include cost effectiveness, reduction in fossil fuels and carbon reduction	If this initiative is approved, expect to see a steady increase in the number of staff participating in the scheme and commuting to work by bicycle, rather than by car, train or bus and therefore resulting in lower emissions	HR to liaise with Procurement to complete tendering proess and finalise contract (subject to approval of scheme)	Options being developed for consideration	HCC
Active travel	Developing evidence on health benefits of alternatives for transport	Adults' health and care/public health	PH and ETE	Physical health, mental health, air quality, life skills, road safety, financial savings			Not funded		County-wide
Active travel	Active travel to schools including travel audits, transition from early years to primary and primary to secondary. This work is targeted to areas with poor air quality, higher deprivation and higher levels of obesity). Scootability training in schools. Also, the active travel team project to engaged with schools and local businesses (e.g segensworth) around drop-off and pick-up practices through monitoring air quality around the school site	Adults' health and care/public health	ETE, active travel	Physical health, mental health, air quality, life skills, road safety, financial savings			PH funded	ongoing annually reporting	County-wide
Active travel	Supporting active travel team with community travel plans (White Hill and Borden new developments)	Adults' health and care/public health	ETE, active travel	Physical health, mental health, air quality, life skills, road safety, financial savings			PH funded	ongoing	County-wide
Active travel	Encouraging staff to walk or cycle to workor use park and ride facilities	Adults' health and care/public health	Facilities Dept, District and Borough parking / traffic management teams	Physical health, mental health, air quality, life skills, road safety, financial savings			Business as usual budget	Apr-19	HCC
Active travel	Work with ETE to provide input into Hampshire's local transport plan and district movement strategies - give advice and guidance on air quality, active travel and health benefits	Adults' health and care/public health	ETE, district councils	Health (increased physical activity)			Not funded	The local transport plan is due for review in 2020/2021	County-wide
Active travel	Deveop an active travel topic paper for LTP4 including developing HCC design principles for implementing better walking or cycling schems.	Strategic transport	Various stakeholders including developers, cycle and walking groups	improved Quality of our cyclign and walking environments	Design Principle agreed, self assessment of new highway schemes and compliance with new principles and or audit of schemes by new Department for transport watchdog	Higher levels of walking and cycling, more active lifestyles and a less carbon intensive transport system	core revenue budgets and external funding opportunities	started	Both

Project Area	Action	Service delivering	Partners	Co-benefits	Indicators used	Outcome	Funding mechanisms	Delivery start date	Emissions addressed
Active travel	School travel planning and measures (e.g cycle training)	Adults' health and care/public health	ETE, active travel	Health and educational benefits (increased physical activity, awareness envrionmental pollution)			PH funded	Ongoing	County-wide
Active travel	Encourage developers to consider better routes to schools in all new development to ensure they promote active travel and reduced car alone journeys.	Strategic transport	Development Planning, District Councils, Children's Services, Property Services, Developers	Physical health, mental health, congestion, improved local relations, air quality, life skills, road safety, financial savings, viability on local public transport services, crime reduction, reduced no. of complaints	Modal split data, no of plans that incorporate the sugestions recommended in existing HCC guidance to developers.	A higher proportion of journeys to school are made by active modes leading to healthier lifestyles and reduced carbon from trvel to school	Internal staffing budget	2016	County-wide
Travel - Delivery efficiencies	Deliver the reduction in GHG emissions from the integration of Couriers and County Supplies fleets	CCBS		reduced carbon footprint, improved air quality	Total tonnes driven by Couriers & County Supplies vehicles before and after the integration  Total quantity of fuel used by Couriers & County Supplies vehicles before and after the integration  KG of CO2e released by Couriers and County Supplies vehicles before integration and after integration			Jun-20	HCC
Public transport	To continue to offer staff incentives on public transport, such as discounts on railway / bus travel (i.e. South Western Railway currently offer discounts of up to 20% on season tickets)	HR	Human Resources would liaise with relevant parties (i.e. South Western Railway) and key stakeholders (i.e. Procurement / Corporate Comms) as appropriate	Offering staff benefits, including discount on public sector travel (i.e. South Western Railway currently offer discounts of up to 20% on season tickets) will continue to promote an environmentally-friendly form of transport (i.e.less travel by car) which will help to reduce carbon emissions.	Measures include cost effectiveness, reduction in fossil fuels and carbon reduction	Increase in the the number of businesses participating in the staff discount scheme	Human Resources would manage this on a case by case basis	In place for a number of years	HCC
Public transport	Partnerships with bus operators to improve vehicle emissions through new vehicle investment or retrofit existing buses with clean exhaust technology.	Strategic Transport	Bus operators; district councils (in some areas); neighbouring highway authorities.	Economic, air quality; healthier lifestyles	Funding won from Govt; average age of HCC bus fleet; investment in new vehicles by private sector operators	Lower emmissions from public transport	DfT funding competitions, e.g. Low Emission Bus Fund (LEBS). Private sector investment by bus operators	Ongoing	County-wide
Public transport	Continued operation and investment in public transport infrastructure (e.g. bus stops and priority measures), information (e.g. real time displays and leaflets) and promotion.	Strategic Transport	Bus operators; borough councils; neighbouring authorities.	Economic, air quality; healthier lifestyles	Passenger numbers on bus, rail and ferry.	The quality of public transport to improve and for it to become a mode of choice for more Hampshire residents	LTP; capital programme; Section 106 funding; Govt grants and funding competitions; LEP Growth Fund.	Ongoing	County-wide
Public transport	Continued membership and engagement in Transport for the South East - Transport Strategy to 2050	Strategic Transport	Highway Authorities across the SE, public transport operators & infrastructure owners	Air quality, health benefits, economic benefits (reduced road congestion).	Investment brought in by TfSE and schemes secured	Supportive regional policy framework for reducing caron from transport; funding secured for large transport schemes	Subject to TfSE becoming a statutory body - approval needed from Govt.		Both
Public transport	Develop a new public transport Strategy as part of LTP 4: •Develop and promote concepts for rapid bus inc. bus priority measures •Develop and interchange plan for rail stations •Enhance existing integrated ticketing system •Enhance bus stop infrastructure across Hampshire •Grant fund tap on tap off bus technology to improve the customer experience •Implement enforcement of bus lanes and use hypothecated income to subsidise public transport	Strategic transport	LEPs, DfT, Highways England, TfSE, Network Rail, Public Transport Operators, Land Use Planning Authorities, Solent Transport, Internal Depatment leads	Health, Environment, Economic and Social	public transport patronage levels, private vehicle trips made on Hampshire roads per annum; and new houses built in areas of good accessibility	reduced carbon from transport	Existing Revenue Resources, LTP, External funding and grants	May-21	Both
Public transport	Delivery of recently won funding bids such as the Transforming Cities Programmes of work accross South Hampshire, Future Transport Zones, Tranche 1 and 2 of the DfT's emergency active travel funding. Schemes include: Bus Rapid Transit, public transport ticketing schemes, cycling and walking infrastructure; transport interchanges; mobility hubs; smart logistics trials including use of drones, public realm improvements, Mobility as a Service (MaaS) products, Demand Responsive Transport (DRT) and possible e-scooter trials.	Strategic Transport	Bus, rail, ferry operators; South Western Railway; Universities in Southampton & Portsmouth plus other organisations.	Air quality, traffic easing, health, economic	Total levels fo external funding secured for sustainable transport schemes and schemes delivered on time and budget	reduced carbon from transport	External funding, public transport operator contributions, and Government grants	2020	County-wide
Fuel type	Trial fuel additives / fuel alternatives to Skanska vehicles on HHSC. Possibly HCC vehicles as well?	Highways (commissioning)	HTM, ETE vehicles?	Economic, saving in traditional fuel and possible maintenance costs. Health benefits from reduced air pollution	Measures of fuel efficeincy, maintenance costs, reduction in fossil fuels	Reduced carbon emissions			HCC



Project Area	Action	Service delivering	Partners	Co-benefits	Indicators used	Outcome	Funding mechanisms	Delivery start date	Emissions addressed
Fuel type	Change the Skanska Dragon Patcher burners from Diesel to Kerosene.	Highways (commissioning)	Archway	Economic, saving in overall dragon patching costs.	Measure of cost effectiveness, fuel efficiency	Reduced carbon emissions	Skanska one off capital charge as there will be a longer term saving in overall costs.		HCC
Fuel type	Pilot of a Hydrogenated Vegetable Oil (HVO) fuel for 4 vehicles in County Supplies / HTM / Highways lab fleets, with HVO supply (fuel bowser) to HTM Micheldever site. If HVO trials are successful, transition to a HVO fuel for the HCC diesel fleet.	CCBS	County Supplies	Reduced air pollution	<u>Micheldever</u> Litres of sustainable fuel used by vehicles in the study;  <u>Transition</u> Quantity of HVO fuel used in fleet p.a (currently zero) vs quantity of fossil-fuel fuel used in fleet annually (£1.2m litres annually)  Emission of CO2e per litre of fuel	In addition, the brackets in part (b) appear to be wrong.	CCBS funding for pilot; Corporate funding would be required for full roll out - TBC	2020	HCC
Air quality	Shaping air quality communication messages and campaigns	Adults' health and care/public health		Health (decrease in acute and long term conditions due to poor air quality)	PHOF (air quality) as well as health outcomes such as CHD, asthma etc.		Not funded	Ongoing	County-wide
Air quality	Developing an air quality position statement to increase dialogue between ETE and public health	Adults' health and care/public health	ETE	Health (decrease in acute and long term conditions due to poor air quality)			Not funded		HCC
Air quality	AQMA - districts produce action plans that we provide advice, guidance and data	Adults' health and care/public health	District councils	Health (decrease in acute and long term conditions due to poor air quality)			Not funded	Ongoing	County-wide
Air quality	Air quality sub group of the Environmental Health Chief Officers group - we presented data and PHE toolkit on health benefits for every district	Adults' health and care/public health	ETE	Health (decrease in acute and long term conditions due to poor air quality)			Not funded	Ongoing	County-wide
Air quality	Supplementary Planning Document guidance on air quality and spatial planning (links with transport and environment)	Adults' health and care/public health/strategic planning	Planning, ETE, environmental health	Health			Not funded		County-wide
Air quality	Developing an Strategic Environmental Assessment for the STP and Sustainability Appraisal for the HWMP incorporating air quality	Adults' health and care/public health/strategic planning	NHS	Health (decrease in acute and long term conditions due to poor air quality)			Not funded	Hampshire Minerals & Waste Plan - update (2021 onwards)	Both
Energy distribution and generation									
Renewable energy	Where effective, using solar panels to reduce energy consumption	Adults' health and care/public health	Property Services Landlord Function	economic	Energy costs		Capital budget	Apr-20	HCC
Renewable energy	Install PV panels on ETE depot buildings.	Highways (commissioning)	Skanska and possibly HCC via CCBS dept (Property Services).	economic	Measure of energy savings, cost savings and contribution to national grid	Reduction in use of fossil fuels, reduction in energy consumption from national grid	Skanska quality bid, Contribution from ETE depot budget.		HCC

Project Area	Action	Service delivering	Partners	Co-benefits	Indicators used	Outcome	Funding mechanisms	Delivery start date	Emissions addressed
Renewable energy	Install PV panels on Trafalgar House building roof.	Highways (commissioning)	Rushmoor BC (Landland) and possibly HCC via CCBS dep (Property Services).	economic	Measure of energy savings, cost savings and contribution to national grid	Reduction in use of fossil fuels, reduction in energy consumption from national grid	Skanska quality bid, Contribution from ETE depot budget.		HCC
Renewable energy	Install EV charging points in Trafalgar House Car Park.	Highways (commissioning)	Rushmoor BC (Landland) and possibly HCC via CCBS dept.	economic	Measure electricity outputs and covert to miles to determine fuel savings and carbon reduction and cost savings	Reduction in use of fossil fuels, reduce carbon emissions	Skanska quality bid, Contribution from ETE depot budget.		HCC
Renewable energy	All HCC instructed temporary site offices & messes to have PV panels and or wind turbines to be carbon efficient for medium sized sites (I.E. sites in excess of 4 months duration) or consider All sites	Highways (commissioning)	EC, Skanska	Economic, reduce air pollution	Measure reductions in fossil fuels and associated cost savings, carbon reduction	Reduction in use of fossil fuels, reduce carbon emissions			HCC
Renewable energy	Transition of energy supply for HCC estate to 100% renewables	CCBS		Reduced air pollution	Proportion of HCC's used energy generated from renewable sources		Unknown - costs estimated to be c.£30-40K pa for corporate estate Schools estate is estimated to cost roughly the same in addition to the cost of the corporate estate.	2020-21	HCC
Renewable energy	Provision of renewable energy supply to be added to the next energy frameworks by September 2020. Fully renewable energy to be included as optional in contracts for HCC & schools	CCBS		Reduced air pollution	Option for 100% renewable energy on contracts (yes/no)		Budgets of those organisations using the framework. Cost increase for HCC incl schools estate estimated to be c.£100K p.a.	In progress	HCC & Partners
Renewable energy	Continue Energy Performance Programmes (battery storage, EV, charging, solar, schools solar)	CCBS		cost reduction	Annual GHG emissions from electricity generation for HCC buildings (t CO2e), as reported in HCC GHG report.		HCC Capital funding Service revenue budget Salix funding	In progress	HCC
Energy efficiency	Using LED light bulbs to reduce energy consumption whilst maintaining safety		Property Services Landlord Function	Economic	Energy costs		Business as usual budget	Apr-19	HCC
Energy efficiency	Changing policy for lighting new developments to reduce the extent to which street lighting increases over time	Highways (traffic)	Planning authorities/housing developers/HCC Road Agreements team				None (cost avoidance)		HCC
Energy efficiency	Transition Skanska equipment / plant to electric	Highways (commissioning)	A Plant and Skanska Head Office	reduced transport pollution costs and time	Measure reductions in fossil fuels and associated cost savings, carbon reduction	Reduction in carbon emissions		5 years plus	HCC
Energy efficiency	Retrofit LED lights in ETE depots and Skanska's Trafalgar House	Highways (commissioning)	ETE and Skanska	Economic, employee wellbeing	Measure staff sickness absenteeism, cost savings, energy efficiencies, maintenance costs	Reduction in energy consumption and carbon emissions	ETE depot budte and Skansks budgets	2 years	HCC
Energy efficiency	Skanska gangs to operate with electric powered electric tools only instead of petrol powered	Highways (commissioning)	A plant and Skanska Head Office	Economic, reduce air pollution	Measure reductions in fossil fuels and associated cost savings, carbon reduction	Reductions in carbon emissions		Trial planned for early 2020	HCC

Project Area	Action	Service delivering	Partners	Co-benefits	Indicators used	Outcome	Funding mechanisms	Delivery start date	Emissions addressed
Energy efficiency	Replacement of high-pressure sodium street lights with low energy LEDs	Highways (traffic)	PfI service provider (Tay Valley Lighting)	Economic			HCC investment		HCC
Energy efficiency	Replacement of incandescent traffic signal lanterns with low energy LEDs (will in some cases require whole sites to be upgraded to ELV, not just the lanterns to LED)	Highways (traffic)	Seimens Mobility	Economic			HCC investment	Requisite contractual ammendaments to the PfI project agreement being progressed that will provide for LED replacement programmes. Investment planned for 2020/21, 2021/22 and 2022/23 to replace 12,000 approx of 32,400 high-powered street lighting units on principal roads in Hampshire.	HCC
Energy efficiency	De-illumination of traffic signs (where permitted in the Regs).	Highways (traffic)	District Councils (agents)				HCC investment		HCC
Energy efficiency	Installation of low energy LED street lights at new developments (policy in place and now to only accept LED lighting for new developments)	Highways (traffic)	Housing developers	Economic			Section 38 Agreements (Highways Act 1980)		HCC
Energy efficiency	To deliver the Tri-LEP Energy Strategy	EM3	Coast to Capital LEP LEP Energy Hub South East Greater South East Local authorities Private sector DNOs	Health through more efficient and healthy homes Improved air quality			A mix of potential Local Growth Funding ( or future replacement), public sector invesment and private investment		County-wide
Energy efficiency	We have published a Heat and Power Strategy (see: <a href="https://solentlep.org.uk/media/2669/solent-lep-heat-and-power-strategy-and-action-plan-final-docx.pdf">https://solentlep.org.uk/media/2669/solent-lep-heat-and-power-strategy-and-action-plan-final-docx.pdf</a> )	Solent lep							County-wide
Energy efficiency	Conversion to LED lighting across all Countryside service maintained depots over next 5 years. New buildings to be fitted with LED Light fittings & PIRs	CCBS	Property Services, Countryside Service	contributes to carbon positive parks, cost reduction	Currently under consideration			In progress	HCC
Energy efficiency	Completion of current LED programme (EPP4). LED lighting programme scheduled to continue for corporate estate buildings which did not meet EPP4 criteria.	CCBS	Departments where the work is taking place, Corporate finance, External contractors	Cost reduction	LED Metric: Annual cost saving LED Metric: Annual energy savings (kWh) LED Metric: Annual CO2 reduction (CO2)		HCC Capital funding	In progress	HCC
Energy efficiency	Continuation of schools' Energy Performance Programme	CCBS	Schools / Children's services, External contractors	Cost reduction	School EPP Metric: Annual cost saving School EPP Metric: Annual energy savings (kWh) School EPP Metric: Annual CO2 reduction (CO2)		Salix funding	In progress	HCC
HCC emissions	Calculate carbon footprint (scope 1, 2 & 3) of HCC Corporate Estate annually, in a 'State of the Estate' report, in order to develop a targeted plan to tackle worst performing assets as a priority.	CCBS		Economic and environmental	GHG emissions from HCC estate (t CO2e), scopes 1-3			2020	HCC
Buildings and Infrastructure									

Project Area	Action	Service delivering	Partners	Co-benefits	Indicators used	Outcome	Funding mechanisms	Delivery start date	Emissions addressed
Energy efficiency	Repairing, upgrading and investing in buildings	Adults' health and care/public health	Property services	Buildings operate effectively in extremes of temperature, lower energy consumptionn, more efficient heating	Energy costs		Capital budget		HCC
Energy efficiency	Reduce reliance and demand for energy consumption in static buildings as well as reduce fossil fuel consumption in travel to specific office base	adults' health and care/public health	Facilities Management, Property Services	Reduce electricity/fuel costs, more efficient use of staff time at work, congestion benefits, better work life balance.	Productivity, mileage costs		Business as usual budget	Apr-19	HCC
Highways construction/materials	Providing input into local plans to promote walkable streets through creating safe, attractive and convenient routes	Adults' health and care/public health	ETE, district planners	Health (increased physical activity), social (decreased crime/anti-social behaviour)	National planning policy framework		Not funded		County-wide
Highways construction/materials	Planning of asset location to accommodate future road work and maintenance implications - Already undertaken but could look at improving this with Developers.	Highways (commissioning)	Design teams / Developers / Development Planning	Economic, reduce air pollution	Measure of number of traffic management incursions on the highway	Reduction in road works, traffic congestion and carbon emissions			Both
Highways construction/materials	Change all (suitable) Hot machine laid materials to 'Warm Mixes' for use on the highway network.	Highways (commissioning)	EC, Skanska	Economic, saving in electricity costs.	Measure of cost effectiveness, reduction in fossil fuels in material production and carbon reduction	Reduction in energy consumption and carbon emissions	No change to funding.	Trials underway	HCC
Highways construction/materials	Increased incorporation of RAP (Recycled asphalt pavement) into all hot asphalt.	Highways (commissioning)	EC, Skanska	Economic, saving in electricity costs.	Measure of quantity of virgin aggregates that did not need to be excavated and processed, associated costs and carbon reduction	Reduction in carbon emissions	No change to funding.		HCC
Highways construction/materials	Change all (suitable) Hot binder course materials to 'cold lay' for use on the highway network.	Highways (commissioning)	EC, Skanska, OCL	Economic, saving in electricity costs.	Measure of carbon reduction and cost savings of material production	Reduction in carbon emissions	No change to funding.		HCC
Highways construction/materials	Use HBM as base and binder course material wherever possible on highway network.	Highways (commissioning)	EC, Skanska	Economic, saving in electricity costs.	Measure of cost effectiveness, reduction in fossil fuels in material production, reduction in excavating virgin materials, waste reduction, hazardous waste reduction, carbon reduction	Reduction in carbon emissions, reduction in hazardous materials being sent to landfill	No change to funding.	Underway on a small scale in haunching programme at present	HCC
Highways construction/materials	Explore use of Graphene in bituminous materials.	Highways (commissioning)	ADEPT, AI, Skanska Head Office	Potentially a material that is more durable and resilient compared to traditional asphalt materials	Measure effectiveness of material in comparison with traditional materials, savings from less maintenance, reduced road works, cost savings, carbon reduction, reduced air pollution	Reduced highway repairs, reduced energy consumption, reduced carbo emissions			HCC
Highways construction/materials	Use recycled plastic kerbs and plastic gully covers for use on the highway network.	Highways (commissioning)	Skanska supply chain. EC	Reduced musculoskeletal injuries, economic	Measure H&S reports (lost time injuries etc.), improved productivity, carbon reduction in manufacturing process	Reduced carbon emissions		Trials underway for plastic kerbs..	HCC
Highways construction/materials	Use recycled plastic street furniture, and recycled plastic traffic management equipment for use on the highway network. Produce more locally sourced materials for use on highway network	Highways (commissioning)	Skanska suppliers		Measure of proportion of materials locally sourced. Calculation of transportation cost savings and carbon reduction	Reduced carbon emissions			HCC
Highways construction/materials	Use of above ground sensors at traffic signals - i.e. no loop detectors in the carriageway to minimise impact to maintenance and disruption to road users and number of site visits required and amount of desruction required	Highways (Traffic)	Design teams / organisatons.						Both



Project Area	Action	Service delivering	Partners	Co-benefits	Indicators used	Outcome	Funding mechanisms	Delivery start date	Emissions addressed
Highways construction/materials	CTMP's implement the requirement for contractors to develop a CTMP for every scheme even if there is no planning permission required.  Also change the way that CTMPs are reviewed, to also include an assessment of where the contractor sources materials (distances form site) and removal of waste products to minimise the amount of transportation.								
Highways construction/materials	Cement and lime stabilisation, use where ground conditions are poor - reduction in requirement to bring materials into and off of site.	Engineering Consultancy							HCC
Highways construction/materials	Carbon reduction from construction activity. Include some form of clause in tenber contracts that relates to climate change issues (recycled materials, geographic source of materials for example)	Engineering Consultancy	Framework contractors				Capital		HCC
Highways construction/materials	Update/Change all ETE technical guidance, surfacings options documents, Model contract docs, and all other Highway and infrastructure related policies, procedures, guidance and advise to specify carbon reduced materials, methods or working, use of recycled materials etc in all future projects/works and the like.	highways (commissioning)	EC	Economic, saving in traditional fuel and possible maintenance costs. Health benefits from reduced air pollution?	Record of changes and measure of carbon reduction	Reduced carbon emissions	N/A		HCC
Highways construction/materials	Ensure technical teams have the appropriate training and skills to facilitate the development of low carbon solutions.	Highways (commissioning)	HCC, HHSC, EC etc	Economic, reduce waste	Measure of the number of people who have received training	Reduced carbon emissions			HCC
Minerals infrastructure	Establish baseline emission data and monitoring schemes for minerals infrastructure proposals.	Strategic Planning	Portsmouth City Council, Southampton City Council, SDNPA, NFNPA	Economic and health	Annual M&W Plan monitoring, use of planning conditions to require submission of monitoring methodologies and data	Reduced carbon emissions		Hampshire Minerals & Waste Plan - update (2021 onwards)	County-wide
Minerals infrastructure	Review and update the Hampshire Minerals & Waste Plan and its policies to enable establishment of carbon baseline, monitoring and implementation of carbon reduction measures.	Strategic Planning	Portsmouth City Council, Southampton City Council, SDNPA, NFNPA	Economic and health	Annual M&W Plan monitoring, use of planning conditions to require submission of monitoring methodologies and data	Policy change to reduce carbon emissions		Hampshire Minerals & Waste Plan update (2021 onwards)	County-wide
Waste Infrastructure	Review, baseline and develop plans. Emissions from throughput monitored daily, input material part of review. Consideration of regional infrastructure options.	Waste and resource management	District, Borough and Unitary Councils (as WCAs & WDAs)	Economic and health	Currently: NI, BVPI & Circular Economy Package Forthcoming: Resources & Waste Strategy targets – with more to come as a result of forthcoming legislation		Internal [HCC] funding such as cost of change  Extended Producer Responsibility and DRS generated funding	Various - current estimated start 2022	HCC
Residential									
Energy efficiency and reduction	Providing advice and heating solutions for those who struggle to heat their homes, particularly those most vulnerable to the cold (Hitting the Cold Spots). Carbon savings achieved through practical measures, estimated at 120.72tCO2 for the quarter Jul - Sept 2019	Adults' health and care/public health	Public Health, the Environment Team, The Environment Centre	Improved health for those who are particularly susceptible to the cold. Improved economic situation where more cost effective heating solutions are identified. Reduced fuel poverty. Greater social support as more likely to have friends visit	Estimated carbon savings, no. of people assisted by advice line and practical measures, level of external funding gained, training, improved financial situation		Current core grant of £120k pa from Public Health. External funding including Warm Home Fund, ECO and SSAFA	2012, thought current contract started 1/4/19	County-wide
Energy efficiency and reduction	A freephone advice line and online advice service. Providing straightforward advice about climate change and sustainability, including energy efficiency and home insulation, to support communities, including those involved with the Greening Campaign	Climate Change	The Environment Centre	Cost savings, health, social	Number of residents assisted by advice line	Residents are aware that they can contact The Environment Centre for trusted advice about climate change and sustainability so they know how to transition towards a low-carbon future.		Jul-20	County-wide
Community energy	Supporting and enabling local communities to be more energy efficient and to build their own capacity for renewable energy by establishing a Community Energy Network across Hampshire. A pilot project will find start-up projects for community groups	Climate Change	Community Energy South	Cost savings, health, social	Number of households/community groups involved in community energy network. Carbon savings	Enabling local communities to build their own self sustainability capacity to achieve on-going, ground level emissions reductions.		Jul-20	County-wide



Project Area	Action	Service delivering	Partners	Co-benefits	Indicators used	Outcome	Funding mechanisms	Delivery start date	Emissions addressed
Community energy	Solar Together group buying scheme. Providing the opportunity for selected homeowners and small to medium businesses to buy high quality solar panels at a highly competitive price. Reverse-auction scheme which usually favours local suppliers	Climate Change	iChoosr	Cost savings, health, social	Number of installations of solar. Carbon savings	An increase in solar panels installed for homeowners, increasing renewable energy generation in Hampshire		Jul-20	County-wide
Behaviour change	Greening Campaign - supporting community groups, via parish councils, progress through a series of phases to make carbon savings in their homes and within communities. Each Phase contains an Information Pack, on-line resources, videos and supports residents by email. Training is also provided.	Climate Change	Greening Campaign (Teresa Plowright) - District/Borough/Parish Councils	Cost savings, health, social	Number of residents/community groups signed up. Estimated carbon savings	Supporting community groups take action to make carbon savings in their homes and within communities		Mar-20	County-wide
Waste and circular economy									
Catering waste prevention	Single use plastics will be eliminated from catering front of house of CCBS services.	CCBS	Countryside service, Hillier Gardens, Hampshire Outdoor Centres, FM	environmental	Volume of single use plastic items used 2019/20		service budgets	In progress	HCC
Waste prevention	Reduced printing	Adults' health and care/public health		Economic			Not funded	Ongoing	HCC
Waste prevention	Winter Maintenance - route optimisation.	Highways (commissioning)	HCC, Visala	Economic (fewer salt-runs, less salt purchased/transported) health (reduced air pollution)	Measure of network treated and savings in transportation and salt costs and carbon reduction	Reduced carbon emissions through transportation and mining process	ETE Rev budgets		HCC
Waste prevention	Adopting paperless methods of record management	Adults' health and care/public health	Corporate IT, Dept Transformational team	Reduce demand for energy consumption associated with printing, storing, recycling paper based materials	Improved record keeping, Standardised evidence for regulatory requirements Easier retrieval of records when required		Business as usual budget	Apr-19	HCC
Recycling	Decontaminating and recycling 90% prescribed equipment items	adults' health and care/public health	Facilities management	economic	Reduce landfill and waste Product design advances		Business as usual budget	ongoing	HCC
Waste reduction and increased recycling	Validation and analysis of waste collection data for CCBS services to establish their baseline waste generation and assess the realistic potential for recycling. Liaison with CCBS services to set waste reduction and recycling targets.	CCBS	Suez, CCBS services	environmental	Non-recyclable waste generated annually, (t) Recyclable waste generated annually (t) Recycling rate, including Dry Mixed Recycling and food (%) Types of waste collected (by material)			2020	HCC
Recycled materials	Create a recycled cold binder and base materials from planings/waste to use in the highway network.	Highways (commissioning)	OCL, Skanska, EC	Economic	Measure of savings in virgin aggregates, transportation savings, carbon reductions, operational productivity	Reduced carbon emissions through manufacturing process and transportation			HCC
Recycled materials	Create a recycled aggregate sub-base materials from waste to use back in the highway network.	Highways (commissioning)	OCL, HHSC, EC.	Economic	Measure of savings in virgin aggregates, transportation savings, carbon reductions, operational productivity	Reduced carbon emissions through manufacturing process and transportation			HCC
Recycled materials	Safeguard exising recycling capacity and support new aggregate recycling proposals.	Strategic Planning	Portsmouth City Council, Southampton City Council, SDNPA, NFNPA	Economic and health.	SEEAWP Annual Aggregate monitoring and National 4 yearly monitoring	Increase capacity and use of recycling		In progress (Hampshire Minerals & Waste Plan)	HCC
Recycled materials	Strategy to commit to ensuring that all collateral is made from sustainable materials and wherever possible recyclable or biodegradable.	Childrens' services	Voluntary sector providers	Reduction in food costs Healthy eating Community participation	Annual fostering marketing commissioning report	Contribute towards the corporate energy reduction plan through the use of sustainable materials only.	Existing fostering budget	May-20	HCC
Recycled materials	Already encourage use of recycled materials for pavement construction (roads and footways of new developments and major schemes) eg IBAA and Type 1 Materials, HBM, already in standard details but could emphasise.	Engineering Consultancy							HCC
Recycled materials	HBM and use of road chippings to be used back on new roads, and kept within Hampshire. i.e road surfacing chippings removed from roads, is used for HBM	Highways Commissioning			Measure of savings in virgin aggregates, transportation savings, carbon reductions, operational productivity	Reduced carbon emissions through manufacturing process and transportation			HCC

Project Area	Action	Service delivering	Partners	Co-benefits	Indicators used	Outcome	Funding mechanisms	Delivery start date	Emissions addressed
Disposal	Review alterantive methods, consider longer-term feasibility and implementation within boundaries of exisiting contracts and future aims	Waste and resource management	Neighbouring Local Authorities - regional infrastructure. District, Borough and Unitary Councils (as WCAs & WDAs)	Economic, health, social	Currently: NI, BVPI & Circular Economy Package Forthcoming: Resources & Waste Strategy targets – with more to come as a result of forthcoming legislation			Various - current estimated start 2022	HCC
Disposal	Review alterantive methods, consider longer-term feasibility and implementation within boundaries of exisiting contracts and future aims	Strategic Planning/Waste & Resource Management	Portsmouth City Council, Southampton City Council, SDNPA, NFNPA, District Councils, Neighbouring LPAs	Economic, health, social	Monitor through annual waste survey and waste data interegator			Hampshire Minerals & Waste Plan - update (2021 onwards)	HCC
Collections	Work with WCAs through HWP/Project Integra to consider alternative whole system approaches, reducing carbon impacts and improving efficiency and compliance with Gov objectives (Env Bill and Resources & Waste Strategy)	Waste and resource management	Waste Contractors (Veolia, Credential, Silverlake). District, Borough and Unitary Councils (as WCAs & WDAs)	Economic, health, social and wider environmental benefits	Currently: NI, BVPI & Circular Economy Package Forthcoming: Resources & Waste Strategy targets – with more to come as a result of forthcoming legislation		Extended Producer Responsibility and DRS generated funding	Various - current estimated start 2022	HCC
Food waste collection	Explore the feasibility of expanding food waste collections to Schools.	CCBS	Schools	Economic and environmental	Frequency of food waste collections from school sites (if any) Quantities of food waste (t) collected from school sites annually CO2e emissions savings from diverting food waste away from general waste, annually Annual cost saving from diverting food waste away from general waste to seperate collections		schools' budgets	Nov-20	HCC
Food waste collection	Explore the feasibility of expanding food waste collections in CCBS' managed locations e.g. Offices, CCBS sites.	CCBS	Countryside service, Hillier Gardens, Hampshire Outdoor Centres, FM	Economic and environmental	Frequency of food waste collections from CCBS sites Quantities of food waste (t) collected from CCBS sites annually CO2e emissions savings from diverting food waste away from general waste in CCBS sites, annually Annual cost saving from diverting food waste away from general waste to seperate collections in CCBS sites		service budgets	Nov-20	HCC
Reuse	Drive material up the hierarchy, enable reuse ahead of recycling; support local organisations that enable reuse	Waste and resource management	Charities and other reuse organisations. District, Borough and Unitary Councils (as WCAs & WDAs)	Economic, health, social and wider environmental benefits	Currently: NI, BVPI & Circular Economy Package Forthcoming: Resources & Waste Strategy targets – with more to come as a result of forthcoming legislation			Various - predominantly ongoing with work currently underway	County-wide
Closed Landfill	Closed Landfill: Manage and monitor closed landfills incl landfill gas - reuse gas where feasible and minimise carbon impacts	Waste and resource management	Waste Contractors (Veolia, Credential, Silverlake). District, Borough and Unitary Councils (as WCAs & WDAs)	Economic and wider environmental benefits	Currently: NI, BVPI & Circular Economy Package Forthcoming: Resources & Waste Strategy targets – with more to come as a result of forthcoming legislation			Various - predominantly ongoing with work currently underway	HCC
Business and Green Economy									
Capital	We are investing in a Natural Capital study with Fawley Waterside to secure a baseline of Natural Capital in the New Forest	Solent lep							County-wide
Capital	Develop a Natural Capital baseline for the LEP area	EM3	Green Halo Partnership New Forest National Park Surrey Wildlife Trust						County-wide
Business Emissions	Establish what our business membership and representative organisations are doing in relation to carbon reduction. Ask them to undertake intelligence of members, e.g. Carnival, Exon Mobil to learn what those companies' priorities are and how we can work together on this shared agenda.	Economic development	Business South; IOD; Make UK; Hampshire Chamber of Commerce; Federation of Small Businesses; Hampshire Fare.	Identify opportunities to collaborate and raise awareness amongst businesses of things they can do to mitigate impact and get support to adapt.	Degree of accurate and relevant mapping of what businesses and partner organisations are doing. Level of engagement by businesses and partner organisations.	Increased awareness of opportunities to mitigate and adapt. Increased awareness of support and initiatives to enable mitigation. Businesses valuing the ways in which HCC can assist and experiencing benefits to their business.	Not applicable	Autumn 2020	County-wide
Business Emissions	Support the businesses in our area that can support this transition and sieze the opportunity. We have recently completed a study on the extent of the low carbon sector within the EM3 area. This has shown that we have significant capability to help deliver the changes and technologies required.	EM3					Possible interventions will be developed as part of the Local Industrial Strategy	Autumn 2020	County-wide

Project Area	Action	Service delivering	Partners	Co-benefits	Indicators used	Outcome	Funding mechanisms	Delivery start date	Emissions addressed
Business Emissions	Our emerging Solent 2050 Strategy - one of our pillars is for the Solent is to be an engine for climate change adaptation and decarbonisation.	Solent lep							County-wide
Business Emissions	Act as a strategic partner to the ERDF LoCASE project which will deliver business support, guidance and grant funding to SMEs	Economic development	Kent County Council, all Hampshire local authorities, Solent and Enterprise M3 LEPs	The grants programme will support local SMEs to: improve their energy efficiency and resource use; support eco-innovative and low carbon solutions in ways that improve business performance in terms of resilience, profitability and competitiveness; and at the same time create jobs and contribute to the protection of the environment	Number of businesses engaged and supported	Improved energy efficiency and business performance	ERDF (multi-LEP project)	Autumn 2020	County-wide
Locally sourced food	Developing a Hampshire eating out heathily award which will incorporate a sustainability element prioritising locally sourced food	adults' health and care/public health	Environmental health, district councils, local businesses	Promote healthy and sustainable food. Support and highlight businesses that provide this.			PH funded	Undergoing market testing.	County-wide
Green technology	Establish a marine innovation 'catapult' at Fawley - a national centre of excellence for industry to develop low carbon solutions for the future.	Economic development	Fawley Waterside partners, National Oceanographic Centre, universities, Government	Developing world-leading technologies and techniques to deliver low/no carbon products and services that can service the UK economy and be exported	Catapult established and number and type of businesses and research institutions engaged	Catapult demonstrably driving investment, developing new technologies and enabling commercial application and take up amongst businesses	Government - Innovate UK/BEIS, universities, LEPs industry, local authorities.	2021-2022	County-wide



Project Area	Action	Service delivering	Partners	Co-benefits	Indicators used	Outcome	Funding mechanisms	Delivery start date	Emissions addressed
Biodiversity, tree planting and re-wilding									
Carbon sequestration and public education	Create a Climate Positive Country Park. Implementing change going beyond net zero carbon emissions to create an environmental benefit. To include: Rewilding, carbon sink creation, energy generation and waste management	CCBS	Property Services, ETE, Natural England	Cost reduction, increased public education, test new approaches for future schemes. Environmental protection	Net CO2e emissions (t) annually CO2e emissions (t) annually Sequestered CO2e emissions (t) annually		grant funding / internal revenue	2021	Both
Carbon sequestration and public education	Evaluate a new approach for Runway's End Outdoor Centre, rebranding as an Eco-Centre, aiming to be carbon neutral. Adjustment of Outdoor Service provision towards educating on Climate Change issue.	CCBS	Property Services	Environmental protection. Increased public education	CO2e emissions (t) annually			2023	Both
Carbon sequestration	Develop a strategy and decision-making framework to enable us to increase the carbon capture and storage in HCC's green estate	CCBS	Strategic Land, Rural Estate, Countryside estate, schools estate	Environmental protection	Currently under consideration			2020	HCC
Tree planting	Investigate green screen concept and include in schemes as appropriate.	Highways (commissioning)	Arb team	Social	Measure number of additional trees, shrubs, bushes planted	Reduction in carbon dioxide			County-wide
Tree planting	Project to address a section of wasteland where currently fly tipping and re-purpose for allotments for people with physical disabilities	adults' health and care/public health	CCBS, Hedge End Town Council	Benefit to people with physical disabilities in terms of access to green spaces, physical activity and social interaction	Site is transformed to 20+ allotments, number of people with physical disabilities using the allotments, reduction in fly tipping		Business as usual budget	Feb-20	County-wide
Tree planting	Increase tree planting and re-wilding of appropriate areas, the goal being to increase canopy cover percentages and the associated carbon sequestration.	Highways (commissioning)	District and Parish Councils; subject to collaboration and specific joint authority agreements (mechanism to be established).	Carbon sequestration benefits of increased canopy cover. Reduced fuel usage due to less cutting.	Tree numbers planted (% increase on previous years)	Reduction in carbon dioxide	Highway tree Compensation (CAVAT valued) and Capital receipt funding. Self-funding from reduced cuts		Both
Biodiversity Net Gain	Increase amount of semi-natural habitat including tree planting and woodland/habitat creation through planning advice on HCC development schemes and LPA planning applications to increase carbon sequestration	Environment	Highways/CCBS/Districts	Biodiversity net gain	Area of net gain in habitat	Increase in carbon storage	Recharge to client	BAU	County-wide
Organisational Emissions									
Policy and Guidance	To review existing policies and procedures (i.e. Flexible Working Policy, Expenses Policy) to ensure they align with HCC's Climate Change Action Plan and Strategy. For example, introducing a Climate Change Impact Assessment	HR	Human Resources to liaise with relevant key stakeholders, including Finance, IBC, Procurement, Comms etc, as appropriate	Ensuring all policies and guidance documents embed the principles of the Climate Change Strategy will promote a clear and consistent vision and encourage best practice	Audit / quality assurance carried out	Policies and procedures are legally compliant and provide clear guidance to staff on climate change matters	This would be managed internally by Human Resources, who would engage with Trade Unions representatives where appropriate	To start from Q3 2020 (October - December)	HCC
Purchased goods/services	Purchased Goods: Develop climate related KPIs for existing suppliers and climate related contractual terms for new suppliers / contracts. Work with existing suppliers to implement KPIs. Apply new contractual terms to future tenders once approved, to incorporate climate considerations into purchase of goods through County Supplies.	CCBS	Corporate Procurement, Policy & Governance, Legal services, All services	Economic - ensuring we're clear on where greatest impacts are, and targeting effort and resource at the right opportunities. Environmental protection	Currently under consideration			2020	HCC
Purchased goods/services	Procurement of catering suppliers and products with objective of reducing food packaging and / or ensuring packaging is 100% compostable, recyclable or biodegradable	CCBS	County Supplies	Environmental benefits	Currently under consideration			Dec-20	HCC
Purchased goods/services	Develop the Council's procurement processes to accommodate the Council's Climate Change policy/strategy and associated Action Plan	Procurement		Potential for indirect local economic, social and health benefits		The Council's procuring departments are able to build climate change priorities into their requirements for goods/works and services in line with the corporate strategy.		Within 6 months of Council's Climate Change Strategy/Policy being approved	HCC
Purchased goods/services	Update the Council's procurement strategy to incorporate the Council's Climate Change policy/strategy	Procurement		Potential for indirect local economic, social and health benefits		The Council's Procurement Strategy is up to date and reflects the Climate Change approach and direction being taken by the Council.		Within 12 months of Council's Climate Change Strategy/Policy being approved	HCC
Purchased goods/services	Update procurement guidance to ensure it signposts to relevant information on Climate Change considerations when procuring goods, works and services.	Procurement		Potential for indirect local economic, social and health benefits		The Council's procurement guidance available to Officers is up to date and supports the Climate Change approach and direction being taken by the Council.		Within 6 months of Council's Climate Change Strategy/Policy being approved	HCC
HCC emissions	T21 estates review to include sustainability	adults' health and care/public health	Property Services	Economic			Not funded	Ongoing	HCC

Project Area	Action	Service delivering	Partners	Co-benefits	Indicators used	Outcome	Funding mechanisms	Delivery start date	Emissions addressed
Behaviour change									
Encouraging behaviour change in staff	Participate in the annual Green Office Week in May.	Childrens' services	Voluntary sector providers	Reduction in food costs Healthy eating Community participation	Staff survey feedback	Staff awareness of the climate change action plan is increased and their behaviour changes in light of this understanding		2021	HCC
Encouraging behaviour change in staff	Promoting and incentivising materials recycling culture for staff and service users	Adults' health and care/public health	All heads of service	economic			Business as usual budget	Apr-19	HCC
Encouraging behaviour change in staff	Incentivise providers to safeguard wellbeing of service users, maintain them at home and reduce potential hospital admission	Adults' health and care/public health	Procurement	Wider awareness, cultural change,			Business as usual budget	Apr-21	County-wide
Encouraging behaviour change in staff	Encouraging / incentivising service providers to increase environmental awareness and record their approach	adults' health and care/public health	Procurement	Wider awareness and cultural change	Provider KPIs		Business as usual budget		Both
Encouraging behaviour change in residents	Identify or develop and deliver resources to support children to engage with the climate change discussions and to encourage each to make one commitment.	Childrens' services	Voluntary sector providers	Reduction in food costs Healthy eating Community participation Wider environmental benefits	Children's feedback	Children's awareness about climate change will be increased. To contribute towards the Corporate energy reduction plan. To reduce the use of energy and water usage in Hampshire Children's Homes by 5% in 2020-21		Sep-20	County-wide
Active travel	Support on the reduction in car journeys to school through the engagement with schools on travel planning measures to promote active and sustainable modes, using the national Modeshift STARS accreditation scheme as a recording mechanism of activity and achievement.;	Strategic Transport	Schools, Sustrans, Living Streets, Councillors, Parish Councils, Police, District Councils, Public Health, Southampton CC, Energise Me	Physical health, mental health, congestion, air quality, life skills, road safety, financial savings, carbon reduction, viability on local public transport services, crime reduction, partnership working between the LAs, reputation of HCC	Modal split data and no. of schools who have achieved the various levels of accreditation.		Public Health grant, Access Grant (DfT funding), Clean Air Zone funding (DEFRA) and internal recharges to Property Services when related to planning	2003	County-wide
Active travel	The use of a localised active and sustainable travel brand, My Journey, between HCC, PCC and SCC including a one-stop shop website with journey planning tool and various social media channels.	Strategic Transport	HCC, SCC, PCC, bus operators, train operators, Sustrans, Living Streets, Cycle UK, British Cycling, developers	Physical health, mental health, congestion, air quality, life skills, road safety, financial savings, carbon reduction, viability on local public transport services, crime reduction, partnership working between the LAs, reputation of HCC	Hits received on website and social media channels, surveys undertaken on brand recognition.		LEP funding, DfT grant funding, traded services	2012	County-wide
Energy	Education of staff, carers and children to be developed and rolled out to ensure all aware of individual responsibilities and impact.	Childrens' services	Hampshire foster carers Children's Services' staff	Reduction in energy costs	Staff/Carer/ Child Survey	To contribute towards the Corporate energy reduction plan. To reduce the use of energy and water usage in Hampshire Children's Homes by 5% in 2020-21		Sep-20	Both
Food	Ambassadors of Climate Change to be identified for the Children's Homes and foster carers to lead on changing shopping habits to utilise food waste where available in communities and reduce all waste.	Childrens' services	Voluntary sector providers	Reduction in food costs Healthy eating Community participation Wider environmental benefits	Ambassador feedback and reporting	To contribute towards the Corporate energy reduction plan. To reduce the use of energy and water usage in Hampshire Children's Homes by 5% in 2020-21		Sep-20	County-wide
Food	Prevent and reduce waste arisings, incl food waste in particular through active public engagement. Activities include home composting, recipes for leftovers, correct food storage and menu planning.	Waste and resource management	WRAP, District, Borough and Unitary Councils (as WCAs & WDAs)	Reduction in food costs Healthy eating Community participation Wider environmental benefits	Currently: NI, BVPI & Circular Economy Package Forthcoming: Resources & Waste Strategy targets – with more to come as a result of forthcoming legislation		Some new burdens to be funded through Central Government (such as food waste). Poss funding through WRAP for particular areas of work	2017	County-wide
Food	Increase number of low carbon meal options on the menus provided by CCBS services.	CCBS	Countryside Service, Hillier Gardens, Hampshire Outdoor Centres	Health benefits, environmental benefits	Currently under consideration			Aug-20	HCC
Food	Shift to lower carbon options provided by CCBS services.	CCBS	Countryside service, Hillier Gardens, Hampshire Outdoor Centres	Health benefits, environmental benefits	Currently under consideration			Aug-20	HCC
Food	Behaviour change: Re-arrange layout of menus and re-word product descriptions to better promote low carbon options	CCBS	Countryside service, Hillier Gardens, Hampshire Outdoor Centres	Health benefits, environmental benefits	Positioning of low-carbon options on the schools, HOC, Country Parks, Eil Café and SHHG menu's Menu descriptions re-worded			Jun-20	HCC



Project Area	Action	Service delivering	Partners	Co-benefits	Indicators used	Outcome	Funding mechanisms	Delivery start date	Emissions addressed
--------------	--------	--------------------	----------	-------------	-----------------	---------	--------------------	---------------------	---------------------

Current and Planned HCC Activity Climate Change Resilience

Project Area	Action	Service delivering	Partners	Co-benefits (economic, social, health etc)	Indicators used	Outcome What is the desired final result? E.g policy change, flood resilience	Funding mechanisms	Delivery start date	Emissions addressed
Resilient buildings and non-highway infrastructure									
Buildings	Education of staff, families and children Include impact of a 2 degree rise in temperature in health and safety audits now to plan for the future Work with providers to educate around climate resilience to ensure that buildings can cope with an increase in temperature Consider flood action plans in risk management in children's homes Educate staff and carers about potential risk of increased flooding in the future and encourage thinking about mitigations or actions should it occur.	Childrens' services	All staff Independent providers Foster carers	Health benefits (from increased fluid intake)	Health & Safety plans Contract tender documentation	Appropriate preventative action is undertaken by children, staff and providers	Existing budgets	Sep-20	Both
HCC owned buildings	Develop the measures for building resilience to the impacts of a 2 degree C global temperature rise as part of a State of the Estate report	CCBS	All HCC Depts	Economic	Under consideration			Sep-20	HCC
Planning	Preparation of design guides and bulletins for land release / development sites - establishing parameters that encourage robust GI, connectivity for walking/cycling routes etc, and promoting the benefits offered by landscape and biodiversity for ameliorating climate within urban areas.	Planning and Environment	Hampshire & IOW Planning Officers Group, Hampshire Local Government Landscape Group (HLGLG), Quality Places Practitioners Group (QPPG)	Environmental (E), Economic (Ec), Social (S), Health (H), Biodiversity (B)	Number of applications meeting agreed GI objectives	Improved design standards on development sites	Partnership funding arrangements	2020/2021	County-wide
Planning	Work with the Environment Agency, local planning authorities and other partners to develop the planning skills and capabilities to advise developers on how adaptive approaches should inform strategic local plans, and enable climate resilient places.	Planning and Environment	Hampshire & IOW Planning Officers Group, Hampshire Local Government Landscape Group (HLGLG) / Quality Places Practitioners Group (QPPG) , LPAs	Economic, social, health, wider environmental benefits	Local Plan monitoring	Improved planning skills and capabilities.	Government (Defra) Funding	2020/2021	County-wide
Planning policy	<b>HCC Policy</b> - Better implementation of HMWP Climate Change Policy (validation), increased emphasis on recycled aggregates / DM event - highlight policy requirements / Review and update of HMWP Climate Change policies / Plan as a whole (e.g. net gain) / Seek formal consultation response from Climate Change experts? <b>HCC Influence</b> on Local Plan making and major development proposals - encourage and promote use of smart and challenging planning policies with CC emphasis that are enforced. <b>HCC provided data/evidence</b> (demography, land supply, HBIC, HE, transport etc.) <b>HCC State of the Environment</b> report and <b>HCC Spatial Framework</b> to better inform decision making.	Strategic planning	Central government, Homes England, Local Planning Authorities – implementation of NPPF Historic England, Natural England, EA, Highway Authorities, LLFA, LEPS Community – agency of local action. Developers, house building industry	A successful planning system (planning policies) should deliver Economic, Social and Environmental benefits as envisaged in the NPPF. Quality of place - natural & built environment - should improve health and wellbeing, create a sense of community and reduce the need to travel etc.	To be established - starting point is to develop good baseline evidence (e.g <b>State of the Environment, Economy, Society</b> work)	Improved Planning Policy Framework with greater emphasis on resilience to Climate Change	Government funding e.g. Homes England. Section 106/CIL/Strategic Infrastructure fund. LEPS Funding. Opportunities identified elsewhere relating to flooding, natural environment, economy	<b>Ongoing.</b> 1) 2020 Review of <b>HMWP</b> 2) Update of Hampshire Minerals & Waste Plan (2021+) 3) Review of <b>Validation Checklist</b> for early 2020 (greater emphasis on addressing current CC policy) 4) <b>State of the Natural Environment Report</b> underway	County-wide
Planning policy	Review Hampshire Minerals & Waste Plan policies to ensure suitable consideration given to location of minerals and waste infrastructure to be resilient to climate change.	Strategic Planning	M&W Plan partners - PCC, SCC, SDNPS, NFNPA	Economic, social	Annual monitoring of M&W Plan policies	Improved M&W policy framework with greater emphasis on resilience to Climate Change		2021	County-wide
Landscape	Review and update Landscape and Development Checklist - To include requirement for development to demonstrate a net environmental gain	Planning and Environment	Hampshire & IOW Planning Officers Group, Hampshire Local Government Landscape Group (HLGLG), Quality Places Practitioners Group (QPPG)	Economic, social, mental health	Number of applications meeting checklist criteria	Improved development demonstrating greater resilience to Climate Change and environmental net gain	Partnership funding arrangements	2021/2022	County-wide

Project Area	Action	Service delivering	Partners	Co-benefits	Indicators used	Outcome	Funding mechanisms	Delivery start date	Emissions addressed
Landscape	Review and revise Hampshire Townscape Character Assessment to assess sensitivity to climate related changes.	Environment	Hampshire & IOW Planning Officers Group, Hampshire Local Government Landscape Group (HLGLG), Quality Places Practitioners Group (QPPG)	Economic, social, health	Townscape Character Areas shown as being at threat / resilient to climate change	Valued characteristics of Hampshire towns retained	Existing budgets	2022/2023	Both
Preservation of historic buildings	1. Commitment to maintaining the HER as the evidence base to monitor the state of the historic environment ,and any decline and the efficacy of any intervention/project /strategy. 2. Support Citizan programme or equivalent (community based archaeological recording of archaeology revealed in erosion)	Environment		Economic, social, health, wider environmental benefits	1. Historic Environment Record is maintained and up to date 2. The community is able to record archaeology exposed by natural coastal change.	1. Historic environment Record is maintained and up to date 2. The community is able to record archaeology exposed by natural coastal change		1. Ongoing 2 & 3 2020/21	Both
Preservation of historic buildings		Environment			Guidance about histoirc and protected building adaptation to climate change impacts	published advice available as to how to make historic and protected buildings resilient to effects of climate change			HCC
Preservation of historic buildings	1. Identify and map areas of wetland with this potential, map on to HER. 2. Programme of precautionary palaeo environmental sampling before loss.	Environment		Social, mental health	Areas of wetland are mapped; programme of preucationary sampling according to threat of loss	The palaeo-environmental potential of wetlands is understood prior to any natural loss		2021/22	County-wide
Preservation of historic buildings	Ensure that Defra have an active policy regarding historic landscape resilience (and within their stewardship schemes) and understanding and measuring change. Ensure designated landscapes (National Parks and AONBs) have an active policy as above	Environment		Social, mental health	That the conservation of the historic environment is stated aim of stewardship policies	That the conservation of the Historic Environment is a stated aim of stewardship policies		2020/21	County-wide
Resilient transport systems and highways infrastructure which adjust to the changing environment									
Highways Materials	Use of graphene-enhanced asphalt	Highways (commissioning)	Skanska Head offile	Economic, reduced maintaince	Frequency of repairs over like for like comparison	Reduction in carbon emissions		1-2 years	HCC
Highways Materials	Amend design commissioin Task Orders to include a Climate Change section requiring design for effects of climate change (higher temperatures for longer periods / more intense rainfall / costal erosion).	Highways (commissioning)	Design teams / organisations (Atkins, EC, Districts)		Measure of additional capacity created	Improved resilince against weather extremes	Capital		HCC
Highways drainage	Improve Drainage systems as issues are identified	Highways (commissioning)	Skanska	Economic	Measure of number of schemes delivered, additional capacity created	Flood resilience	Maintenance budgets	Ongoing	County-wide
Highways drainage	Increase capacity of soakaways / SUDs	Highways (commissioning)	Skanska	Economic, social	Measure of number of schemes delivered, additional capacity created	Flood resilience			County-wide
Highways drainage	Consider use of new and emerging sensors to help manage just in time cleansing of gullies etc	Highways (commissioning)			Measure of savings through transportation, waste disposal	Reduction in carbon emissions, waste disposal			County-wide
Highways drainage	SUDS - use of open drainage systems, to encourage greener space, bio diversity and tie in the LLFA's also to plan layout with regards to flood events.	Highways (commissioning), Planning and Environment	Districts and planning authorities, Housing developers	Social, mental health				Ongoing	County-wide
Highways drainage	Tree pits/attenuation built into one system along side of highways	Highway (Commissioning)	Districts and planning authorities, Housing developers						County-wide
Network resilience	Consider design of new schemes to ensure long-term durability of carriageways and footways in clay soil areas	Highways (commissioning)	EC, contractors.Consultants	Long-term benefit to maintenance costs	Reduction in incidence of cracking in carriageways and footways	Fewer highway maintenance works required. Reduction in carbon emissions and pollution	No cost?		County-wide
Network resilience	Identification of routes on the highway network prone to treefall. Include in Network Resilient Plan and Weather Emergency Plan. Develop mitigation measures	Highways (commissioning)		Increased safety for highway users and reduction in network disruption	Strategic measure in the Hghiways Performance Management Framework (number of days of road closures on resilient network)	Reduction in closures on resilient network, traffic cingestion and subsequent carbon emissions	Existing budgets		County-wide
Network resilience	Ensure Winter Emergency Plan is fit for pupose and link to the Network Resilient Plan (review both regularly). Identify hotspots on resilient network and develop mitigation measures.	Highways (commissioning)	Skanska	Increased safety for highway users and reduction in network disruption	Strategic measure in the Hghiways Performance Management Framework (number of days of road closures on resilient network)	Make winte maintenance operation as efficient and reduces carbon emissions as much as possible	Existing budgets		County-wide
Network resilience	Ensure flooding events and high risk areas are recorded on GIS. Data collection, routine cleansing and schemes to be prioritised accordingly. Develop and implement a Network Resilience Plan	Highways (commissioning)	Skanska	Minimise disruption on the highway network and limit the number of highway claims relating to flooding	Strategic measure in the Hghiways Performance Management Framework	Keep highway open as much as possible, reduce road closures, traffic congestion and associated carbon emissions	Existing budgets		County-wide



Project Area	Action	Service delivering	Partners	Co-benefits	Indicators used	Outcome	Funding mechanisms	Delivery start date	Emissions addressed
Network resilience	Identification of routes on the highway network prone to groundwater flooding. Include in Network Resilient Plan and Weather Emergency Plan. Develop mitigation measures	Highways (commissioning)		Increased safety for highway users and reduction in network disruption	Strategic measure in the Hghiways Performance Management Framework (number of days of road closures on resilient network)	Keep highway open as much as possible, reduce road closures, traffic congestion and associated carbon emissions	Existing budgets		County-wide
Weather resistant network	Potentially increase SCRIM and other technical survey frequency to monitor impact and risk	Highways (commissioning)	SET and Skanska	Increased safety for highway users	Monitor road condition data	Use of different materials to reduce potential increase in roadworks and associated carbon emissions and polution	Existing budgets		County-wide
Weather resistant network	Consider increasing survey regime in potentially affected structures	Highways (commissioning)	Atkins	Increased safety for highway users	Strategic measure in the Highways Performance Management Framework (condition of structures)	Ensure robust measures in place to ensure integrity of structure remains and protect public safety	Existing budgets		County-wide
Weather resistant network	Consider increase in surveys/monitoring and cross party collaboration with EA and other appropriate bodies	Highways (commissioning)	Environment Agency; Local Planning Authorities; ESCP	Minimise disruption on the highway network; Economic	Monitor impact of sea levels and severe weather	Ensure robust measures in place to ensure integrity of infrastructure remains and protect public safety	Partnership funding arrangements	2021/22	County-wide
Weather resistant network	Identification of embankments and assessment of slope stability and establish routine surveys	Highways (commissioning)	Atkins	Increased safety for highway users	Monitor number of landslips	Ensure robust measures in place to ensure integrity of embankments remains and protect public safety	Existing budgets		County-wide
Claims	Review claims processes and procedures. Review Insurance type and cover.	Highways (commissioning)		Minimise highway authority's liability and reduction in payouts	Monitor number of claims due to extreme weather events	Ensure robust measures in place to ensure integrity of all highway infrastructure is maintained as far as reasonably possible to reduce claims and protect public safety			HCC
Highways infrastructure	Upgrade/modify susceptible equipment/install fans	Highways (traffic)	Seimens Mobility	Economic		More resilient equipment susceptible to fewer faults as a result of higher temperature, leading to greater operational effectiveness and fewer repairs.	HCC investment required		HCC
Highways infrastructure	Enhanced base seals/fit mesh to air vents	Highways (traffic)	Seimens Mobility	Economic		Improved safety for staff servicing equipment and members of the public in the vicinity of installations	HCC investment required		HCC
Highways infrastructure	Enhanced base seals/raise cabinets	Highways (traffic)	Seimens Mobility	Economic		More resilient equipment susceptible to fewer faults as a result of water ingress, leading to fewer repairs.	HCC investment required		HCC
Highways infrastructure	Upgrade electrical installations to extra low voltage	Highways (traffic)	Seimens Mobility	Economic		Improved safety for staff servicing equipment and members of the public in the vicinity of installations	HCC investment required		HCC
Scheme programming	Investigate impact of climate change on scheme programming (ecology windows / weather / temperature)	Engineering Consultancy	Design teams / organisations (Atkins, EC, Districts, Planning and Environment)				Capital		County-wide
Governance	Project development - Review and update Good Governance / Gateway process to recognise importance of Climate Change adaptation / mitigation objectives	Strategic Transport		Economic, social, health, wider environmental benefits				2020/2021	HCC
Data	Adopt Ecosystems Services tool to establish baseline value of existing natural environment assets e.g. CAVAT	Highways (Commissioning - Arboriculture) and Environment		Economic, social, health, wider environmental benefits	Value of existing natural environment assets retained	Ecological impact of new transport schemes properly accounted for in scheme development.	Capital	Started	County-wide
Strategy	Ensure Highays Management Action Plan integrates countywide Green Infrastructure Strategy	Highways (Commissioning), Planning and Environment	Skanska	Economic / Social / Health	Strategic measure in the Hghiways Performance Management Framework	Highway management plan is responsive to green infrastructure strategy objectives	Existing budgets	To coincide with LTP timetable	County-wide
Waste and circular economy (inc water resource)									
Water recycling	Grey water recycling in ETE depots	Highways (commissioning)		Economic	Measure quantities of recycled water used	Ensure sufficient water available to operate in offices and depots and deliver highways service			HCC



Project Area	Action	Service delivering	Partners	Co-benefits	Indicators used	Outcome	Funding mechanisms	Delivery start date	Emissions addressed
Waste infrastructure	Review, baseline (where we are now) and develop appropriate plans. Use previous work undertaken on NI188 to help identify risks and mitigations	Waste & resource management	Veolia HCC as the Strategic Planning Authority Environment Agency WCAs	Economic, wider environmental benefits, social and possibly health			Shared between Veolia and HCC (+SCC/PCC) according to contractual conditions	(2020) Ongoing programme of resilience improvement	HCC
Closed landfill	Review, baseline (where we are now) and develop appropriate plans. Use previous work undertaken on NI188 to help identify risks and mitigations	Waste & resource management	Veolia Environment Agency	Economic, social, health, wider environmental benefits			Management is statutory requirement so part of current delivery	(2020) Ongoing programme of resilience improvement	HCC
Behaviour change	Education of staff, families and children about the impact of climate change on the availability of water supplies and encouragement of water saving strategies across all settings (eg. Turn tap off when brushing teeth).	Childrens' services	All staff Independent providers Foster carers	Reduction in water costs through more efficient use	Reduction in water usage across the children's homes	Water is available to all through efficient use and no waste	Existing budgets	Sep-20	County-wide
Water storage	Planting trees: increase shading, reduce temperatures, increase evapotranspiration, increase water infiltration, reduce speed of overland flows, improve biodiversity etc.	Highways (Commissioning) and Environment	Environment Agency, Local Planning Authorities, Natural England, Catchment Partnerships, Water Companies, Wildlife Trusts, Woodland Trusts, Forestry Commission	Economic / Social / Health	Monitor water consumption, water reserves, and water quality; Extent of tree planting achieved within vulnerable catchment areas	Levels of water consumption reduced	Public / Private partnership funding arrangement to be negotiated; Water Company investment programme	Ongoing	County-wide
Resilient natural environment									
Biodiversity/habitat preservation or restoration	Provision of data and specialist advice: to protect all remaining areas of priority habitat, and to restore and re-create new areas of native habitat and green infrastructure to improve overall resilience to climate change through being 'more, bigger, better, joined up'; ensuring a more permeable landscape of sufficient habitat connectivity and quality to facilitate species dispersal and adaptation as their climatic space moves, to improve capacity of land to absorb more carbon, and to provide cooling and improved air quality in urban areas	Environment	HCC as a major landowner & highway authority, through ecological advice and data from to HCC and other LPAs to ensure no loss of priority habitat and net gain in habitats and tree planting (where appropriate) through planning decisions and land/asset management, HBIC Partnership for surveying, mapping, designating priority habitats and opportunity areas alongside the statutory sites to develop the ecological network maps which inform the protection and restoration/re-creation of native habitats and other green infrastructure through spatial plans & strategies, planning decisions and land management.	Economic - more attractive place to live and work, Social/health - wellbeing - more accessible habitats & greenspace to visit, to absorb/spread recreational disturbance, improved water and air quality	<u>Area and type of priority habitat lost or gained?</u> <u>Favourable conservation status of SSSIs?</u> <u>Species counts/trends. See <a href="https://documents.hants.gov.uk/biodiversity/HBICA_nnualBiodiversityMonitoringReport2018-19.pdf">https://documents.hants.gov.uk/biodiversity/HBICA_nnualBiodiversityMonitoringReport2018-19.pdf</a></u>	Biodiversity net gain Increased resilience to climate change	Capital schemes, Planning contributions, Water company investment programme, EA's catchment level funded improvements Environmental Stewardship	On-going, likely to accelerate with the Environment Act & Biodiversity Net Gain	County-wide
Biodiversity/habitat preservation or restoration	Contributing to the South Downs Joint Accord - preserving national parks and encouraging physical activity	Public Health	PHE, National Parks England	Health (increased physical activity), social (increased cohesion amongst people living in rural communities)			Not funded	ongoing	County-wide
Biodiversity/habitat preservation or restoration	Review Hampshire Minerals & Waste Plan to ensure restoration policies given suitable consideration to climate change resilience e.g. flood attenuation storage, green/blue infrastruture networks etc.	Strategic Planning	M&W Plan partners - PCC, SCC, SDNPS, NFNPA	Social and health benefits.	M&W Plan annual monitoring	Change in M&W Plan policy to ensure greater focus on climate change resilience		2021+	County-wide
Biodiversity/habitat preservation or restoration	Increased resilience through expanding and connecting habitats. Opportunities for nature recovery and rewilding identified. Adaptive and updated management practices reviewed through updated management plans. Adopted Pollinator Action Plan	CCBS	ETE, Planning Authorities, Defra and Natural England, National Parks, Wildlife Trusts, Forestry Commission, Environment Agency	Natural capital benefits in appropriately managed habitats are relatively cost effective and sustainable in the long term. Public awareness, support and action re: Pollinators	Biodiversity metrics 2.0 Natural Capital Accounting		Mitigation, offsetting and other natural capital funding. Targeted government funding under the developing Environmental Land Management Scheme (ELMS) underpinned by natural capital principles	started (to be completed by 2025)	County-wide
Biodiversity/habitat preservation or restoration	Re-wilding of Highway Verges (Planting wild flowers and the like)	Highways (commissioning) and Environment	District Councils - Via Agency agreements and Cultivation Licences. Skanska - Via the HHSC. Parish councils and other third parties via cultivation licences. HBIC for advice and RVEI programme	Economic - more attractive place to live and work,	Area/length of verge "re-wilded". Savings from not cutting, carbon reduction Number of RVEIs in special management	Reduce carbon emissions Enhanced biodiversity	Possibly from Highway Maintenance Budgets. District council funds. Third party funds.		County-wide

Project Area	Action	Service delivering	Partners	Co-benefits	Indicators used	Outcome	Funding mechanisms	Delivery start date	Emissions addressed
Biodiversity/habitat preservation or restoration	look at seperating them out and crafting corridors of trees to filter pollutants from cars	Highways (Commissioning - Arboriculture) and Environment		Air quality	Measure lengths of footpaths constructed / diverted / separated away from roads	Health improvements		Started	County-wide
Biodiversity/habitat preservation or restoration	<a href="#">We have funded a green infrastructure scheme (see here: Solent Recreation and Mitigation Partnership)</a>	Solent lep							County-wide
Management of coastal habitats	Joint departmental / long term strategic planning to prioritise key sites for change including those holding the line, managed retreat etc. May include need for adaptation and mitigation measures on reserves and/or adjacent/local sites and coastal access. Long term strategy required.	CCBS	ETE, Environment Agency, DEFRA, Natural England, Eastern Solent Coastal Partnership, Solent LEP	Access to the coast providing health and social benefits.	Under consideration		Grant funding/ pump priming	started (to be completed by 2025)	HCC
Management of coastal habitats	Provision of data and specialist advice: to protect undeveloped areas of coastline & estuary from development to; allow 'managed retreat', 'managed realignment', and restoration/re-creation of coastal habitats, to allow habitats to 'roll back' and link to others to improve overall resilience through being 'more, bigger, better, joined up'; will reduce nitrates levels reaching coastal waters; and improve capacity of land to absorb more flood water and carbon. More natural habitats such as wetlands and woodland have the potential to soak up water and mitigate flooding elsewhere	Environment	HCC as a major coastal landowner, highway authority and LLFA, through ecological advice and data from ETE to HCC and other LPAs to ensure no loss of priority habitat and net biodiversity gain through planning decisions and land/asset management. HBIC Partnership for surveying, mapping, designating priority habitats alongside the statutory sites to develop the ecological network maps which inform the protection and restoration/re-creation of coastal habitats through spatial plans & strategies, planning decisions and land management	Economic - more attractive place to live and work, Social/health - more attractive and accessible for coastal visits/exercise - more habitat to absorb/spread recreational disturbance, improved water quality	<a href="https://documents.hants.gov.uk/biodiversity/HBICA_nnualBiodiversityMonitoringReport2018-19.pdf">Area and type of coastal priority habitat lost or gained? Favourable conservation status of SSSIs? Species counts/trends. See https://documents.hants.gov.uk/biodiversity/HBICA_nnualBiodiversityMonitoringReport2018-19.pdf</a>	Shoreline Management Plans are in place and responsive to biodiversity risks and opportunities	Planning contributions, Bird Aware Solent, Water company investment programme, EA's Flood risk management investment programme and catchment level funded improvements Environmental Stewardship	On-going, likely to accelerate with the Environment Act & Biodiversity Net Gain	County-wide
Management of coastal habitats	Understanding of impacts of sea level rise and climate change on the Hampshire coastline and landscape character areas.	Environment	RFCCs, Coastal Protection Authorities, EA, ESCP, Chichester Harbour Conservancy, Chichester Harbour Trust, LGA Coastal SIG, Southern Coastal Group and Standing Conference for Pronlems Associated with the Coast	Economic / Social / Health	Landscape Character Areas shown as being at threat / resilient to climate change	Impacts of sea level rise and climate change on the Hampshire coastline and landscape character areas understood; Valued characteristics protected / managed / retained	Partnership funding arrangements	2021/22 and to tie into broader joint departmental / long term strategic planning	County-wide
Management of coastal habitats	Raise awareness and understanding of the impacts of Climate Change on the Solent and appropriate mitigation, resilience and adaptation measures (Solent Forum Business Plan: Objective 6)	Environment	RFCCs, Coastal Protection Authorities, EA, ESCP, Chichester Harbour Conservancy, Chichester Harbour Trust, LGA Coastal SIG, Southern Coastal Group and Standing Conference for Prolems Associated with the Coast	Economic, social, health, wider environmental benefits	Raised at Steering Group meetings. Members Meeting presentations and hot topics. Consultancy services.	Rasied awareness of climate change amongst all Solent Forum members	Existing Budget	Ongoing.	County-wide
Management of coastal habitats	Collaborate on review of strategically important Shoreline Management Plans where significant infrastructure and HCC landholdings are implicated e.g. Hayling Island, Hurst Spit, Calshot etc	Environment and CCBS	Hampshire County Council; EA; landowners; parish councils and local communities	Economic, social, health, wider environmental benefits	Adopted Shoreline Management Plans	Shoreline Management Plans are in place that respond appropriately to climate change impacts and have partnership agreement	Existing Budget	2020/21	Both
Management of coastal habitats	Support Regional Flood and Coastal Committees for Southern, Thames and Wessex regions	Environment		Economic, social, health, wider environmental benefits	RFCC attended; RFCC resources secured for coastal issues in Hampshire	Regional Flood and Coastal Committees have good awareness of Hampshire issues and support is secured to achieve a resilient natural and built environment with regards to flood and coastal erosion	Existing Budget	Ongoing	County-wide
Resilient trees	Increase appropriate standard tree planting Highway and non-highway land)	Highways (Commissioning) and Environment	District and Parish Councils - subject to colaboration and specific joint authority agreements (mechanism to be established)	Economic - more attractive place to live and work, Social/health - wellbeing - more accessible habitats & greenspace to visit, to absorb/spread recreational disturbance Urban cooling, shading, flood attenuation	Tree numbers. Canopy cover percentages (of particular areas and the county as a whole)	Reduce carbon emissions	Highway tree Compensation (CAVAT valued) and Capital receipt funding.	Started	County-wide



Project Area	Action	Service delivering	Partners	Co-benefits	Indicators used	Outcome	Funding mechanisms	Delivery start date	Emissions addressed
Adaptive management of rural estate	Adaptive management practices, review of cropping, livestock type and disease resistant varieties / breeds / crops. Animal health status set up.	CCBS	Trading Standards, Natural England	Improved animal health / zoonotic control. Public health.	Healthy Farm RAG Status		N/A	started (to be completed by 2022)	HCC
Highways vegetation	Cut and collect trails of grass verges.	Highways (commissioning)	Skanska - via HHSC	Social and health benefits.	Number of verges utilising cut and collect.	Generate energy from green waste through biomass process	From long term savings produced by reduced cutting		County-wide
Highways vegetation	Ensure sufficient resources are in place to secure management, maintenance and benefits of ecosystem services i.e. new planting and grass, for at least a period equivalent to that required in planning approval.	Highways (Commissioning) and Environment		Economic, social, health, wider environmental benefits	Extent of new planting successfully established	Ensure new planting/grass is maintained to ensure its survival and planning obligations met	Capital	Ongoing	County-wide
Flood and water management	Publication and application of new Local Flood and Water Management Strategy and surface water policies to ensure development is designed to reduce flood risk i.e. Policies written to ensure that only developments which can prove they have enough attenuation on site for a 1% probability rainfall event plus a 40% upgrade for climate change (guidance from EA re percentages for different sites – anywhere between 20 and 40%); Undertake research for Defra (current).	Environment	Local Planning Authorities; developers; consultants; Defra; RFCC	Economic, social, health, wider environmental benefits	Local Flood and Water Management Strategy, and Defra Surface Water Management research published	Policy Change	Existing Budgets	2020/2021	County-wide
Flood and water management	Develop 18 prioritised Catchment Area Action Plans - Working with communities to highlight flood and water management issues; Support for Parish Lengthsman schemes	Environment	Emergency Planning, Catchment Partnerships, RFCCs, EA, Defra, districts. Coastal Protection Authorities, ESCP , parish councils	Social, health and wider environmental benefits	Catchment Area Action Plans published	Policy Change	Internal; External - partnership funding	started	County-wide
Flood and water management	Promote delivery of biodiversity, tree planting programmes and landscape enhancement to support flood risk reduction outcomes; Use of landholdings for flood attenuation; online storage, reed bed systems (flood attenuation and filtration) e.g. Education Estate, County Farms, Country parks etc; application of Natural Flood Management principles e.g. Watercress and Winterbournes project.	Environment	RFCCs, EA, Catchment Partnerships, CCBS	Social, health and wider environmental benefits	Flood risk reduction measures implemented	Flood resilience improved	Local levy; CIL	Started	County-wide
Flood and water management	Implement and adopt Sustainable Drainage Systems (drainage hierarchy) to reduce flood risk, reduce maintenance and increase ecology and biodiversity. Promote better management / control through policies in new Local Flood and Water Management Strategy and Catchment Management Plans.	Environment	Developers, consultants, local planning authorities	Social, health and wider environmental benefits	Number of SUDS implemented, adopted and in successful management	Flood resilience improved and Policy Change	Development; Capital Programme	Started	County-wide
Flood and water management	Refresh and relaunch Hampshire Strategic Flood and Water Management Partnership Board as annual FWM conference	Environment	EA, RFCCs	Economic, social, health, wider environmental benefits	Number of RMAs and partners engaged	Improved coordination and collaboration amongst RMAs and partners	Internal;	2020 / 2021	County-wide
Flood and water management	Advising riparian owners on maintaining and managing watercourses; Regulation and consent for work on Ordinary Watercourses	Environment	Parish Councils, Flood Action Groups	Economic, social, health, wider environmental benefits	Reduction in number of unconsented works	Improved awareness of riparian responsibilities, enhanced management of watercourses for flood resilience	Internal; Statutory charges	Ongoing	County-wide
Flood and water management	Plan, develop and deliver flood risk and coastal defence schemes	Environment	EA, Defra, RFCCs, district councils	Economic, social, health, wider environmental benefits	Flood and coastal erosion risk management measures implemented	Flood resilience improved	External - FCERM; Local levy; CIL;partnership funding. Internal;	Ongoing	County-wide
Flood and water management	Review of Hampshire Minerals & Waste Plan to ensure steady and adequate supply of aggregates to ensure availability of material for flood event materials e.g. sand bags, beach replenishment etc.	Strategic Planning	M&W Plan partners - PCC, SCC, SDNPS, NFNPA	Social				2021+	County-wide
	Develop countywide Green and Blue Infrastructure Strategy integrating Ecological Network mapping and Nature Recovery Networks etc	Environment	Districts, PFSH	Economic, social, health, wider environmental benefits	Countywide Green and Blue Infrastructure Strategy published	Biodiversity net gain; ecosystem services improved; Increased resilience to climate change	Partnership funding	2021/2022	County-wide

Project Area	Action	Service delivering	Partners	Co-benefits	Indicators used	Outcome	Funding mechanisms	Delivery start date	Emissions addressed
Landscape	Develop and implement Tree Strategy including 1 million trees on the Highways project.	Environment	Woodland Trust; Forestry Commission	Economic, social, health, wider environmental benefits	Tree numbers. Canopy cover percentages (of particular areas and the county as a whole)	Biodiversity net gain; carbon sequestration; Increased resilience to climate change	Internal	commenced	HCC
Resilient communities									
Community planning and resilience	Emergency planning for a range of events that may occur secondary to climate related adverse weather conditions that can impact on health such as: heatwaves; cold weather; mosquitos; ticks; and flooding. This also encompasses providing information about the physical and mental health effects of emergencies such as flooding.	Adults' health and care/public health	Local resilience forum	Health (to protect from physical and mental harms of adverse weather events)			Not funded	ongoing	County-wide
Community planning and resilience	Working with Portsmouth City Council to invest in the Southsea Flood Protection scheme.	Solent Iep							County-wide
Community planning and resilience	Plans include measures to mitigate effects of global warming such as extreme weather and personal resilience	Adults' health and care/public health	All HCC Depts	Wider awareness, cultural change, improved wellbeing	Response learning Sickness absence		Business as usual budget	Apr-21	County-wide
Community planning and resilience	Meals on Wheels service delivering hot nutritious meals who need support to manage and maintain nutrition. Procedures in place to deliver accessible meals to these individuals even in severe weather and highlight if support is required from local friends or relatives	Adults' health and care/public health	Local resilience forum	Supporting customers to manage and maintain their nutrition has significant health benefits. In addition, the interaction with the driver provides social contact and the opportunity to carry out a wellbeing check, with any concerns raised and addressed. Action taken to address loneliness where identified	No. of individuals receiving meals, particularly during severe weather. % health and wellbeing checks carried out		Not funded	2013. Current contract started 1/10/18	County-wide
Community planning and resilience	Visits are prioritised according to need and risk Business continuity plans are updated regularly for priority services Alternative, flexible working arrangements are embedded so more local travel is possible Where appropriate, other methods of contact such as Skype are used to engage with families	Childrens' services	Children and families Staff Foster Carers	Reduction in travel costs Children's wellbeing is promoted through contact via digital methods where physical contact is not possible Children remain well	Business continuity plans Risk is known and responded to by priority	All children are safe	Existing budgets	Mar-20	HCC
Health	Develop Air Quality Management Plan including working with schools, workplaces and communities to raise awareness of air quality issues and what can be done to reduce exposure to pollutants through the routes taken, green walls, turning engines off and so on.	Strategic Transport	Schools, businesses, Public Health, District Councils, SCC, Sustrans, Southampton Environment Centre, Winchester Science Museum, Winchester University, Winchester School of Art, Living Streets	Physical health, mental health, congestion, air quality, life skills, road safety, carbon reduction, efficient and cleaner vehicles,	NO2 and PMs		Public Health, DEFRA Clean Air Zone (CAZ) grant, DfT Access Fund		County-wide
Health	Education of carers and staff to ensure appropriate use of sunblock and increased fluid intake	Childrens' services	Foster Carers Children & Families Staff	Children remain well	Case management information	No children experience sunburn and heat exhaustion	Existing budgets	Mar-21	County-wide

Project Area	Action	Service delivering	Partners	Co-benefits	Indicators used	Outcome	Funding mechanisms	Delivery start date	Emissions addressed
Health	Reduce exposure by i) using more efficient protective clothing ii) consider greater use of evening/overnight working in summer months.	Highways (commissioning)	Supply chain	Reduced risk to health of outside workforce	Measure H&S reports regarding sunburn & over-exposure	Health of workforce, fewer sun-related lost time incidents	Existing budgets		HCC
Energy efficiency and reduction	A freephone advice line and online advice service. Providing straightforward advice about climate change and sustainability, including energy efficiency and home insulation, to support communities involved with the Greening Campaign	Climate Change	The Environment Centre	Cost savings, health, social	Number of residents assisted by advice line	Residents are aware that they can contact The Environment Centre for trusted advice about climate change and sustainability so they know how to transition towards a low-carbon future.		Jul-20	County-wide
Community energy	Supporting and enabling local communities to be more energy efficient and to build their own capacity for renewable energy by establishing a Community Energy Network across Hampshire. A pilot project will find start-up projects for community groups	Climate Change	Community Energy South	Cost savings, health, social	Number of households/community groups involved in community energy network. Carbon savings	Enabling local communities to build their own self sustainability capacity to achieve on-going, ground level emissions reductions.		Jul-20	County-wide
Community energy	Solar Together group buying scheme. Providing the opportunity for selected homeowners and small to medium businesses to buy high quality solar panels at a highly competitive price. Reverse-auction scheme which usually favours local suppliers	Climate Change	iChoosr	Cost savings, health, social	Number of installations of solar. Carbon savings	An increase in solar panels installed for homeowners, increasing renewable energy generation in Hampshire		Jul-20	County-wide
Behaviour change	Greening Campaign - supporting community groups, via parish councils, progress through a series of phases to make carbon savings in their homes and within communities. Each Phase contains an Information Pack, on-line resources, videos and supports residents by email. Training is also provided.	Climate Change	Greening Campaign (Teresa Plowright) - District/Borough/Parish Councils	Cost savings, health, social	Number of community groups signed up. Estimated carbon savings	Supporting community groups take action to make carbon savings in their homes and within communities		Mar-20	County-wide
Residential homes	Providing input into local plans including the design of new build homes and their heating, cooling and ventilation systems as well as influencing the role of community development workers and how this may link with emergency planning	Planning and Environment	Hampshire LPAs	Health (to ensure housing is designed to be healthy				ongoing	County-wide
Residential homes	Conducting a healthy homes needs assessment which includes considering whether homes are fit for purpose and environmentally sustainable			Health (to ensure housing is designed to be healthy				ongoing	County-wide
Resilient businesses & green economy									
Investment	<u>Published Infrastructure Investment Plans for Gosport and Isle of Wight, which consider climate change adaptation (see: <a href="https://solentlep.org.uk/media/2543/gosport-infrastructure-investment-plan-feb-2019.pdf">https://solentlep.org.uk/media/2543/gosport-infrastructure-investment-plan-feb-2019.pdf</a> and <a href="https://solentlep.org.uk/media/2324/15735-iiip-final-report-300518.pdf">https://solentlep.org.uk/media/2324/15735-iiip-final-report-300518.pdf</a>)</u> Recently commissioned an Infrastructure Investment Plan for Havant Borough, and shortly to commission one for New Forest District	Solent lep							County-wide
Skills	Initiate roundtable discussions with key business leaders to discuss their role in working with us to maintain local economic resilience whilst adapting to climate change impacts and putting in place preventative and mitigating measures. Engage with FSB and Chamber of Commerce and others to reach SMEs	Economic development	Business South, Hampshire Chamber of Commerce, Federation of Small Businesses, Institute of Directors, Hampshire Fare, Local Enterprise Partnerships, Local Authorities, New forest and South Downs National Park Authorities	Businesses are able to continue to operate and or adapt operations without adverse impact on or disruption to the business, staff and customers	Number of businesses engaged and adopting new paractices and investing in relevant equipment, processes and skills	Higher proportion of businesses aware of the adaptations they can make, the support that they can get and the benefits these offer the business. Behaviour and investment change	To be determined	Autumn/Winter 2020	County-wide

Project Area	Action	Service delivering	Partners	Co-benefits	Indicators used	Outcome	Funding mechanisms	Delivery start date	Emissions addressed
Skills	Encourage businesses, through our partner networks, to recognise the longer-term benefit and business sense of adapting to lower dependency on fossil fuel energies, adopting rainwater harvesting, switching off the lights, etc.	Economic development	Business South; IOD; Make UK; Hampshire Chamber of Commerce; Federation of Small Businesses; Hampshire Fare.	Businesses become more resilient to potential climate change impacts, save money in the longer term to re-invest in the business and continue to serve their customers and retain staff	Number of businesses engaged and taking positive action	Progressive increase in businesses across the county adapting behaviour and proactively taking measures independently or with support to become more resilient	WRAP, Carbon Trust, Innovate UK, LoCASE project - others	Autumn/Winter 2020	County-wide



Strategic Framework for Programmes - Mitigation

Key Policy Area	Programme	Key milestones	Departments involved	Milestones completed						Dependencies
				1	2	3	4	5	6	
Transport	Local Transport Plan 4	<ol style="list-style-type: none"> <li>1. Carbon from transport research complete - Identify measures most likely to achieve carbon reduction;</li> <li>2. Deliver tranche 2 active travel scheme if bid is successful;</li> <li>3. All districts to have local Cycling Walking and Implementation plans.</li> <li>4. Agree new Active Travel design principles and implement;</li> <li>5. Develop an Electric vehicle strategy and action plan</li> <li>6. Deliver Transforming Cities programmes</li> </ol>	ETE							
Residential	Hampshire housing retrofit accelerator	<ol style="list-style-type: none"> <li>1. Map energy efficiency of Hampshire-owned housing stock and understand potential for improvement and target energy efficiency solutions</li> <li>2. Establish framework for identifying which properties to prioritise focusing on EPC rated E, F, G properties.</li> <li>3. Design retrofit programme, making use of existing successful approaches (e.g. Energiesprong), and identifying potential pots of funding i.e incentivising retrofit through council tax or business rate reduction.</li> </ol>	ETE/Adults' Services/CCBS							Funding National policy
Buildings & Infrastructure	Strategic Planning to support climate change	<ol style="list-style-type: none"> <li>1. Work with districts to consider the principles of the "15-minute community" and how this could be applied to new developments (e.g. walking &amp; cycling first).</li> <li>2. Developing a consistent approach with districts for setting energy /resource efficiency levels on both domestic and commercial developments.</li> <li>3. Develop practical guidance for planning authorities to improve planning requirements such as on-site energy generation, use of waste heat and sustainable drainage.</li> <li>4. Encourage land use planning that promotes net environmental gain (with consideration for other co-benefits e.g. carbon sequestration, renewables).</li> <li>5. Encourage local authorities within the county to use their planning and procurement powers to support the development of the zero carbon homes market in the region</li> </ol>	ETE							Effective joint working across LAs
Energy Generation & Distribution	Renewable energy generation accelerator	<ol style="list-style-type: none"> <li>1. Mapping of opportunities for renewable energy generation across the County, including for example, commercial and industrial large roof sites.</li> <li>2. Liaise with LEP's, Energy Hubs etc to identify funding opportunities, partnerships and expertise.</li> <li>3. Identify key stakeholders, partners, business decision-makers etc for opportunities for joint working.</li> <li>4. Set up monitoring and reporting structure to identify how many feasibility studies are converted.</li> </ol>	ETE/CCBS							Funding
	'Support and Scale' Community energy programme	<ol style="list-style-type: none"> <li>1. Review outcome of Community Energy South project to identify opportunities going forward for new community energy projects, providing community resilience.</li> <li>2. Design a targeted technical support programme around the findings, building awareness for community groups, and providing information or financing routes</li> </ol>	ETE/Adults' Services/CCBS							Funding
	Energy Innovation Zone	<ol style="list-style-type: none"> <li>1. Identify critical local energy issues which could be addressed to unlock a more resilient energy system for Hampshire.</li> <li>2. Design the Energy Innovation Zone concept and proposal, securing buy-in from relevant parties.</li> <li>3. Submit funding application to Central Government.</li> </ol>	ETE/Adults' Services/CCBS							Funding

Strategic Framework for Programmes - Mitigation

Key Policy Area	Programme	Key milestones	Departments involved	Milestones completed						Dependencies
				1	2	3	4	5	6	
Waste & circular economy	Work with districts to transition towards a carbon-driven waste system	<i>TBC</i>	<i>ETE</i>							
Natural environment	Carbon sequestration opportunities	<ol style="list-style-type: none"> <li>1. Understand the role of carbon sequestration and agree a monitoring and measurement framework.</li> <li>2. Map out all potential areas for action.</li> <li>3. Maximise appropriate opportunities for tree planting, rewilding, and biodiversity net gain etc to support carbon sequestration.</li> </ol>	<i>ETE/CCBS</i>							
Business & green economy	Energy Efficiency in SME's	<ol style="list-style-type: none"> <li>1. Identify SME's and networks.</li> <li>2. Scope out resources and information already available, to produce information about energy efficiency aimed at businesses.</li> <li>3. Working group with businesses to establish where HCC can support.</li> <li>4. Set up apprenticeship and training schemes.</li> <li>5. Link with local energy efficiency businesses.</li> <li>6. Establish how to set up a measurable baseline in order to set up a voluntary emissions reduction target.</li> </ol>	<i>ETE/CCBS</i>							Government information, advice and guidance, plus funding.
	Supporting the development of a Hampshire green economy	<ol style="list-style-type: none"> <li>1. Working with SME's etc, including those in rural areas, to understand the opportunities to develop a green economy in Hampshire.</li> </ol>	<i>ETE/CCBS</i>							Leveraging business networks
	Retrofit training	<ol style="list-style-type: none"> <li>1. Work with Hampshire Futures and other key stakeholders to help set up construction and engineering training on retrofitting i.e commissioning and maintenance of heat pump systems.</li> </ol>	<i>ETE/Skills &amp; Participation service</i>							National policy, interventions and funding



Strategic Framework for Programmes - Resilience

Key Policy Area	Programme	Key milestones	Departments involved	Milestones completed						Dependencies
				1	2	3	4	5	6	
Transport	Highway Infrastructure (Management)	<ol style="list-style-type: none"> <li>1. Identify and map highway assets most at risk from weather fluctuations</li> <li>2. Develop existing highway asset data sets to identify required maintenance interventions</li> <li>3. Identify appropriate material treatment and/or mitigation measures</li> <li>4. Identify appropriate design standards and materials for new capital infrastructure</li> <li>5. Embed life cycle and investment planning across all assets to optimise resilience of the network</li> </ol>	ETE							
Residential	Hampshire housing retrofit accelerator	<ol style="list-style-type: none"> <li>1. Map energy efficiency of Hampshire-owned housing stock and understand potential, ensuring resilience to overheating etc. is considered.</li> <li>2. Establish framework for identifying which properties to prioritise in terms of installing resilience measures such as SuD's and providing shading.</li> <li>3. Identify low regrets adaptation measures which can be easily integrated with typical energy retrofits.</li> </ol>	ETE/Adults' services/CCBS							Funding / national policy
Buildings & Infrastructure	Urban resilience targets	1. Engage with district councils on urban resilience, understand their current level, planned activities and general appetite.	ETE/Adults' services							Effective joint working across LAs
	Flood risk zoning	1. Open discussion with district councils and developers regarding new developments on flood risk land.	ETE							Effective joint working across LAs
	Strategic Planning to support climate change	<ol style="list-style-type: none"> <li>1. Encourage local planning authorities to create an evidence base of existing green corridors as well as potential urban heat island.</li> <li>2. Establishing a framework to minimise the impacts of climate change (flooding, overheating etc) on both domestic and commercial developments.</li> <li>3. Develop practical guidance for planning authorities on how to leverage planning requirements to drive climate action that addresses resilience.</li> </ol>	ETE							Effective joint working across LAs
Energy Generation and Distribution	'Support and Scale' Community energy programme	<ol style="list-style-type: none"> <li>1. Review outcome of Community Energy South (CES) project to identify opportunities going forward for new community energy projects, providing community resilience.</li> <li>2. Design a targeted technical support programme around the findings of the CES project, building awareness for community groups, and providing information or financing routes.</li> </ol>	ETE/Adults' services/CCBS							
	Energy Innovation Zone	<ol style="list-style-type: none"> <li>1. Identify critical local energy issues which could be addressed to unlock a more resilient energy system for Hampshire.</li> <li>2. Design the Energy Innovation Zone concept and proposal, securing buy-in from relevant parties.</li> <li>3. Submit funding application to Central Government.</li> </ol>	ETE/Adults' services/CCBS							
Waste & Circular Economy	Work with districts within HWP to create a more resilient waste system	<ol style="list-style-type: none"> <li>1. Identify critical points of vulnerability in the waste collection and treatment process.</li> <li>2. Identify where circular practices and principles can be adopted or adapted to reduce their exposures. This includes looking at potential synergies and efficiencies across district boundaries.</li> </ol>	ETE							

Strategic Framework for Programmes - Resilience

				Milestones completed						Dependencies
Key Policy Area	Programme	Key milestones	Departments involved	1	2	3	4	5	6	
Natural Environment	Green infrastructure opportunities	<i>1. Understand the role of green infrastructure in reducing climate impacts (e.g minimising flooding and overheating) and agree a monitoring and measurement framework.</i> <i>2. Maximise appropriate opportunities for tree planting, rewilding, and biodiversity net gain etc to support benefits such as habitat creation and flood management.</i>	ETE/CCBS							
Business & Green Economy	Developing a resilient Hampshire green economy	<i>1. Research existing evidence and consult SME's etc, including those in rural areas, to understand the opportunitites and barriers to developing a resilient green economy in Hampshire.</i> <i>2. Off the back of this, leverage partner organisations' activities and plan targetted interventions to support Hampshire's SMEs in taking on ambitious steps to improve resilience, and in the process, drive innovation.</i>	ETE							Funding, potentially HCC, LEP or national government.

## **Climate Change Expert Consultative Forum MS Teams, 6<sup>th</sup> August 2020, 9am - Midday**

### **Objectives:**

1. To identify and engage with relevant community groups and community organisations
2. To provide an opportunity for community groups to highlight their priorities and how these can be incorporated into the Council's strategy and action plan
3. To begin to map existing activity across Hampshire in this sector and understand the support that community groups can offer in delivering against priorities
4. Facilitate future working between community groups and with the Council

### **Organisations that attended:**

Hampshire Climate Action Network  
WinACC  
Havant Friends of the Earth  
Action Hampshire  
New Forest Friends of the Earth  
Alton Climate Action Network  
Basingstoke Energy Services  
Carbon Disclosure Project  
Winchester Friends of the Earth  
Extinction Rebellion Winchester  
New Forest Zero Carbon Alliance  
New Forest Transition  
Transition Lymington  
New Forest Friends of the Earth  
Transition Town Andover  
New Forest Transition  
Transition Town Romsey  
Transition Southampton  
Transition Fleet  
Hampshire Energy Co-operative  
Energy Alton  
Portsmouth Friends of the Earth  
Southampton Climate Change Conversations  
Portsmouth Action Network  
Sustainable Overton  
Low Waste Whitchurch  
Test Valley Friends of the Earth  
Basingstoke Transition Network  
Lymington Transition and Local Government Ecologist  
Andover Trees United  
Gosport and Fareham Friends of the Earth  
Chandlers Ford Rotary Club  
Sustrans  
Havant Climate Alliance  
Havant Friends of the Earth  
Cycle Hayling  
Hampshire Climate Action Network Transport sub-group  
Cycle Winchester  
Test Valley / Romsey Extinction Rebellion

## Workshop Outcomes

The event consisted of two workshops sessions that were run to give delegates the opportunity to highlight what Hampshire County Council should prioritise for the 2020-2025 Action Plan (Workshop 1) and identify if anything has been missed (Workshop 2).

The outcomes can be found in the tables below.

### Workshop 1 - Priorities for action

Suggested Priority Action	Key Sector	Strategic Priority	Hampshire County Council's Climate Change Action Plan 2020-2025/Comments
Transport sector			
Electric buses/taxis	Transport	Public transport; Electrification	Included in action plan: HCC is encouraging operators to reduce carbon from transport through a range of new technologies and greater fuel efficiency including electrification. District councils are the licensing authority for taxis and are likely to be better placed to influence electrification of taxis.
Cycle to work scheme	Transport	Active transport; Travel planning	Included within action plan: 'To explore the possibility of introducing a Cycle to Work scheme across Hampshire County Council (HCC)'
Improved cycling infrastructure; Hampshire Highways tasked and budgeted to build and maintain cycle network	Transport	Active transport; Highways / Construction materials	Included in action plan: An Active Places Summit is being hosted to agree and discuss our new walking and cycling principles which will shape how we deliver transport infrastructure differently in future. We are also seeking to have local Walking and Cycling Implementation plans in every district.
Congestion charges	Transport	Travel planning	The new Local Transport Plan 4 will review the case for a range of demand management measures of which congestion charging is just one possible tool.
Vehicle scrappage	Waste	Disposal; Closed landfill	Not in our direct remit. Will involve collaboration with partners and stakeholders.
Moratorium on new road projects and invest in active / public transport by rewriting Local Transport Plans	Transport	Active transport; Public transport; Highways / Construction materials	The Local Transport Plan 4 will review our approach to capital scheme prioritisation and this suggestion will be given consideration within the spectrum of possible policy and strategy solutions. It should be noted that not all road scheme have negative carbon or air quality impacts e.g. where they are developed as part of a area strategy which may seek to attract traffic onto main roads in order to support

			the development of low traffic neighbourhoods.
Car-share schemes	Transport	Travel planning	Included within action plan as part of the Corporate Travel plan for Hampshire County Council commuter and business trips.
Hydrogen strategy for HGVs/buses	Transport	Fuel type	HCC is encouraging operators to reduce carbon from transport through a range of new technologies and greater fuel efficiency including electrification.
Replace diesel trains	Transport	Public transport / Fuel type	Not in our remit. Would involve collaboration with multiple stakeholders.
Workplace levies on carparking	Transport	Travel planning	The new Local Transport Plan 4 will review the case for a range of demand management measures
Carparking levy across the whole of Hampshire	Transport	Travel planning	The new Local Transport Plan 4 will review the case for a range of demand management measures
Withdraw support + divest funds from Southampton Airport expansion	Transport	Public transport	Not a decision to be made by the Climate Change Team. This would have to be a collaborative approach across the County Council.
Withdraw support from M3 widening	Transport	Highways / Construction materials	The scheme is already committed by Highways England
Reduce speed limits for motorways and A-roads by 10mph	Transport	Highways / Construction materials	Motorways are the responsibility of Highways England and subject to the National speed limit. Speed limits on A-roads in Hampshire vary depending on location. Any change would require location-specific assessment to identify likely effectiveness.
20mph default speed limit in all residential streets and villages	Transport	Active transport	A recent (2012-2017) pilot of 20mph speed limits in 14 locations in Hampshire resulted in only a very small change in measured speeds. This is consistent with experience with speed limits more generally, both in Hampshire and Nationally. 20mph limits are most appropriate for roads where average speeds are already low, and national guidance suggests below 24mph. Setting

			speed limits significantly below existing average speeds will likely need enforcement to be effective.
30mph default where cycling and walking is not yet properly protected	Transport	Active transport	From July 2008 to August 2010 the County Council introduced new 30 mph speed limits in 123 villages in Hampshire. The results showed an average speed reduction of 2.5mph approx. Setting speed limits significantly below existing average speeds will likely need enforcement to be effective.
Intersecting cycling and bus routes	Transport	Highways / Construction materials	Already in action plan: A programme of Local Cycling Walking Infrastructure Plans is under development for all districts - this will establish walking and cycling networks, with consideration to interaction with interchange with public transport hubs
Adapt buses to enable cycle transportation via adding bike racks	Transport	Public transport	Will be raised to operators, and will be considered against the Hampshire Climate Change Strategy and prioritised accordingly.
Smaller buses for low-use times	Transport	Public transport	Will be raised to operators, and will be considered against the Hampshire Climate Change Strategy and prioritised accordingly.
Promotion of switch to electric vehicles. Installation of electric vehicle charging points and related infrastructure. Link with local renewable energy and storage	Transport; Energy Generation and Distribution	Electrification; Renewable energy	A draft Electric Vehicle Chargepoint Strategy has been produced that considers the challenges of on-street EV charging for residents. Pilots are proposed, and will enable the County Council to finalise this strategy and develop a policy position on the provision of on-street electric vehicle chargepoints.
Connection of public transport services	Transport	Public transport; Travel planning	Already included in action plan: Local Transport Plan 4 will include development of a public transport action plan including interchange enhancements
Priority bike lanes that are safe from cars	Transport	Active transport; Highways / Construction materials	Already included in action plan: A programme of Local Cycling Walking Infrastructure Plans is under development for all districts - this will establish walking and cycling networks, and would be delivered in line with LTN1/20 cycle guidance which promotes segregated cycle facilities

Mitigate need to travel apart from walking or cycling	Transport	Travel planning	Local Transport Plan 4 will seek to develop design principles which may incorporate the essence of the suggestion.
Increase coordination of delivery vehicles via delivery hubs and one delivery service per geographic area	Transport	Travel planning	Included within the action plan for Hampshire County Council deliveries: 'Deliver the reduction in GHG emissions from the integration of Couriers and County Supplies fleets'  However, for wider deliveries, this will involve collaboration with multiple stakeholders.
Zero-carbon freight transport	Transport	Fuel type	This is a desirable goal. The new Local Transport Plan 4 will seek to develop actions that reach towards this goal and will be seeking evidence and views from others on what they should be.
Public transport free for under 25's to reduce car travel	Transport	Public transport	This is an interesting suggestion worth more detailed examination of the costs, benefits and practicalities. Will be considered against the climate change strategy and prioritised accordingly.
Buses free for everyone	Transport	Public transport	This would need to be a national initiative and is beyond HCCs current powers and responsibilities.
Become a bus franchising authority	Transport	Public transport	The need to do so is not evidenced at this time. HCC have a strong and effective working partnership with bus operators which blends the strengths of both public and private sectors around shared goals.
Encourage uptake of e-bikes and e-scooters via loans	Transport	Active transport; Electrification	If successful with our Emergency Active Travel Fund application, loan of e-bikes to businesses will be trialled. Private e-scooters are currently not legal, however, we are working with the DfT to run controlled trials at locations in Hampshire
Local Cycling and Walking Investment Plans (LCWIPs) to work with districts and boroughs on spatial planning	Transport	Active transport; Highways / Construction materials	A programme of Local Cycling Walking Infrastructure Plans is under development for all districts - this will establish walking and cycling networks; districts and boroughs are key stakeholders on these plans, and we are encouraging them to adopt the documents in planning policy. New development sites within emerging Local Plans are considered as part of the LCWIP programme, and planned for.
Funding for car clubs	Transport	Travel planning	In light of constraints on local government finance the future model for car clubs is likely to be that they cover their own costs through income. HCC role may be to help facilitate them in terms of creating a positive market environment.

Opening old train lines for cycle routes	Transport	Active transport	Ideas like this will be developed in local area transport plans where the opportunities exist and they prove to have cost effective business cases.
Promote working from home by supporting businesses to work flexible and travel for business by using technology	Transport; Business and Green Economy	Digital enablers	Will be raised to most relevant department, and will be considered against the Hampshire Climate Change Strategy and prioritised accordingly.
Create local hubs where home workers can access good WiFi, fast printers and small meetings rooms without needing to commute to an office elsewhere	Travel planning (reduced travel)	Digital enablers	Action already included: 'Booking service users and carers into community hubs rather than social workers travelling to individual services.' Will require collaboration with stakeholders and partners including District/Borough Councils.
Ban private cars at schools except for essential reasons	Transport	Travel planning	HCC are reviewing how this is being done in other parts of the country. Initial reviews suggest the concept has some merit where conditions are conducive and/or local consensus amongst a range of stakeholders.
Local workspaces / open-plan shared office spaces encouraged	Transport	Travel planning	Will be raised to most relevant department, and will be considered against the Hampshire Climate Change Strategy and prioritised accordingly.
Increase digital infrastructure (broadband) to remove the need to travel	Transport; Business and Green Economy	Digital enablers; Digital	The Hampshire Superfast Broadband Programme, run by Hampshire County Council, is working to improve broadband access to residents and businesses in the region. In targeting areas that commercial providers do not reach (often referred to as broadband 'not-spots'), access to superfast broadband in Hampshire has increased from 80% to 96%. It means more than 100,000 premises can now get superfast broadband, with speeds of 24Mbps or more, that would otherwise have been without.
Adopt Paris' 15-minute village idea	Transport	Active transport; Travel planning	Will be raised to most relevant department, partners and stakeholders, and will be considered against the Hampshire Climate Change Strategy and prioritised accordingly.
Narrow parking spaces forcing people into smaller vehicles	Transport	Fuel type	Would require collaboration with District/Borough Councils who are responsible for parking. Will be considered against the Hampshire Climate Change Strategy and prioritised accordingly.



Work with schools to encourage children to cycle	Transport	Active transport	Several actions already being implemented to encourage active travel to school.
Lobby for new railway stations where railways run close to new developments	Transport	Public transport	Agree with the principle. We do seek to do this where possible and when the development economics allow.
Close streets outside schools to prevent parents driving to school	Transport	Active transport; Public transport; Travel planning	HCC are reviewing how this is being done in other parts of the country. Initial reviews suggest the concept has some merit where conditions are conducive and/or local consensus amongst a range of stakeholders.
Strengthen provision of local services to reduce need to travel	Transport	Active transport; Public transport; Travel planning	HCC actively promotes good masterplanning like this and would require collaboration with district councils who are the local plan making authority.
Keep temporary pedestrianisations installed during COVID-19	Transport	Active transport	We are reviewing all temporary measures - some will be made semi-permanent through our EATF Tranche 2 allocation, if we are successful with our bid.
Encourage densification around public transport hubs / town centres	Transport; Buildings and Infrastructure	Active transport; Public transport; Planning - new developments (e.g. SUDS)	HCC support this masterplanning design principle and encourage local plan making authorities to do so in their local plans. The Local Transport Plan 4 will seek to develop new masterplanning guidance to developers and local plan making authorities incorporating this and other design principle like it.
<b>Residential sector</b>			
Develop training programme for retrofitting skills	Business and Green Economy	Green technology; Skills	To be considered
Information centres for residents about retrofitting, including show houses and guest speakers knowledgeable about retrofitting	Residential	Business continuity; Skills	We are establishing an advice phone line with The Environment Centre to provide advice on energy efficiency/ renewables etc, which will be supported by a website and a communications plan
Residential retrofitting funded per street	Residential	Energy efficiency and reduction; Insulation	Dependent on funding, but residential retrofitting will be a programme area
Make sure houses are fit for 2050 to prevent retrofitting twice	Residential	Energy efficiency and reduction; Insulation	Dependent on funding, but residential retrofitting will be a programme area

Change to heat pumps, renewable heating and energy sources	Residential	Energy efficiency and reduction; Insulation	Renewable energy generation and distribution is a key sector within the climate change strategy, dependent on national policy and funding.
Lobby central government for Passivhaus standards, rather than Future Homes Standard, on new developments	Residential	Energy efficiency and reduction; Insulation	Will require collaboration with district councils, who are the local building control authority.
Ensure all new housing is carbon neutral (on both private and council-owned land) and stricter building standards via changes to the local plan	Residential	Energy efficiency and reduction; Whole life cycle embedded carbon	Will require collaboration with District/Borough Councils who are responsible for Local Plans. However there are several actions to address resilience, including: 'Providing input into local plans including the design of new build homes and their heating, cooling and ventilation systems as well as influencing the role of community development workers and how this may link with emergency planning'
Strategic travel planning with the site of new developments	Transport; Residential; Buildings and Infrastructure	Travel planning; Community resilience and planning	Several actions included within action plan, such as: 'Supporting active travel team with community travel plans (White Hill and Borden new developments)'
Align LA planning to local energy hub planning	Residential	Community energy	Will require collaboration with District Councils who manage local plans. Will be considered against the Hampshire Climate Change Strategy and prioritised accordingly.
Ensure incentives for reducing emissions work on housing in the private rental sector	Residential	Energy efficiency and reduction; Behaviour change; Insulation	To be considered
All new developments to be south-facing and have solar panels	Residential	Energy efficiency and reduction; On-site renewable energy generation	Collaboration will be required with District/Borough Councils. Design guidance has been produced by some District Councils about good practice for energy efficiency
Ground source heat pumps in all new developments	Residential	On-site renewable energy generation	Collaboration will be required with District/Borough Councils
Promote energy generation to provide all energy needs for new developments	Residential	On-site renewable energy generation	Will require collaboration with stakeholders and District/Borough Councils. The Corporate Climate Change team have renewable energy generation and distribution as a key sector within the climate change strategy. The climate change team are also running a community energy scheme (not necessarily for only new developments)

Programme of social housing retrofit	Residential	Energy efficiency and reduction; Insulation	We will be looking for funding. Will require collaboration with District/Borough Councils.
All new build non-domestic buildings are carbon neutral or positive	Buildings and Infrastructure	Energy efficiency; Energy consumption; Whole life cycle embedded carbon; Utilities – water, gas, electricity – energy demand reduction and decarbonisation	Will require collaboration with stakeholders and District/Borough Councils
Ensure planning developments are carried out by independent and qualified professionals, rather than developers	Residential; Buildings and Infrastructure	Whole life cycle embedded carbon	This is not within HCC's direct remit.
Work with engineering councils and local colleges to develop skills training for engineers and builders to implement green technology	Business and Green Economy	Green technology; Renewable energy; Electrification; Skills	We will be considering skills training
Discuss with businesses about re-use of their office structures post-COVID-19	Buildings and Infrastructure ; Green Economy and Business	Utilities – water, gas, electricity – energy demand reduction and decarbonisation; Business emissions; Digital; Business continuity	Will be raised to most relevant department, and will be considered against the Hampshire Climate Change Strategy and prioritised accordingly.
Link retrofitting and the energy efficiency savings with support for the ageing demographic to get public support	Residential	Energy efficiency and consumption; Insulation	Will require collaboration with District/Borough Councils. Poor energy efficiency is more correlated with low income households and The Hitting The Cold Spots initiative aims to support households that are fuel poor.
All new buildings to use renewable energy (heat pumps)	Residential Buildings and Infrastructure	On-site renewable energy; Integration with wider renewable energy	An action for the HCC estate includes: 'Transition of energy supply for HCC estate to 100% renewables.'  Will involve collaboration with District/Borough Councils will be considered

		generation and electrification	against the Hampshire Climate Change Strategy and prioritised accordingly.
Adaptation within current buildings (e.g. provide shade to reduce heat and promote tree planting/growing)	Buildings and Infrastructure ; Natural Environment; Residential	Ventilation / overheating / insulation; Biodiversity and green infrastructure; Resilience to weather, flood risk; Preservation of historic buildings; Landscape / habitat creation management / tree planting	This is being considered. Will require collaboration with partners, including District/Borough Councils, and will be considered against the Hampshire Climate Change Strategy and prioritised accordingly.
Lobby for all planning to have mandatory climate change/environmental impact assessments	Buildings and Infrastructure	Whole life cycle carbon; Biodiversity and green infrastructure	Will require collaboration with district councils, who are the local building control authority. Will be considered against the Hampshire Climate Change Strategy and prioritised accordingly.
Upskill building workers and developers	Business and Green Economy	Green technology; Business continuity; Skills	Will be raised to most relevant department, and will be considered against the Hampshire Climate Change Strategy and prioritised accordingly.
Developments to include tree planting and management	Residential; Buildings and Infrastructure ; Natural Environment	Biodiversity and green infrastructure; Landscape / habitat creation management / tree planting	Action plan includes: 'Increase amount of semi-natural habitat including tree planting and woodland/habitat creation through planning advice on HCC development schemes and LPA planning applications to increase carbon sequestration'  Will involve collaboration with District/Borough councils
Support the 300 young (10-20 year old) peer-trained climate justice ambassadors in Andover by listening to them and validating their concerns.	Residential	Community resilience and planning	We will be engaging and enabling residents and community groups to take climate action and are developing a behavioural-insights led communications plan to help plan our approach.
<b>Energy Generation and Distribution sector</b>			

Local, renewable energy smart grids with batteries to manage the switch to renewables	Energy Generation and Distribution	Renewable energy; Decarbonise grid / gas; New technology; Battery storage	Discussions with local DNOs ongoing.
Revive proposals for a district heat and power network in Winchester (across the hospital, university, and Council)	Energy Generation and Distribution	New technology; Resilient energy systems	Business case was not feasible due to archaeological and technical issues in Winchester
Modelling of localised energy demand and how that can be met using renewables	Energy Generation and Distribution	Resilient energy systems	Will be raised to most relevant department, and will be considered against the Hampshire Climate Change Strategy and prioritised accordingly.
Consume all waste generated as energy	Energy Generation and Distribution; Waste and Circular Economy	Decarbonise grid / gas; New technology; Resilient energy systems; Closed landfill	Energy is currently produced from waste and fed back into the national grid
Identify locations for and encourage the building of large-scale wind turbines and solar panel projects within the county and on HCC land, and work with developers and communities to help set them up	Energy Generation and Distribution	Renewable energy; Decarbonise grid / gas	HCC are currently launching several community projects, including community energy. Renewable energy generation capacity will be mapped.
Help, advise and assist residents in setting up local community energy schemes	Residential; Energy Generation and Distribution	Community energy; Renewable energy; Resilient energy systems	This is being delivered with Community Energy South.
HCC to set up a Social Enterprise to provide energy facilities	Energy Generation and Distribution; Business and Green Economy	Resilient energy systems; Business continuity; Skills	Community energy project with Community Energy South will start to explore this with communities.
Conversion of older disused buildings into housing for vulnerable groups, rather than building	Residential; Natural Environment	Community resilience and planning; Landscape / habitat creation	Will require collaboration with district/borough councils. Will be considered against the Hampshire Climate Change Strategy and prioritised accordingly.

new estates on green spaces in local areas		management / tree planting; Biodiversity / habitat preservation	
Hampshire Schools Community Energy project, drawing on experience of fitting 1MW solar panels on schools in Hampshire, providing free or cheap green electricity for the schools (45% of Hampshire schools have suitable roofs)	Buildings and Infrastructure	Community energy; On-site renewable energy generation	We will review the outcomes of the Community Energy South project to identify opportunities going forward for scaling new community energy projects.
Retrofit for all HCC buildings to reduce energy use (e.g. schools)	Energy generation and distribution	Energy efficiency; Ventilation / overheating / insulation; Reduce consumption of resources (water, energy);	This is included within the action plan:  'The schools' energy performance programme will also be continued, as well as conversion to LED lighting etc.'
Work with communities to work out how much energy their community is using (including all businesses and residents within that area)	Energy Generation and Distribution; Residential	Community energy; Decarbonise grid/gas; Resilient energy systems	We would encourage Districts/Parish Councils to take this up. This would require a high level of detail which would not fit within the remit of the Corporate Climate Change team.
Assessing feasibility of tidal energy (e.g. in Langstone Harbour) and look at benefits of current tidal energy schemes	Energy Generation and Distribution	Renewable energy; New technology; Resilient energy systems	Will be raised to most relevant department, and will be considered against the Hampshire Climate Change Strategy and prioritised accordingly.
Use of synthetic gas / biomass to change hydrogen generated renewable energy into methane at off-peak times	Energy Generation and Distribution	Decarbonise grid/gas; New technology; Battery storage	Will be raised to most relevant department, and will be considered against the Hampshire Climate Change Strategy and prioritised accordingly.

Public dashboard for energy consumption by source to show comparison between towns and areas to educate and promote gamification	Energy Generation and Distribution	Resilient energy systems	This would require a high level of detail which we would be keen to see other organisations pick up on.
Parish-level league tables of consumption versus generation	Energy Generation and Distribution	Renewable energy; Decarbonise grid/gas; Resilient energy systems	This would require a high level of detail which we would be keen to see other organisations pick up on.
Encourage local businesses with large warehouses to install solar to provide renewable energy	Energy Generation and Distribution; Business and Green Economy	Renewable energy; Resilient energy systems; Business emissions	This will be identified and mapped
Look at how to avoid grid reinforcement costs from electrification of heat and transport by supporting local balancing of grid storage	Energy Generation and Distribution	Decarbonise grid/gas; Electrification; Battery storage	In discussions with local DNOs
Use Hampshire 2050 partnership to set up local purchase schemes for bulk purchasing	Energy Generation and Distribution	Renewable energy; Decarbonise grid/gas	Already bulk purchase energy for the county council through a framework with partners in Hampshire and the region. The Central South Regional Framework for Electric Vehicle Charging Points, which is self-funding and is managed by the County Council, enables public sector organisations to 'bulk buy' electric vehicle charging points.
Incentivise local investment for energy storage	Energy Generation and Distribution	Battery storage	Will be raised to most relevant department, and will be considered against the Hampshire Climate Change Strategy and prioritised accordingly.
Create a local energy market to incentivise balancing	Energy Generation and Distribution; Business and Green Economy	Resilient energy systems; Business continuity	We will review the outcomes of the Community Energy South project to identify opportunities going forward for scaling new community energy projects.
<b>Waste and Circular Economy sector</b>			
Develop the Hampshire economy as a total circular economy,	Waste and Circular Economy	Waste prevention; Reuse; Recycling	Waste and Circular Economy is a key sector within the Climate Change strategy

minimising consumption and maximising reuse			
Sustainable purchasing by HCC, referencing the need to limit purchases to what is necessary	Waste and Circular Economy	Waste prevention; Reuse; Recycling	Several actions included within action plan, including: 'Procurement of catering suppliers and products with objective of reducing food packaging and / or ensuring packaging is 100% compostable, recyclable or biodegradable'
Use gravity battery technology as an alternative to lithium when making renewable energy developments	Energy Generation and Distribution	New technology; Battery storage; Resilient energy systems	Will be raised to most relevant department, and will be considered against the Hampshire Climate Change Strategy and prioritised accordingly.
Extend business-based recycling systems	Waste and Circular Economy; Business and Green Economy	Recycling; Business emissions; Business continuity	Business waste is not a statutory duty of local authorities, however clearly much of it is similar in composition to household. Synergies could be explored in the future.
Better repair facilities for electrical goods and clothes	Waste and Circular Economy	Reuse; Recycling	HCC's waste prevention programme promotes actions to repair clothing and electrical goods. The grant scheme supports the set up of repair cafes and other repair activities across Hampshire.
Deposit and return systems on reuseable items such as bottles	Waste and Circular Economy	Waste prevention; Reuse; Recycling	This is being introduced as a national government initiative
Increased options for waste recycling (e.g. all forms of recycling-coded plastic)	Waste and Circular Economy	Recycling	This is always under review
Address the issues of plastics and promote their reduction of use	Waste and Circular Economy	Waste prevention; Reuse; Recycling	This is promoted via the 'Smart Living-Hampshire' campaign via the waste prevention team
All schools and public buildings to compost food waste	Waste and Circular Economy	Disposal; Reuse; Recycling	Will be raised to most relevant department, and will be considered against the Hampshire Climate Change Strategy and prioritised accordingly.
Food waste collection for composting, rather than just going into general waste	Waste and Circular Economy	Disposal; Reuse; Recycling	Food waste that is collected separately in Eastleigh and Portsmouth gets anaerobically digested. Compulsory food waste collection likely by 2023.



Convert waste into green gas / biomethane	Energy Generation and Distribution; Waste and Circular Economy	Decarbonise grid/gas; New technology; Reuse; Recycling	Hampshire currently uses energy recovery incineration for disposal of non-recyclable waste.
Not to send recycling abroad	Waste and Circular Economy	Recycling	It is Hampshire's policy for recycling to be predominantly processed in the UK wherever possible.
Anaerobic digestion at large schools/colleges	Waste and Circular Economy	Recycling	The feasibility of food waste collections from schools (and catering facilities) will be considered but this will require collaboration with schools as to whether they want to move to food waste segregation and collection.
Work with key waste-producing companies in the area (e.g. Tesco, Sainsbury's) to support and encourage: waste reduction; the development of zero waste products and the end of plastic useage	Waste and Circular Economy	Waste prevention; Reuse; Recycling	HCC is signed up to the Courtauld Commitment which brings together representatives from across the food supply chain (including major supermarkets) to identify opportunities for eliminating food and packaging waste, as well as reducing water consumption and reducing carbon.
Limit the types of plastic used to just plastics that are majorly recyclable	Waste and Circular Economy	Recycling	Key aspiration of the current Government. Refer to the proposed Waste Strategy for England to be implemented in 2023. The Plastic Pact has been set up to eliminate problematic plastics and single-use plastics.
Tap into good practice for composting and plastics in schools via the creation of a practical forum	Waste and Circular Economy	Waste prevention; Reuse; Recycling	The waste team and associated volunteers visit schools to advise about composting, waste prevention etc.
Assess the placement of new incinerators to be as efficient as possible, so that the heat and electricity produced can be used by residents	Energy Generation and Distribution; Waste and Circular Economy	Decarbonise grid/gas; Disposal	Energy produced by the incinerators are fed back into the national grid
Education of young people on the footprint of consumption and their lifestyles,	Waste and Circular Economy	Waste prevention; Reuse; Recycling	The waste team and associated volunteers visit schools to advise about composting, waste prevention etc.

including recycling, via schooling and online platforms			
Build awareness of the Avoid and Prevent Waste (via Reduce/Reuse) principles in relation to waste, rather than Recycle	Waste and Circular Economy	Waste prevention	Waste prevention is a key programme for HCC. The waste team and associated volunteers visit schools to advise about composting, waste prevention etc. Waste prevention is at the top of the hierarchy
Use the 'Preston Model': the collaboration between local institutions to circulate money in the local economy, and instil green practices within this	Business and Green Economy	Business continuity	Will be raised to most relevant department, and will be considered against the Hampshire Climate Change Strategy and prioritised accordingly.
Develop recycling infrastructure in Hampshire to enhance the circular economy	Waste and Circular Economy; Business and Green Economy	Recycling; Resilient waste systems; Green technology	This is currently under reievw
Encourage repair, sharing and reuse businesses via training and setting up business hubs	Waste and Circular Economy; Business and Green Economy	Reuse; Skills	Some training is already provided to reuse organistions through the waste prevention programme. The grant scheme supports applications to set up sharing, reuse and repair products and services in Hampshire.
Plastic-free school lunches to be policy, rather than individual schools requesting this	Waste and Circular Economy	Waste prevention	As part of HC3S's commitment to climate change, school meals do not include any single-use plastic.
Encourage businesses that adopt a true circular economy via financial incetives and/or financial discentives to those that do not	Waste and Circular Economy	Waste prevention; Reuse; Recycling	Will be raised to most relevant department, and will be considered against the Hampshire Climate Change Strategy and prioritised accordingly.
Localised and small-scale digesters and/or composters for around 4000 to 5000 people, operated by locally trained engineers	Waste and Circular Economy	Reuse; Recyling	Not currently feasible, but something for consideration in the future, particularly with regards to proposed new towns.

Lobby National Government to make waste recycling the responsibility of companies e.g. all glass bottles to be recyclable and businesses pay a levy on all plastic packaging	Waste and Circular Economy	Waste prevention; Recycling	The waste team have completed national government consultations about this
Lobby manufacturers and government so that electrical goods are repairable	Waste and Circular Economy	Waste prevention; Reuse	HCC sits on a number of industry groups and will raise this.
<b>Natural environment sector</b>			
Support the beaver reintroduction project from the Wildlife Trust	Natural Environment	Landscape / habitat creation management / tree planting; Flood and water management; Biodiversity / habitat preservation	Although aware of the possible benefits (flood management, biodiversity, water quality etc) of this proposal we would need to explore the idea in more detail with partners in order to understand the implications. Will be considered against the Local Flood and Water Management strategy and the Climate Change Strategy and prioritised accordingly.
Use HCC land to enable small-scale food producers to start up	Natural Environment	Farming / food production; Adaptive management of farms	Will be raised to most relevant department, and will be considered against the Hampshire Climate Change Strategy and prioritised accordingly.
Support and promote local food businesses	Natural Environment	Farming / food production	HC3S provide much local food to customers, including produce from Hampshire. HC3S also support the Hampshire Fare stay local campaign.
Use planning framework to prevent industrial scale food production and sale	Natural Environment	Farming / food production; Adaptive management of farms	Current local plan processes aims to ensure the right kind of development in the right area through policy. Largely aligns with National Government.
Focus on building on brownfield sites and re-forestry greenfield sites	Buildings and Infrastructure ; Natural Environment	Biodiversity and green infrastructure; Landscape / habitat creation management / tree planting; Non-invasive resilient trees (disease-resistant)	Will involve collaboration with District/Borough Councils who are responsible for local plans. Will be considered against the Hampshire Climate Change Strategy and prioritised accordingly.

Turn HCC open spaces / country parks into rewilding sites / wildflower meadows to save money currently spent on plants and staff, with verges only mown when essential for road safety	Natural Environment	Landscape / habitat creation management / tree planting	Rewilding is part of the tree strategy and action plan, such as for the following action: 'Create a Climate Positive Country Park. Implementing change going beyond net zero carbon emissions to create an environmental benefit. To include: Rewilding, carbon sink creation, energy generation and waste management'
Mini forests wherever possible for carbon sequestration	Natural Environment	Carbon sequestration; Landscape / habitat creation management / tree planting	Will be considered against the Hampshire Climate Change Strategy and prioritised accordingly.
Soil sequestration with Hampshire's agricultural sector	Natural Environment	Carbon sequestration	Increasing carbon sequestration across the entirety of Hampshire's agricultural sector is outside the Council's remit and capability, however it is anticipated that the Government's new Environmental Land Management Scheme will actively promote farming which supports this. The Council is actively seeking to understand its own carbon sequestration potential across the full extent of its green estate presently, and recognises the value of well-managed soils to both store carbon and to deliver resilience against the impacts of climate change.
Encourage schools to grow food to use in their school meals and/or use seasonal food from local farms	Natural Environment	Farming / food production	HC3S provide local food for schools.
Encourage healthy and plant-based school meals	Natural Environment	Farming / food production	More plant-based meals are being provided at schools
Plant trees to make shade in public places and urban developments to be resilient against increases in heat	Buildings and Infrastructure ; Natural Environment	Biodiversity and green infrastructure; Resilient to weather, flood risk; Landscape / habitat creation management / tree planting; Non-invasive resilient trees (disease-resistant)	This is part of the tree strategy and action plan

Rewilding wherever possible to help with the current issues with nitrates	Natural Environment	Farming / food production; Biodiversity / habitat preservation	Re-wilding is part of the tree strategy
Prioritise access to quality natural green space	Natural Environment	Landscape / habitat creation management / tree planting; Biodiversity / habitat preservation	We manage 3,000 hectare of land within Hampshire which are some of the highest quality natural green space in the county and almost all have public access.
Promotion of regenerative agriculture at County Farms to improve carbon sequestration, biodiversity and potentially crop yields	Natural Environment	Farming / food production; Adaptive management of farms	The Council is currently considering how best to promote sustainable farming across all of its farms. In this way it is anticipated that improved carbon sequestration and biodiversity will be able to be delivered alongside farming activities.
Supply schools in Hampshire with food grown in Hampshire or HCC-owned land, similar to the work by Norwich County Council	Natural Environment	Farming / food production; Adaptive management of farms	Much food provided by HC3S is locally sourced.
Research the damage caused to UK peatlands by Hampshire residents buying peat-based compost in garden centres	Natural Environment	Biodiversity / habitat preservation	This is not within Hampshire Council's remit and capability. It may be that the Ornamental Horticulture Round Table Group can provide guidance on this subject area. The UK Peatland Strategy 2018-2040 is also likely to be helpful to any parties wishing to investigate this further.
Implement actions for access to natural environments and green spaces for those without gardens, in light of the difficulties in access people had during COVID-19 lockdown	Transport; Natural Environment	Active transport; Public transport; Travel planning; Landscape / habitat creation management / tree planting; Biodiversity / habitat preservation	Hampshire County Council is responsible for maintaining the 3,000 mile public rights of way (path) network is available for everyone for free to access and explore the countryside. The network extends across the whole county acrosss farmland and natural environment and into the edge of urban areas. Our own reasearch has highlighted how important this network is for people, particularly during Covid 19. We are working with parish and town councils and other groups to make these routes even more accessible for all and to make people aware of how they can enjoy the countryside and use the rights of way network responsibly.

Offset hard to reduce emissions into own landscapes, by increasing biodiversity	Natural Environment	Carbon sequestration; Landscape / habitat creation management / tree planting; Biodiversity / habitat preservation	The tree strategy aims to support biodiversity
Work with the Environment Agency to make green and blue spaces in areas where flood mitigation structures are being placed	Natural Environment	Landscape / habitat creation management / tree planting; Flood and water management; Biodiversity / habitat preservation	Several actions included in the action plan, including: 'Promote delivery of biodiversity, tree planting programmes and landscape enhancement to support flood risk reduction outcomes; Use of landholdings for flood attenuation; online storage, reed bed systems (flood attenuation and filtration) e.g. Education Estate, County Farms, Country parks etc; application of Natural Flood Management principles e.g. Watercress and Winterbournes project.'
Re-engage the Hampshire Biodiversity Partnership to make wider and holistic changes in practices	Natural Environment	Biodiversity / habitat preservation	Will raise to most relevant department, but included in action plan, such as: 'To protect all remaining areas of priority habitat, and to restore and re-create new areas of native habitat and green infrastructure to improve overall resilience to climate change through being 'more, bigger, better, joined up'; ensuring a more permeable landscape of sufficient habitat connectivity and quality to facilitate species dispersal and adaptation as their climatic space moves, to improve capacity of land to absorb more carbon, and to provide cooling and improved air quality in urban areas'
Education focus in schools about the natural environment and encouraging pupils to get outdoors more often	Natural Environment	Landscape / habitat creation management / tree planting	This is included within the national curriculum
Collate and communicate research on the capability of different carbon sequestration methods, based on land use (e.g. planting trees or restoring wetlands on an area of land)	Natural Environment	Carbon sequestration; Landscape / habitat creation management / tree planting; Biodiversity / habitat preservation	This is being considered

Promote using gardens for food growth to reduce food miles	Natural Environment	Farming / food production	We are supporting individual household actions through our residential projects including the greening campaign which we support
Ensure offsetting via tree planting is used a 'last action' to prevent businesses / HCC using tree planting as a way to pay-off all current emissions	Natural Environment	Carbon sequestration; Landscape / habitat creation management / tree planting	Offsetting is at the bottom of the carbon hierarchy which we are following, with the priority being to avoid and reduce carbon emissions.
Challenge current farming practices that: use too much fertiliser; involve cutting of hedgerows and giving animals antibiotics	Natural Environment	Farming / food production; Adaptive management of farms	Will be raised to most relevant department, and will be considered against the Hampshire Climate Change Strategy and prioritised accordingly.
Discourage meat eating to reduce emissions	Natural Environment	Farming / food production; Adaptive management of farms	Research into reducing meat and dairy consumption is included within the behavioural insights report HCC conducted.  This action is also being delivered: 'Increase number of low carbon (vegetarian and plant-based) meal options on the menus provided by CCBS services.'
Urban and community farms to increase: community; wellbeing; food education; food resilience and a reduction in air miles	Natural Environment	Farming / food production; Adaptive management of farms	Increasing the number of urban and community farms is likely to be outside the Council's remit and capability, however there are some initiatives which seek similar outcomes already, such as Incredible Edible. Hampshire County Council supports local food production and resilience through its County Farms, which provide opportunities into farming and also produce a range of food for local markets. For example, leafy vegetables produced in Fareham are delivered daily to most greengrocers in South Hampshire; one of the Council's tenants runs a plant-based food box scheme delivering food all over the county. The Council also owns land which is let to parish councils for allotment use.
Greener streets to help with temperature and extreme rainfall	Buildings and Infrastructure ; Natural Environment	Biodiversity and green infrastructure; Landscape / habitat creation management / tree planting	This is included within the action plan: 'Develop and implement Tree Strategy including 1 million trees on the Highways project.'

Adaptation of current agriculture in Hampshire to the natural environment and climate in 2050 (e.g. may not be possible to grow the same crops that are being grown currently)	Natural Environment	Adaptive management of farms	This is included within the action plan: 'Adaptive management practices, review of cropping, livestock type and disease resistant varieties / breeds / crops. Animal health status set up.' 'Climate space' changes: opportunities to grow different crops'
HCC to reach out to farming groups that are interested in improving on their farming practices and their natural environment to see how they could benefit each other	Natural Environment	Farming / food production; Adaptive management of farms	Will be raised to most relevant department, and will be considered against the Hampshire Climate Change Strategy and prioritised accordingly.
Microhabitats in urban areas (verges) with linking green corridors	Buildings and Infrastructure ; Natural Environment	Biodiversity and green infrastructure; Landscape / habitat creation management / tree planting; Biodiversity / habitat preservation	Included within action plan, including: 'Re-wilding of Highway Verges'
Overall plan for planting in Hampshire, including habitats for rare species	Natural Environment	Landscape / habitat creation management / tree planting; Biodiversity / habitat preservation	The presence of rare and/or protected species will be a consideration as part of the 'design guide' for any new tree planting
Investigate whether the Waterside development could be used to create an innovation and application hub for biofuels / green hydrogen / industrial and chemical engineering within the area	Business and Green Economy	Green technology; Skills	Will be raised to most relevant department, and will be considered against the Hampshire Climate Change Strategy and prioritised accordingly.
Tree protection for current trees in Hampshire	Natural Environment	Biodiversity / habitat preservation	Protection of existing trees is the responsibility of District Councils through the TPO legislation, the Forestry Commission through the EIA (Forestry)



			Regulations and Natural England for SSSIs. Veteran trees also have a level of protection though the NPPF.
Increased consumer awareness of food sources to promote local food and reduced air miles	Natural Environment; Business and Green Economy	Farming / food production; Business emissions	Included within behavioural insights research
Work with Andover Trees United to help create new forest areas and green corridors with schools and within the community	Natural Environment	Landscape / habitat creation management / tree planting	Will be considered against the Hampshire Climate Change Strategy and prioritised accordingly.
<b>Business and Green Economy sector</b>			
Doughnut economics (e.g. as used within Amsterdam)	Business and Green Economy	Recycling; Business continuity	Economic Development Service investigating
Hampshire Green Bank to get capital to support a Green recovery	Business and Green Economy	Green technology; Renewable energy; Electrification; Business continuity	Will be raised to most relevant department, and will be considered against the Hampshire Climate Change Strategy and prioritised accordingly.
HCC to divest from fossil fuels	Business and Green Economy	Business emissions	Assume this is in a financial context, i.e. pension funds. Will need full council approval.
Use HCC pension fund to invest in local business and the green economy (e.g. as used by Lancashire County Council)	Business and Green Economy	Business emissions; Business continuity	Will need full council approval.
Job creation in flood defences	Business and Green Economy	Skills	A collaboration between Environment Agency, relevant local authorities, skills providers and possibly Crown Estates.
Community Municipal Investments / Green Bonds (e.g. as used by West Berkshire Council and green transport in Auckland)	Business and Green Economy	Green technology; Renewable energy	Will be considered against the Hampshire Climate Change Strategy and prioritised accordingly.

Develop a green replacement for the fossil fuel industry in Hampshire by organising a just transition for workers by enabling them to move to new green jobs in the renewable energy sector	Business and Green Economy	Green technology; Renewable energy; Electrification; Digital; Skills	Will be raised to most relevant department, and will be considered against the Hampshire Climate Change Strategy and prioritised accordingly.
Tax breaks or rate rebates to support low carbon, low waste businesses	Business and Green Economy	Business emissions	A national initiative enabled at a local authority level, i.e. districts and boroughs who manage local business rates.
Lobby National Government to support renewable energy schemes by legitimate renewable businesses	Business and Green Economy	Renewable energy	Will be considered against the Hampshire Climate Change Strategy and will be prioritised accordingly.
Training and apprenticeships in green jobs, focusing on priority areas to help smaller businesses, groups and skilled individuals to develop traditional and modern technical skills	Business and Green Economy	Skills	To be considered
Support liveable neighbourhoods, safer streets and pedestrianisation to keep business in Hampshire to support local traders	Transport; Business and Green Economy	Active transport; Business continuity	Part of travel planning work included within action plan
Focus on wellbeing over growth and GDP	Business and Green Economy	Skills	Being equitable is a key principle within the climate change strategy, whereby wellbeing is a core part of HCC providing a public service
Reinforce local supply chains meeting local needs (e.g. from farm to place within Hampshire)	Natural Environment	Farming / food production	To be considered in collaboration with relevant partners and business groups.

HCC to use health outcomes as well as physical environment targets when implementing climate change actions and targets	Transport	Active transport	Delivering 'co-benefits' is a key principle within the Climate Change Strategy, including improved health. Actions that deliver co-benefits will be prioritised
Lobby National Government for VAT reductions on renewable energy kit	Energy Generation and Emissions	Renewable energy	Will be raised to most relevant department, and will be considered against the Hampshire Climate Change Strategy and prioritised accordingly.
Lobby National Government to reform the rating system for businesses, which penalises them investing in PV-producing energy for their own use	Business and Green Economy	Renewable energy	Will be raised to most relevant department, and will be considered against the Hampshire Climate Change Strategy and prioritised accordingly.
Reusable container scheme for takeaway restaurants	Waste and Circular Economy; Business and Green Economy	Waste prevention; Reuseables; Business continuity	Will be raised to most relevant department, and will be considered against the Hampshire Climate Change Strategy and prioritised accordingly.
Education about the climate emergency for all age groups	Business and Green Economy	Skills	We are developing a climate change communications and marketing plan
Help groups within the expert consortium work together to tackle the climate emergency	Business and Green Economy	Skills	Community engagement is a key component of how the Strategy and Action Plan are delivered
Delivery hubs to reduce emissions from online ordering	Transport; Business and Green Economy	Travel planning; Business emissions	Will be raised to most relevant department, and will be considered against the Hampshire Climate Change Strategy and prioritised accordingly.
Supporting Social Enterprises working to reduce carbon / the impacts of climate change	Business and Green Economy	Green technology; Renewable energy	This would be a collaboration with Action Hampshire and The School for Social Entrepreneurship - Hampshire.
Support for innovators or community leaders to enable community	Residential; Business and Green Economy	Community resilience and planning; Skills	Community engagement is a key component of how the Strategy and Action Plan are delivered

engagement and leadership			
Combination of the "Polluter Pays" and "Reducer Receives" Principle to promote reduction in business emissions	Business and Green Economy	Business emissions	Will be raised to most relevant department, and will be considered against the Hampshire Climate Change Strategy and prioritised accordingly.
Blue Economy	Business and Green Economy	Skills	Will be raised to most relevant department, and will be considered against the Hampshire Climate Change Strategy and prioritised accordingly.
Sustainable Schools Model, which gets rid of the separation between schools and community	Buildings and Infrastructure	Integration with wider renewable energy generation and electrification	This would require collaboration with each school. Will be considered against the Hampshire Climate Change Strategy and prioritised accordingly.
Cargo bikes	Transport	Active transport	Will be raised to most relevant department, and will be considered against the Hampshire Climate Change Strategy and prioritised accordingly.
Impact of healthcare provision on carbon emissions and working with the NHS / hospitals to locally reduce this	Buildings and Infrastructure ; Business and Green Economy	Whole life cycle embedded carbon; Business emissions	Will be raised to most relevant department, and will be considered against the Hampshire Climate Change Strategy and prioritised accordingly.
Training for councillors on how and why to reduce carbon emissions	Business and Green Economy	Skills	Will be raised to most relevant department, and will be considered against the Hampshire Climate Change Strategy and will be prioritised accordingly.
Work with Transport for South East to get a single payment transport system across the whole of Hampshire and SE (similar to the Transport for London system)	Transport	Public transport; Travel planning; Digital enablers	Strategic transport are members and engage in Transport for the South East - Transport Strategy to 2050
Progress measured by open Key Performance Indicators, published monitoring and results	Business and Green Economy	Business continuity	Our progress against the climate change action plan will be monitored, with results published.

Adopt best practice from other councils which are further ahead	Business and Green Economy	Business continuity	Working with other councils on various working groups to do this e.g Adept, SEDEPT, LAAP, LGA, UK100
HCC to set up a climate citizens' assembly or similar forum to ensure equitability	Residential; Business and Green Economy	Community resilience and planning; Skills	A youth panel and events such as the expert consultative forum are in place. We are also setting up the expert panel where we would be keen for the member organisations to represent views. We will continue to gain information from other citizen assemblies in the UK.
Require businesses to be more transparent about their energy sources and/or supply chains	Business and Green Economy	Business emissions	Will be raised to most relevant department, and will be considered against the Hampshire Climate Change Strategy and prioritised accordingly.
Lobby HCC leader Keith Mans to get the councillors within his party to focus on and support actions taken or planned to tackle climate change, and acknowledge that this is the most important thing HCC is doing	Business and Green Economy	Business continuity	Through the outcomes of the Hampshire 2050 commission and the declaration of a climate emergency and latest strategy and action plan cabinet reports, members are acknowledging climate change as one of the most significant areas to address.

## Workshop 2 - Have we missed anything?

Suggested Action Plan gap	Hampshire County Councils Climate Change Action Plan 2020-2025/comments
Innovation dashboard so people can build off of other's ideas	The behavioural insights report produced by the Insight and Engagement Unit at Hampshire County Council has compiled a list of often innovative research regarding climate change-related behaviour change initiatives. This is being shared with District Councils and other partners.
Strategy on geographic targeting, concentrating on districts and areas where emissions are highest	Targeting will be applied across projects and communications where relevant and applicable.
A priority around Food and Diet: promoting planetary health diet to reduce carbon emissions and improve the health and resilience of people to deal with impacts of climate change (such as increased temperatures and disease)	Reducing meat and dairy has been researched as part of the behavioural insights report. Included in the action plan is an action to increase the number of vegetarian and plant-based meal options provided. This includes menus for school meals where HC3S are the provider.
Include people from all groups in public participation, not just 'experts'. Participatory budgeting where members of the public get a say in what projects go ahead	A youth panel and events such as the expert consultative forum are in place. We are also setting up the expert panel where we would be keen for the member organisations to represent views.
Recognise global carbon emissions caused by Hampshire residents and businesses and publicise that these are omitted from the Strategy	Global carbon emissions are not part of HCC's remit as our focus is on delivering reductions in Hampshire emissions. We would be keen to see other organisations pick up on this.
Lobby DfE to broaden the curriculum so climate issues are not just covered in geography	Most schools in Hampshire discuss climate change across a broad range of subjects.

**HAMPSHIRE COUNTY COUNCIL****Decision Report**

<b>Decision Maker:</b>	Cabinet
<b>Date:</b>	14 July 2020
<b>Title:</b>	Climate Change Strategy
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Stuart Jarvis

**Tel:** 01962 845260

**Email:** stuart.jarvis@hants.gov.uk

**Purpose of this Report**

1. To present to Cabinet the Hampshire County Council Climate Change Strategy 2020-2025 for approval.
2. To outline the next steps towards developing an Action Plan for approval by Cabinet in September 2020.
3. To provide an update and further details of ongoing and new programmes of activity on climate change that are taking place that are contributing to meeting the Council's climate change targets.
4. To acknowledge the progress made one year after the Climate Emergency Declaration in June 2019.

**Recommendations**

5. That the Cabinet agrees:
  - i. The Hampshire County Council Climate Change Strategy 2020-2025 which provides a clear direction and framework for the County Council's climate change programme and sets out the carbon baseline emissions and carbon budgets for meeting the agreed 2050 climate change targets.
  - ii. The framework and next stages for developing the supporting Action Plan.
  - iii. The details on a range of climate change activity and programmes already underway within the Council towards meeting the climate change targets.
  - iv. That the Action Plan be submitted to Cabinet for approval in September 2020.

**Executive Summary**

6. In June 2019, Hampshire County Council declared a Climate Emergency, setting two challenging targets for the Council and County area – to be carbon neutral by 2050 and to build resilience to a two-degree rise in temperature. Attached to this report is Hampshire County Council's Climate Change Strategy 2020-2025 (Appendix 1).

7. The strategy is a significant milestone, a major step forward by the County Council, one year after declaring a climate emergency. The targets set by the Council are challenging and far reaching. It will require significant action to be taken by the whole Hampshire community not just the County Council, including other public sector partners, residents, and businesses. It will also require support from National government.
8. This strategy provides a clear direction for climate action in Hampshire, establishing the County Council's leadership and providing an overarching framework for all future action on climate change including setting out our priorities within each key sector. This strategy will shape our work and our partnerships over the next five years, ensuring we lead by example and create a unified approach to taking real action.
9. The strategy sets out the carbon emissions baseline, the carbon budget pathway to 2050 and the strategic priorities to deliver against our emissions reduction and our resilience targets. These strategic priorities focus on the key sectors that both contribute to carbon emissions and need to be resilient to the impacts of climate change.
10. The Baseline Emissions for the Hampshire area (excluding Southampton, Portsmouth, and the Isle of Wight) for 2019 by sector are as follows:
  - Industry & Commercial – 38.89%;
  - Transport – 36.98%;
  - Domestic – 23.66%; and
  - Waste – 0.46%.
11. It is worth noting that some of the figures are significantly different to those presented in previous papers which were based on basic information available from the National government data. The work by the Carbon Trust has provided a much more robust and detailed breakdown based on local figures that has changed the percentage for transport from 49% previously to 37%, demonstrating the value of undertaking this detailed work.
12. Industry and commerce is the largest source of emissions in Hampshire, closely followed by transport. As a local authority, the biggest influence we can have on emissions is on the transport and residential sectors. However, by working in partnership with the private sector we can have influence on the Industry & Commercial sector, where the emissions are mainly from manufacturing – in particular of chemicals and refined petroleum.
13. Work to ensure that the baseline emissions are kept as up to date as possible will be ongoing, as there will always be a lag in data availability. This is important as it will ensure that efforts are focused in the right places by ensuring the baseline remains robust and evidence based. This work will be undertaken by the climate change team following training from the Carbon Trust.
14. The strategy draws on the Vision, Policy and Approach for the Council on Climate Change as set out in the Hampshire 2050 Commission of Inquiry final report, as considered at the extraordinary County Council meeting in September 2019.



15. The strategy is based upon a set of key principles which underpin the approach taken by Hampshire County Council. These principles will guide and shape the policies, actions and partnerships developed to deliver the Climate Change targets for Hampshire. The key principles are:
- Carbon Hierarchy – this is a simple and effective framework establishing how to assess the priority of what actions to take;
  - Co-Benefits – prioritising actions that deliver multiple benefits for our communities such as reducing congestion, improving air quality, improved health, and economic growth;
  - Proportionate, Affordable and Equitable – recognising our wider role to society in delivering public services for the public good;
  - Accelerate where appropriate – taking the opportunity to accelerate delivery before the 2050 target, based on availability of necessary resources;
  - National government - policy and funding – recognising that achieving the targets will require National Government action and changes to the national policy landscape. It will require a clear funded roadmap to 2050 and support for action at a local level; and
  - Digital and Innovation – recognising technology as an enabler that could deliver a significant step change towards a low carbon, resilient Hampshire.
16. The strategy is focussed on the key sectors that contribute to emissions and where resilience needs to be built. These sectors are the strategic priorities for the Council's approach. The strategy provides clarity within each sector on what the Council will focus on both for emissions reductions and resilience. The sectors covered are:
- Hampshire County Council's own operations and assets;
  - Transport – active and public transport;
  - Residential – existing and new house housing stock;
  - Buildings & Infrastructure – built environment and other key infrastructure (highways, utilities etc.);
  - Energy Generation and Distribution – renewable, clean, local energy;
  - Waste & Circular Economy - reduction in waste generated and promote a circular economy approach across all parts of society from household waste to commercial;
  - Natural Environment - support carbon sequestration and climate resilience; and
  - Business and Green Economy – resilient green growth economy through leadership, technology, innovation.
17. The strategy identifies existing County Council policies/strategies that contribute towards the delivery of these strategic priorities. Where there are gaps these will be addressed through the action plan and monitoring and evaluation process.
18. The Action Plan will draw out the details of the actions being or planned to be undertaken that will contribute towards these priorities.

19. The strategy also covers Partnerships; Communications; Monitoring, Evaluation & Reporting; and Governance.

### Next Steps for developing the Action Plan

20. The carbon baseline and budgets produced by the Carbon Trust are the foundation for the strategy and action plan by establishing where the emissions are coming from and therefore where effort needs to be focused to reduce those emissions.
21. The five yearly carbon budgets set out the pathway to meeting the carbon neutral target by 2050 (in line with the UK 2050 National target). With no change to current emissions, Hampshire will use up the 2050 target carbon budget by 2035, and the 1.5°C Paris Agreement carbon budget by 2031.
22. The table below shows how emissions will need to fall by successive 5 yearly allocations, reducing carbon budgets to meet the 2050 target (i.e. UK Government 2050 target).

Budgets	1.5°C	UK Govt.
2020 - 2024	-21%	-16%
2025 - 2029	-42%	-32%
2030 - 2034	-63%	-48%
2035 - 2039	-84%	-65%
2040 - 2044	-100%	-81%
2045 - 2049	-	-100%

23. Using the information gathered on all existing and currently planned actions across the Council (covering both the organisation and the wider Hampshire area), the Carbon Trust will work with the Council to assess how far the known pipeline of projects will take us to meeting the targets and how we will bridge the gap. The focus will be on the Hampshire-wide targets as this is where the gap will be greatest.
24. The Carbon Trust will then support the Council to identify a range of carbon and risk reduction intervention opportunities to bridge the gap and move us towards meeting our targets. The interventions identified will be informed by the baseline, pathway modelling and climate risk assessment and through consultation within the Council and wider stakeholders.
25. This work will be the basis for a robust action plan that clearly demonstrates what actions/projects/policies/programmes will be delivered that will contribute towards achieving the two targets. This will be a mix of ongoing areas of activity and new areas of work.
26. It is important to note that the action plan will include significant new actions to be able to meet the targets set. These actions will be highly dependent upon securing additional funding, including potential new funding from National government.

27. To support an evidenced based and transparent monitoring and reporting process, two decision-making tools are being developed to assess the carbon and resilience impact for all key decisions as agreed by Cabinet in January 2020. The tools are in development and will be tested using two case studies – a highways scheme for carbon and a newly built school for resilience.
28. The Carbon Trust will deliver the final stages of the work by the end of August 2020. The action plan will be presented to Cabinet following the completion of this work

### **New Activity on Climate Change**

29. The climate change team is mostly in place with two positions yet to be filled due to delays with Covid-19. The team has invested most of its time on activities that will contribute towards the Hampshire-wide emissions and resilience targets.
30. The main focus of activity has been on residential emissions, this is because, as highlighted in the baseline emissions, it is a significant source of carbon emissions in Hampshire (23%) and is an area, alongside transport, where the Council can have significant impact.
31. The challenge going forward will be to understand how to better engage and work with the business sector which contributes to 39% of the emissions in Hampshire. Work will need to be done to explore opportunities and understand how in light of Covid-19 recovery, businesses can recover and thrive alongside building their resilience to and reducing their impact on climate change. Digital and innovation will be a key part of this.
32. To date the climate change team has been focusing on developing opportunities to engage with residents and communities to reduce their residential emissions and build resilience. This has included a range of activities including engagement with Parishes & Town Councils and community group events.

### Greening Campaign

33. As a result of the engagement with Parishes and community groups, a grassroots climate change campaign for Hampshire residents was identified – “The Greening Campaign”. This campaign offers a ‘blueprint’ for community groups to develop community engagement, behaviour change, community sustainability and adaptation to the changing climate through a phased and locally driven approach.
34. Following a presentation from Terena Plowright, founder of the Greening Campaign to the Parish and Town Councils in January 2020 and Hampshire Sustainability and Energy Officers Group in February 2020, the Hampshire District and Borough Council Officers agreed to manage the rollout of the Greening Campaign amongst Town and Parish Councils and Community Groups within their areas locally (including the provision of any funding).

### Climate Change Behavioural Insights

35. Another key area of work that the Climate Change team has been progressing with the Insight and Engagement Unit (IEU), Corporate Marketing and Corporate Communications teams is a Behavioural Insight led approach to

communications and marketing climate change. The research phase of this work is now complete, providing a robust evidence base for how the marketing and communications work will be developed (see Appendix 3 for the final report of this research). The research has been undertaken in partnership with other local authorities in the South East and has involved focus groups and a survey of 3000+ individuals.

36. A behaviour insight-led approach is key for identifying the biggest opportunities and barriers to reduce carbon and increase resilience to climate change, and to understand how citizens' behaviours can be most effectively influenced to realise the opportunities. Research will assess how much change might be possible, where, with whom and when. With 24% of Hampshire's carbon emissions coming from 'residential' and 37% 'transport', understanding and influencing citizen behaviour will play a key part in meeting the climate change targets.
37. Primary research, involving surveys and focus groups has also been delivered. The aim was to understand what pro-environmental actions individuals are willing to undertake and why, in relation to energy and water use, travel, food, resources and adaptation. The surveys can quantify who is willing to take different climate actions, informing who is best to target. The focus groups will help us understand how best to target behaviour change, indicating the types of messaging Hampshire residents are open to receiving from the County Council.
38. The research is feeding into an action prioritisation tool highlighting the public's willingness to change, motivations and barriers to change, and evidence of effective behaviour change. A carbon calculator has been devised alongside this, between the University of Southampton and the IEU, which will help determine which actions can deliver the largest carbon savings. An opportunity size for change will be generated based on the number of people willing to change x carbon saving. This will highlight the key actions to target, striking a balance between carbon savings and likelihood of change.
39. The Corporate Marketing Team will now build a marketing strategy to design and implement interventions, shaping the brand, graphic design and advertising that is aimed at the audiences we will aim to influence. A variety of channels will be used to influence climate change behaviours, but a digital approach will be primary, both in terms of reaching large, targeted audiences and being able to monitor and measure campaigns effectively.
40. Corporate Marketing has already facilitated the production of climate change webpages <https://www.hants.gov.uk/landplanningandenvironment/environment/climatechange> and helped devise creatives and set-up, monitor and report on Facebook adverts.
41. The Corporate Communications Team will also develop a communication strategy and plan, based on the behavioural insight research, consistent with the County Council's wider communications strategy, and will manage the County Council's reputation.

#### New projects targeting residential emissions

42. As part of the wider climate change programme and in line with the activities outlined above, the Climate Change team has identified further projects which

would complement the Greening Campaign, add significant further value to support the Council's efforts in addressing residential emissions and reducing Hampshire-wide carbon emissions.

43. Three projects were developed and approved by the Climate Change Board in early June 2020 and will be funded from the £2 million allocated to Climate Change initiatives from the Corporate Policy Reserve. The projects will all start in 2020 and will run for a maximum of 2 years.
44. The three projects not only support the Council in delivering against its carbon and adaptation targets but also work together creating a cohesive programme of activity around residents and communities/community groups. The four projects being funded are briefly set out below.

#### Telephone and Online Advice for Residents on Climate Change and Sustainability

45. Based on previous experiences with the Greening Campaign, residents can sometimes become frustrated if they don't know who to approach for advice and support that they can trust on how to take action in their homes on climate change and wider sustainability. This could be anything from energy advice to insulation etc. Insights into changes in lifestyle and behaviour have shown that the easier it is to make a change the more likely it is to happen, which is where the concept for this project originated.
46. The Environment Centre will set up a freephone advice line, available for two days per week, with an answerphone service available 24/7. This would be gradually phased out through the development of online resources such as a website, webchat, and chat bots. These resources would complement the roll out of the Greening Campaign by providing simple straightforward advice and support to residents from a trusted source. The work could also grow to support other initiatives and offer advice on more complex areas such as renewable energy, travel and other key areas of lifestyle change needed to transition to a low carbon future.

#### Establishing a Community Energy Network across Hampshire

47. One of the major gaps in Hampshire is the limited amount of renewable energy generated in the County which is currently less than 3%. The opportunity to generate our own energy that is low carbon and local is significant however the path to viable, funded schemes is complicated and not that simple to navigate without extensive experience. For the County to reach carbon neutrality, local renewable energy will be essential, and it would also build energy resilience in Hampshire. Hampshire County Council will not be able to fill this gap on its own, it does not have the financial or technical resources to do so at the scale required. The County Council can support and enable renewable energy in Hampshire and one way of doing this is through supporting community energy.
48. Community Energy South (CES) will deliver a project to stimulate the growth of a Community Energy Sector across Hampshire. The overarching project would consist of two work streams:
  1. The CES Pathways to Community Energy.
  2. A village wide community energy pilot project.

49. The emphasis will be on enabling local communities to build their own self sustainability capacity to achieve on-going, ground level emissions reductions. CES would act as a support mechanism to establish and support a network of community energy groups. The pilot project will work alongside this to identify start-up projects for community groups. This can then be used as a test case for county-wide project development support.
50. This project would complement the work of the Greening Campaign by supporting those communities that are ready to take the step towards developing community energy.

#### Targeted Solar Group Buying Scheme for Hampshire

51. Solar Together is a group-buying scheme, which gives residents the opportunity to buy high quality solar panels at a highly competitive price. Local councils have teamed up with iChoosr to organise this innovative scheme for homeowners as well as small and medium-sized enterprises (non-domestic), to help deliver the vision of a zero-carbon county.
52. Targeted to about 125,000 residents who own their own house can register for the Solar Together group-buying scheme. The auction is a reverse auction, meaning the lowest bid wins. The winning bid sets the price for all solar systems. All suppliers are pre-vetted and must comply with criteria to guarantee the quality of the offer. The project would be cost neutral upon receiving fees through an installation conversion rate of less than 1%

#### **Ongoing Activity by the Council on Climate Change – both organisational and Hampshire-wide**

53. During late 2019 and early 2020, the climate change team gathered information from every department within the Council to map out all the current and planned activity on carbon reduction and resilience – either internally or externally focused.
54. This was an extensive piece of work and is the basis for the developing action plan. The work has highlighted the range and depth of activity already taking place within the Council on climate change.
55. The role of the climate change team will be to monitor this activity as part of the action plan process, alongside driving forward new areas of activity as outlined in the section above.
56. A few key highlights have been selected from all the information gathered, full details are provided in Appendix 2.
57. It is worth noting that extensive work has already taken place on reducing the Council's Scope 1 and 2 emissions. This was reported on in detail in the January 2020 Cabinet report. Hampshire County Council has taken an innovative and long-term approach to reducing carbon emissions from its estate and assets since Cabinet approved a Strategic Plan in July 2010. Over the last 10 years, a significant reduction of over 43% has been achieved. The first phase target was exceeded, and the second phase target achieved early in 2018 – 7 years early. Members have approved a new stretching target of 50% by 2025. Progress to date would indicate confidence that that can be achieved.

58. Across the County Council owned estate, other key areas of activity include establishing a £1million Salix De-carbonisation Fund to deliver a range of energy saving initiatives, purchasing certified green energy and increasing the plant-based menu at the EII court canteen and wider services, including schools.
59. There has been significant ongoing activity taking place on transport emissions. In addition to several service areas seeking to transition to more electric vehicles, teams within Planning and Public Health are also developing work with schools, workplaces, and communities to improve air quality. Prior to the Covid-19 situation approval to begin consultation and engagement on a new Local Transport Plan 4 (LTP4) had been sought. This work is progressing on the basis that the economic challenges and need to ensure our recovery is clean, healthy and green actually increases the importance of doing this work now. The LTP team has drafted a digital engagement process to seek the views of officers, members and external key organisations and stakeholders. The purpose of this engagement is to raise awareness of the need for change and seek views on what are the key outcomes desired from the transport plan. Most importantly it will seek views on a few guiding principles. These will set the approach to the LTP that will underpin everything related to movement and transport. The first round of internal officer engagement will take place towards the end of June or early July 2020.
60. Other work on transport has also included:
- I. Reviewing and redrafting Hampshire's development control policies and practices to support more integrated land use and transport planning across tiers of government, encourage better, smarter planning and see new development take place that produced high outcomes and greater public value.
  - II. Travel information, behaviour change activity, travel planning and school travel plans.
  - III. Developing a mobility strategy that seeks to identify how best to make use of new technologies like electric and autonomous vehicles, drones for deliveries, micro-mobility, and changes in the model of vehicle ownership.
  - IV. Air quality projects in Clean Air Zones and Air Quality Management Areas.
  - V. The development of active travel measure that support more active lifestyles and help people to "live local" in these challenging times. This includes the development of District wide Local Cycling and Walking Implementation plans.
  - VI. Development of a public transport strategy including mass rapid transit proposals, rural demand responsive travel pilots, interchange planning, information, and integrated ticketing. Currently, the Covid-19 situation is presenting some severe challenges which in the short-term focus is to preserve the integrity of the public transport sector in the medium to long term.
  - VII. Responding to the immediate Covid-19 challenge through the delivery of "pop up" public realm schemes designed to support social distancing but also lock in new sustainable travel behaviours.

- VIII. The development of areas strategies and action plans on a rolling programme. Moving on from Winchester and Basingstoke strategies we are now starting to develop other area-based strategies.
61. Several departments across the County Council are also working to ensure that our infrastructure is resilient to the impacts of climate change. For example, Highways teams are working to improve drainage systems, considering the use of new and emerging remote sensing technology to help manage just “in time” cleansing of gullies and are developing and implementing a Network Resilience Plan so that they can more efficiently identify and respond to areas prone to flooding and/or tree fall. In several cases, the highways construction materials are either being changed, or investigated, to become less carbon intensive, fuelling innovation and the circular economy. Additionally, teams within Property Services are repairing, upgrading, and investing in buildings to make them more resilient to extreme weather conditions. The Meals on Wheels service is developing and implementing procedures to ensure service delivery disruption is minimised in severe weather. Emergency Planning are also continuing to plan for a range of events such as heatwaves, cold weather, mosquitos, ticks and flooding, and the physical and mental health effects that these direct and indirect impacts may have on our residents.
  62. Several service areas are also undertaking actions with regards to minimising their waste and improving resource efficiency. For example, Facilities Management, Property and Countryside Services are seeking to increase the recycling rate within their corporate office locations and the Waste and Resource Management Team continue to provide County-wide support for recycling and waste prevention, including a greater focus on food waste prevention. In addition, a whole system carbon assessment for waste has recently been undertaken which highlighted the need to focus on a reduction in residual waste for future system modelling.
  63. There is also significant activity being undertaken across County Council services in relation to protecting and improving the natural environment. The Countryside Services are planning to pilot a ‘climate positive’ country park to include rewilding and carbon sink creation. A programme of tree and wildflower planting on highways amenity land, funded by ringfencing 100% of capital receipts from sale of surplus highways land, which was approved by Cabinet in January 2020 is also underway. The Hampshire Tree Strategy has been developed, through a Strategic Alliance with the Forestry Commission, Forestry England, and Woodland Trust to assist with planting one million additional trees. To improve resilience to the changing climate, ensure habitat connectivity and facilitate species adaptation, new and current native habitats are being further protected and rewilded where possible.
  64. Several Council services are encouraging behaviour change amongst staff and residents. For example, Property Services continue to lead the ‘Do your energy Bit’ amongst staff, whilst the Waste and Resource Management Team are delivering a Behavioural Insights led recycling communications approach to targeted resident groups. Children’s Services are identifying ambassadors of climate change amongst foster carers and within Children's homes to change shopping habits to reduce food waste.



65. Finally, teams across of the County Council are also engaging with businesses and organisations to help support carbon reduction across these sectors. For example, the Economic Development team is helping to develop and support a marine innovation 'catapult' proposal as part of the major redevelopment plans at Fawley Waterside – which would be a national centre of excellence for industry to develop low carbon solutions for the future and are acting as a strategic partner in a European funded project which will deliver business support, guidance and grant funding to SMEs.
66. Effective and meaningful engagement across both Hampshire County Council and wider Hampshire will also be key to successfully responding to the challenges of climate change. The Council will need to demonstrate leadership which inspires and enables partners and communities and business to act, and in some cases will need to provide tools, resources and information to support them in doing so. As a starting point this will involve understanding the needs and priorities of partners and communities as well as the drivers which will give them the agency and capacity to act.
67. The Council already co-ordinates the Hampshire Energy and Sustainability Officers Group, made up of representatives from District and Borough Councils and the Public Sector Sustainable Development Group which has members from key public service organisations across Hampshire. It is an active member of the Hampshire and Isle of Wight Planning Officers Sustainable Design Group and the Hampshire Energy Efficiency Partnership.
68. On a national level the County Council also sits on the DEFRA-led Local Adaptation Advisory Panel which amongst other actions helped to develop the National Adaptation Programme for the UK.
69. These networks and groups, along with our membership of other professional organisations such as Association of Directors of Environment, Economy, and Planning (ADEPT), South East 7, UK100 (Countryside Climate Network) will be a key to engaging potential partners.

## Conclusions

70. The Climate Change Strategy is a key milestone for the County Council, setting out the strategic priorities for the Council in meeting its targets. It provides a clear framework for the organisation and our partners, residents, communities and businesses towards meeting the targets of net zero carbon by 2050, building resilience to a two degree rise in temperature and to fully respond to the outcomes of the 2050 Hampshire Commission of Inquiry
71. There is already significant activity taking place across the Council and new projects are also due to be launched which will all provide valuable contributions towards meeting the targets.
72. The next steps will include the development of an action plan to set out the actions that the Council will take to meet its targets along with two decision-making tools to assess the carbon and resilience impact for all key decisions. These will be brought forward by September 2020.
73. The strategy sets out the Governance for the climate change work going forward. Cllr Jan Warwick in her role as the Adviser to Executive on Climate Change will have a key role in supporting this work. The Chairman of the

Council also announced that the theme for this year would be “A cleaner, greener Hampshire, with use of clean energy, a further reduction carbon emissions and improvements in air quality”. This complements and supports the climate change work and will be taken into account when undertaking communications and engagement activities.

74. The range of work set out in this report demonstrates that real on the ground action has already begun to be delivered and signals the importance that the Council is placing on this agenda despite the challenges of Covid-19.
75. It is also important to recognise that there is a significant opportunity to embed and maximise climate change and sustainability into the post Covid-19 recovery. Recovery could mean investing in new ‘green’ jobs, cleaner air and improved health and wellbeing. This green, low carbon, just approach has been championed by international and national governments, businesses, and other organisations (e.g. Petersburg Climate Dialogue, C40 Cities, Committee for Climate Change etc.). According to Ipsos Mori, 58% of UK residents (65% globally) surveyed support a green economic Covid-19 recovery (April 2020). This opportunity has been recognised in the County Council’s own Recovery Plan objectives and approach, agreed at Cabinet in May 2020.
76. Further work on embedding climate change into recovery will be taking place with the Hampshire 2050 Partnership and the Commissioners on 21<sup>st</sup> July 2020, looking at how the Partnership can provide the leadership and drive to a healthier Hampshire post Covid-19.

## REQUIRED CORPORATE AND LEGAL INFORMATION:

### Links to the Strategic Plan

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

### Other Significant Links

Links to previous Member decisions:	
<u>Title</u> Climate Emergency Motion	<u>Date</u> June 2019
Hampshire 2050 Commission of Inquiry	September 2019
Direct links to specific legislation or Government Directives	
<u>Title</u> Climate Change Act National Adaptation Programme	<u>Date</u> 2008 2018

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

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

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

## **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:**

The Climate Change Strategy and developing Action Plan will include actions which are likely have both positive and potentially negative impacts on persons sharing a relevant protected characteristic. These include, but are not limited to, social justice in terms of carbon and climate resilience and fuel poverty.

The strategy has a key principle that states that action taken must be proportionate, affordable and equitable. As a local authority it is important to recognise our wider role to society in delivering public services for the public good. Any actions taken on climate change must be in line with this and would therefore have to adhere to the principles of proportionality, affordability and be equitable.

A key strand of developing the Action Plan will be to fully assess the potential impacts of the actions and incorporate mitigation measures, as necessary. At this stage, no impacts have been identified.

## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Cabinet
<b>Date:</b>	29 September 2020
<b>Title:</b>	Changes to the Planning System, Major Developments and Infrastructure Funding
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Stuart Jarvis

**Tel:** 01962 845260

**Email:** [stuart.jarvis@hants.gov.uk](mailto:stuart.jarvis@hants.gov.uk)

### Purpose of this Report

1. The purpose of this report is to update Cabinet on the latest position with regard to proposed changes to the planning system, major developments within Hampshire, and on the closely related issues of developer contributions and infrastructure funding. This update follows an earlier report considered by Cabinet in December 2017.

### Recommendations

1. That the Cabinet agrees:
  - a. The principle of the County Council fully utilising existing provisions under section 106 of the Town and Country Planning Act 1990 to secure the necessary infrastructure to mitigate the impact of development, including the cumulative impact of smaller developments;
  - b. That a corporate policy setting out the County Council's infrastructure and developer contribution requirements be developed based on the principles set out in the report and that authority be delegated to the Leader for final approval of the policy;
  - c. That a planning obligations monitoring fee be introduced as of 1 October 2020 to support the efficient monitoring and management of developer contribution funds and legal agreements; and
  - d. That a corporate response to the white paper, 'Planning for the Future', and the consultation document 'Changes to the Current Planning System' be prepared along the lines set out in the report, with authority delegated to the Leader, in consultation with the Deputy Leader, for final approval and submission of the County Council's response.

### Executive Summary

2. This paper seeks to:

- outline the current position with the Major Developments in the County;
- provide an update on developer funding;
- set out proposals for a corporate infrastructure and developer contributions policy;
- set out proposals for a planning obligations monitoring fee; and
- highlight the headlines in the current white paper consultation, Planning for the Future and the consultation document 'Changes to the Current Planning System'.

## **Introduction**

3. Since the last update to Cabinet in 2017 there have been a number of changes to the planning system and the way it operates. Last year the Government issued revised guidance to Local Authorities on carrying out housing and economic needs assessment which introduced a standard methodology for assessing housing.
4. This was supported by a revised National Planning Policy Framework which requires local authorities to use the standard methodology to assess whether they have a five-year land supply, and removed ambiguity regarding the presumption in favour of sustainable development by confirming it will not apply where there are effects on a habitats site unless an appropriate assessment concludes that negative impacts will not occur.
5. In addition to these changes, sanctions have now been introduced for local planning authorities that are not meeting the housing delivery targets set out in their Local Plans as follows;
  - the authority should publish an action plan if housing delivery falls below 95%;
  - a 20% buffer on the local planning authority's 5-year land supply if housing delivery falls below 85%; and
  - application of the presumption in favour of sustainable development if housing delivery falls below 75%.
6. In Hampshire, Gosport Borough's housing delivery for 2019 was 87% and therefore a Delivery Action Plan has been prepared. The housing delivery for New Forest District Council (adjusted for the National Park) was calculated as 43% and that triggered the presumption in favour of sustainable development. However, following the adoption of their Local Plan 2016-2036 Part 1: Planning Strategy earlier this year, the District Council now has a Delivery Test measurement of 108% with no sanctions.
7. Whilst there have been a steady number of planning applications for housing developments over the past few years, the number of permissions issued has reduced in the south of the County due to an issue that has arisen regarding the level of nitrates entering the Solent which is designated as a Special Protection Area (SPA). Following a European court judgement, Natural England has advised local authorities to consider the implications of all new housing developments increasing the level of nitrates entering the Solent via Wastewater Treatment Works as per the Habitats Regulations requirements. Consequently,

some local planning authorities have felt unable to issue permissions without a clear strategy for mitigating this impact. Work on identifying potential mitigation options is ongoing.

8. The drive by the Government to see increased housing delivery has put further pressure on local planning authorities, despite the fact that they are only responsible for issuing permissions and not the direct delivery of housing schemes. The nitrates issue in the south of the County has compounded this by significantly reducing the number of planning consents being granted. As such there is now increased scrutiny of housing proposals, particularly in relation to the viability of schemes as a result of the infrastructure requirements of statutory bodies such as the County Council.
9. The effects of the Covid-19 pandemic have placed additional significant pressure on the industry; with planning decisions delayed, start dates of construction sites postponed, and the shutdown of many sites in the lockdown period. This has, and will continue to have, a considerable effect on the timing and quantum of housing delivery, and an associated impact on the developer contributions which were expected to be received by the County Council; it also raises the potential for delayed section 106 payments. This is an emerging reality as the economy moves into deep recession and the situation is being monitored.
10. These changes, along with changes to the way infrastructure is funded, mean that the County Council is increasingly required to provide detailed justification on an individual development by development basis, for infrastructure provision, such as new schools, transport improvements or extra care facilities.
11. Finally, the government issued the 'Planning for the Future' white paper consultation in August. This proposes a radical shake up of the planning system. Alongside this the government has also issued a further consultation, 'Changes to the Current Planning System', which looks at more immediate and interim change to the existing system.
12. The Council is considering the implications of the proposed changes and will be drafting responses to the consultations. This consideration is expected to include an All Member briefing, with the final responses recommended to be signed off by the Leader in consultation with the Deputy Leader.

### **Government consultations on the Planning system**

13. The '[Planning for the Future](#)' white paper proposes fundamental reforms to the planning system in England (see Briefing Note at **Appendix A**). The proposed reforms are seeking to:
  - streamline the planning process with more democracy taking place more effectively at the plan making stage.
  - take a radical, digital-first approach to bring about modernisation of the planning process by moving from a process based on documents to a process driven by data.
  - bring a new focus on design and sustainability, particularly in the climate change context.

- improve infrastructure delivery in all parts of the country and ensuring developers play their part, through reform of developer contributions.
  - ensure more land is available for homes and development and to support renewal of town and city centres.
14. The consultation proposes that Local Plans will become much more standardised, and map led so that they are easier to understand and interpret on both a local and national level, with site allocations made on a much more definitive basis, so that in principle development is granted for sites at the point that a Local Plan is adopted.
  15. The proposals seek to identify three types of land; **Growth** (areas suitable for substantial development), **Renewal** (areas suitable for development in already developed spaces) and **Protected** (e.g. land currently identified as AONB, Green Belt, conservation areas etc. It is noted that the consultation document does not refer to National Parks in the examples of 'Protected' areas). This new approach to land categorisation represents a step towards a 'zonal' planning system.
  16. One of the most important proposals and potentially most impactful for the County Council is the proposal to abolish S106 obligations and the CIL regime and replace both with a national Infrastructure Levy (IL). This will be nationally set and based upon a flat rate, value-based charge but have a threshold below which contributions would not be sought. The proposed changes would also seek to capture contributions from dwellings created under "permitted development", which currently fall outside the existing CIL and S106 regimes and has resulted in new dwellings across Hampshire, and a consequential increased pressure on schools and roads, without developer funding to mitigate it. This levy would be charged on the final value of a development, to capture some of the uplift in land value brought about because of the permission and would be levied on occupation and not on commencement to assist with affordability and viability for small building companies. Whilst the detailed working of any such system has yet to be set out, the deferral of payment to the end of construction would seem to go against the principle of up front infrastructure provision, which has been County Council policy, and such an important component of successful major developments in Hampshire, such as Whitehill Bordon. It may also introduce complications and risks related to any changes in circumstances, fluctuations in the market or revised infrastructure need over time, especially on large sites where there may be a significant period between IL calculations at the application stage, and when payment is due at the first occupations of the dwellings.
  17. Views on the consultation are currently being sought from colleagues across the County Council. While there is clear benefit in developing a more streamlined and efficient planning system there are some initial issues identified which are set out below, with further detail contained in the Summary at **Appendix A**.
    - a. How will the Infrastructure Levy work in practice and could/should upper tier authorities be specifically named as collecting authorities if this proposal is followed through?
    - b. Abolition of S106 – these are not only used for financial contributions, but also to directly secure infrastructure and other provisions. How will



infrastructure and other obligations be secured in the absence of S106?

- c. Proposal to abolish the Duty to Cooperate – how will this affect the ability to plan strategically across authorities within Hampshire (e.g. for transport and Minerals and Waste Local Plan work)?
- d. Proposal to ensure publicly owned land disposal and public investment in development supports thriving places, such as to support renewal and regeneration of town centres and support the SME and self-build sectors. This appears to add greater burdens to the disposal of public sector land and/or projects.
- e. Proposal to identify all land under one of 3 headings – this feels a blunt instrument in areas of constrained land and limited scale. The available land will be difficult to define in such black and white terms within existing complex urban/rural landscapes. The proposed approach does not appear sufficiently sophisticated to consider and retain the quality and diversity of places across Hampshire.
- f. Where land is designated under Growth or Renewal, how will the County Council engage as landowner or infrastructure provider if permission is automatically granted? Delivering the right infrastructure at the right time in the right place is essential through the early master planning of the development prior to permission being granted.

18. The deadline for the submission of comments on the consultation is 29 October 2020 and officers are in the process of preparing a draft response.

19. Alongside the 'Planning for the Future' document, the government has also issued a further consultation, '[Changes to the Current Planning System](#)'.

20. This paper is much more succinct in its proposals and focusses on interim amendments to the existing planning system, rather than the radical overhaul of the system proposed in the Planning for the Future consultation. This will have a more direct impact on District and Borough Councils, but it also has some fundamentally important indirect impacts on County Councils in two tier areas, particularly housing proposals and allocations which do have the potential to impact the County Council's statutory interests as part of the wider picture.

21. There are four main changes proposed in the document:

- a. Changes to the standard method for assessing local housing need.
- b. Securing of 'First Homes', sold at a discount to market price for first time buyers, including key workers, through developer contributions in the short term until the transition to a new planning system. The Government intends that a minimum of 25% of all affordable housing units secured through developer contributions should be First Homes.
- c. Temporarily lifting the small sites threshold below which developers do not need to contribute to affordable housing, from the current threshold of up to 10 units, to up to 40 or 50 units, for an initial period of 18 months.

- d. extending the current 'Permission in Principle' to major development, providing landowners and developers with a faster route to securing the principle of development for housing sites.
22. The proposed change to the methodology for assessing housing need is causing much debate around the effects of potentially lowering supply in urban areas and raising the requirement in shire areas. The likely change in figures for the Hampshire Districts is set out in the table attached as **Appendix B**. Of particular note is the effect in Basingstoke, which is likely to see a lower housing requirement, compared to Test Valley and East Hampshire, which see a significant increase. This shift could have clear implications for County Council provided infrastructure such as schools and transport.
23. There are also concerns that in addition to binding national housing targets, the extension of the 'Permission in Principle' approach will significantly erode local control over development and that the increase in the threshold at which affordable housing must be provided, even for a temporary period, will severely disrupt much needed provision.
24. In this case the consultation closes on 1 October 2020 and a response is being prepared for sign off by the Leader in consultation with the Deputy Leader.

### Update on Major Developments

25. There are some significant emerging developments in the waterside area of the New Forest/Southampton, with proposals for the redevelopment of the former **Fawley Power Station**, emerging proposals at the **Marchwood Military Port** and potential expansion of Southampton Port into Associated British Port's (ABP) Strategic Land Holdings across Southampton Water. The County Council is working closely with New Forest District Council, New Forest National Park Authority, Solent LEP and the strategic landholders in the area regarding an overarching strategy for the area. The applications for 1,500 homes and employment uses on the site of the former Fawley Power Station were considered by New Forest District Council and New Forest National Park Authority in late July with resolutions to grant permission subject to a S106 Agreement. The applications seek to secure a package of infrastructure improvements including off-site highway works, rights of way and countryside access improvements, and the site for a new 2-Form Entry primary school.
26. An expected announcement on future proposals from ABP in respect of the waterside area was due last September but this was delayed, and at the time of drafting the report, is still awaited. It is likely that such a proposal would fall within the definition of a Nationally Significant Infrastructure Project. A proposal for a significant upgrade of the diesel fuel production capacity at the Exxon Mobil refinery has recently been granted planning consent by New Forest District Council.
27. Basingstoke and Deane Borough Council resolved to grant planning permission on 8 July 2020 for the development of up to 3520 homes on land it controls with the County Council at **Manydown**. The S106 Agreement is now being

progressed with a view to completing it as soon as possible to enable planning permission to be granted. The County Council has put forward land to enable delivery of **Manydown South** as part of Basingstoke and Deane Borough Council's 'call for sites' exercise for their Local Plan review. This site is located to the south of the Manydown allocation for which planning permission is expected to be issued and would enable the delivery of a further 5,000 homes. The County Council has also put forward **Land to the East of Basingstoke** which is capable of delivering 900 homes but critically can unlock further potential development land in private ownership adjoining it.

28. The submitted Eastleigh Local Plan promotes a **Strategic Growth Option** in an area between Fair Oak and Bishopstoke which will deliver 5,000 homes and associated infrastructure, including a new link road and improvements to M3 Junction 12. The Eastleigh Local Plan examination concluded in January and the deliverability of this option, particularly the link road which has been estimated to cost in the region of £50 million, formed a key part of the hearing sessions. The examination closed at the end of January and a letter from the Inspector was received by the Borough Council in April. This set out some concerns in relation to the spatial strategy evidence and comparison of options. Eastleigh Borough Council is currently considering its next steps.
29. **Shapley Heath Garden Village** is an area covering the Murrell Green/Winchfield area of Hart. Despite not being an allocated site within the current local plan, it was the subject of a successful Garden Communities bid and has been awarded some funding by the Ministry of Housing, Communities and Local Government to test the proposal further. At present the proposal is for up to 5,000 homes, a secondary school, as well as a range of other school, health care, employment and retail opportunities. Fundamental to the bid was that the site would also enhance community facilities by including a new country park, sports facilities and play parks. Hart District Council is now working on setting a programme for testing this proposal which will be a separate workstream to the Local Plan, which will be published for final consultation shortly.
30. Landowners are promoting the development of land at **Micheldever Station** through Winchester City Council's Local Plan process. With a development of up to 6,000 homes centred around the existing station, initial masterplanning has commenced and early discussions have been held with the various County Council services likely to require the provision of new or improved infrastructure if development came forward in this area.
31. Test Valley Borough Council has acquired significant land within Andover Town Centre to enable it to facilitate its redevelopment. The main driver behind the proposals is to ensure that Andover Town centre can be competitive and viable in the face of the national trend of declining town centres. The Borough Council is keen to work with the County Council, along with the Enterprise M3 LEP, to identify funding opportunities for their plans. The County Council will have an important part to play both as an infrastructure provider and from the One Public Estate perspective, though it will be important to ensure that any proposals are future proofed and economically robust. The County Council is also engaged in town centre regeneration proposals in both Havant and Farnborough and is working with the borough council on regeneration proposals for the waterfront town centre areas in Gosport.

32. Early discussions have been held with a promoter of a mixed-use development at the former **Bushfield Camp** in Winchester. The site is allocated for employment in the current Winchester Local Plan, but this is likely to be reviewed as part of the forthcoming Local Plan review. Discussions have also taken place regarding the redevelopment of the **St John Moore Barracks** to the north of Winchester.
33. This is just a selection of the planned development proposals but there is a significant amount of activity across the County at present, particularly in relation to emerging local plans and site allocations, which the County Council is involved with.
34. Although not housing related, a planning application for the extension of the runway at Southampton Airport has been submitted to Eastleigh Borough Council with determination expected in the autumn. In Basingstoke, proposals for a new hospital near J7 of the M3 are continuing to emerge.

### **Nationally Significant Infrastructure Projects**

35. There are a number of Nationally Significant Infrastructure Projects within Hampshire that are currently registered with the Planning Inspectorate. These include significant improvements to **M3 Junction 9** to provide dedicated on and off slips for traffic travelling from the A34 to the M3 and vice versa; replacement of the **Southampton London Pipeline** which takes fuel from Esso's refinery at Fawley to Hounslow to serve Heathrow airport; and the **Aquind Interconnector** which will provide a connection to the French national grid via a cable which will land at Eastney in Portsmouth and go up to a converter station in Lovedean, Waterlooville.
36. Each of these projects will be determined by the relevant Secretary of State following a public examination managed by the Planning Inspectorate. The County Council is deemed to be a host authority in each case and will play an important role in commenting on the proposals as they evolve. If ABP's proposals to expand the Port of Southampton come forward this will be likely to be a Nationally Significant Infrastructure Project and therefore will follow the same process. The proposal for the Wheelabrator Harewood Waste to Energy Facility at the A303 near Barton Stacey was withdrawn by the operator in February following an initial public consultation on the environmental impact statement.

### **Update on Developer Funding**

37. The Community Infrastructure Levy (CIL) Regulations came into force in April 2010 and changed the way that the County Council was able to secure developer funding for infrastructure. Section 106 obligations were restricted both by the introduction of a pooling limit of five obligations for any infrastructure type or project and the exclusion of proposals contained within the Regulation 123 lists of those authorities that implemented CIL. The County Council therefore had to change the way that it sought to secure developer funding in order to comply with these Regulations.
38. Despite these challenges, the County Council has been able to maintain income from developer contributions (overwhelmingly from section 106 agreements) in

order to support the provision of infrastructure to mitigate the impact of development. The full impact of CIL on developer contributions is difficult to quantify because not all authorities have implemented it and Hampshire County Council is still collecting contributions from agreements that were signed before the CIL Regulations came into force. There will therefore be a time-lag in the impact on contributions collected which will become more apparent as permissions issued post CIL are implemented.

39. Table 1 sets out the status of CIL in Hampshire, highlighting when authorities adopted it, how much they have collected in total and the amount of funding that has been passed to the County Council.

**Table 1:** Implementation of CIL across Hampshire Authorities

Authority	Date CIL Implemented	Total collected (up until 31 March 2019)	Total passed to the County Council
Basingstoke and Deane	25 June 2018	£0	£0
East Hampshire	8 April 2016	£3,992,197	£0
Eastleigh	N/A	-	-
Fareham	1 May 2013	£10,773,472	£0
Gosport	1 February 2016	£867,762	£0
Hart	N/A	-	-
Havant	1 August 2013	£6,231,679	£0*
New Forest District	6 April 2015	£3,799,005	£0**
New Forest NPA	N/A	-	-
South Downs	1 April 2017	£2,161,299	£0
Test Valley	1 August 2016	£1,681,359	£0
Rushmoor	N/A	-	-
Winchester	7 April 2014	£9,304,285	£1,543,337

\*CIL funds have been applied to a County Council transport scheme but not passed directly to the County Council

\*\* In NFDC the first call on any CIL funds is for habitat mitigation projects under the Council's adopted Mitigation Strategy SPD as required by the Conservation of Habitats and Species Regulations 2010.

40. The National Planning Policy Framework (2019) updated the advice on using planning obligations. Additional text has been added which states that: *'Where up-to-date policies have set out the contributions expected from development, planning applications that comply with them should be assumed to be viable. It is up to the applicant to demonstrate whether particular circumstances justify the need for a viability assessment at the application stage.'* Where previously contributions policies were not supported by the planning framework, this suggests a change in the approach which will enable contributions policies to be adopted provided they are established through the local plan process.
41. In addition to this policy change, the CIL Regulations were amended on 1 September 2019.

## Removal of Pooling Restrictions

42. The key change to the regulations for the County Council is the removal of Regulation 123. This is the regulation that restricted the way that section 106 and section 278 are used. Previously, Regulation 123 stated that a planning obligation cannot constitute a reason for granting planning permission if it secures funding for infrastructure that is intended to be funded by CIL (infrastructure on a Regulation 123 list) or where there are already 5 or more planning obligations in place (backdated to April 2010). Additionally, section 278 agreements could not be used to secure infrastructure on the Regulation 123 list.
43. The removal of Regulation 123 means that there is no longer any pooling restriction, allowing section 106 contributions to be collected from a number of developments towards the same infrastructure. Indeed, there will no longer be any restrictions on how CIL and section 106 contributions may be spent – they may now be used to fund the same infrastructure.
44. The change to the CIL Regulations and the NPPF enables the County Council to once again negotiate and secure section 106 agreements without restriction, subject to the legal tests which require a planning obligation to be necessary to make the development acceptable in planning terms, directly related to the development, and fairly and reasonably related in scale and kind to the development. Whilst it has tended to rely on section 106 for the larger sites, the CIL regulations made it difficult to secure contributions toward the cumulative impact of smaller developments on transport and education infrastructure in particular.
45. Despite the changes in legislation, some Local Authorities within Hampshire with adopted CIL regimes have been hesitant to deviate from their Regulation 123 lists in the absence of a new replacement local policy or other infrastructure evidence. This has been an issue for the County Council in relation to the negotiation and securing of financial contributions towards school places and has highlighted the complexity of the system whereby the authority collecting funds is not responsible for delivering the infrastructure. Furthermore, since the introduction of CIL by authorities across Hampshire only very limited funds have passed to the County Council, except initially in Winchester, as Table 1 illustrates. Few authorities have a spending policy in place for allocating or transferring funds to the County Council, despite identifying that CIL is to be used to deliver infrastructure that the County Council is responsible for delivering.
46. Whilst government propose to radically overhaul the approach to developer contributions in the Planning for the Future consultation, any change will take some time to implement. It is important in the meantime that the County Council make best use of the existing system to support service delivery. It is therefore recommended that the County Council produces a corporate policy to ensure a sound policy justification for its infrastructure and developer contributions requirements relating to new developments, and enter into discussions with the district and borough councils to have it adopted through their local plan processes. This will enable the County Council to directly secure funding through section 106 for the majority of developments, as it did in the past and

address the current issues of securing the requisite infrastructure funding, especially for school places, where the Local Authority has adopted CIL.

#### Proposed County Council Policy for Development Related Infrastructure Requirements

47. It is proposed that the County Council develop a detailed policy and guidance document, the content for which would be based on the following principles:

##### Approach to existing section 106 and CIL regime

1. Setting out the principle of using section 106 to secure necessary County Council infrastructure to mitigate the impact of development. Highlighting that if we identify the need for infrastructure in our planning response, we expect to be party to the agreement so that we can secure the necessary improvements and ensure they are delivered.
2. Setting out the principles and mechanism for working with the Local Planning Authorities to identify schemes which require CIL funding and allocating funds accordingly.

##### Extra Care and Supported Housing

3. Setting out the quantum of development that would trigger the need for provision on site, the principles for where to locate facilities, and what would need to be secured in the section 106 agreement (standard requirements, model clauses etc).

##### Public Health

4. Public Health considerations would generally be expected to inform the design, layout and public infrastructure provisions of relevant development proposals, and would be articulated through the County Council's planning responses at all stages of the process. With regard to health care provision and infrastructure, specific provisions where appropriate would be expected to be included within the development proposal and secured through the planning permission or section 106 agreement.

##### Early Years, School and Further Education

5. Setting out the quantum of development that would trigger the need for provision on site, the principles for where to locate facilities and associated transport considerations, levels of financial contributions, and what

would need to be secured in the section 106 agreement (standard requirements, model clauses etc).

#### Highways and Transport

6. Identifying what the planning considerations are for highways and transport, levels of financial contributions, links to design principles and commuted sums policies, travel plans, section 106 requirements (standard requirements, model clauses etc), and section 278 and 38 requirements.

#### Rights of Way and Countryside

7. Identifying what the planning considerations are for countryside and rights of way, levels of financial contributions, links to design principles and commuted sums policies, section 106 requirements (standard requirements, model clauses etc) and section 278 requirements.

#### Libraries

8. Setting out the quantum of development that would trigger the need for provision, the principles for where to locate facilities as appropriate, levels of financial contributions, and what would need to be secured in the section 106 agreement (standard requirements, model clauses etc).

#### Waste Management

9. Setting out the quantum of development that would trigger the need for provision on site, the principles for where to locate facilities, levels of financial contributions, and what would need to be secured in the section 106 agreement (standard requirements, model clauses etc).

48. Cabinet is asked to endorse these principles as a basis for the development of the policy.

#### Monitoring of Planning Obligations

49. The revised CIL Regulations allow local planning authorities to secure the reasonable cost of monitoring the delivery of planning obligations. Previously, case law prevented the County Council from charging for the monitoring of agreements and subsequently any monitoring has been done at the County Council's expense and by individual teams across the authority rather than in a coordinated way.



50. It is therefore recommended that a monitoring fee of £500 per planning obligation, subject to a capped maximum fee of £10,000 per agreement, be introduced as of 1 October 2020 in line with the amended Community Infrastructure Levy Regulations which came into force on 1 September 2019. This fee has been set at a level which will cover the reasonable cost of providing the monitoring of obligations on a corporate basis. It will apply per obligation within a section 106 legal agreement and will be payable on completion of the legal agreement. The monitoring of obligations for all County Council services will be carried out by the Strategic Planning team within the Economy, Transport and Environment Department.
51. A technical note on the monitoring process and how the fee level was set can be found in **Appendix C**. As noted above, the Planning for the Future consultation sets out a potential new approach for funding infrastructure through a levy set nationally, but this may be some time away. The introduction of a monitoring fee would enable the County Council to work most effectively within the current situation.

### Annual Infrastructure Funding Statements

52. CIL Charging Authorities will no longer be required to publish a list outlining what infrastructure they intend to spend CIL on. Instead of publishing details of how they intend to use CIL, 'Contribution Receiving Authorities' will be required to publish details of how they have spent CIL and section 106 contributions. These 'Annual Infrastructure Funding Statements' must be published by no later than 31 December each year and must provide details of the projects intended to be funded by CIL, a report on CIL in relation to the previous financial year and a report about planning obligations in relation to the previous financial year.
53. The County Council is a 'Contribution Receiving Authority' by virtue of the fact that it is a local planning authority that secures planning obligations (financial and non-financial). It will therefore be required to publish a report on its website setting out the planning obligations that have been secured, allocated (or remains unallocated) and spent each year, along with details of non-financial obligations secured and delivered each year. The first statement must be published by 31 December 2020.

### **Conclusions**

54. There have been a number of changes to the planning system over the past few years with more radical changes now being proposed. These changes have resulted in local authorities being under increasing pressure to permit housing schemes and ensure that they are deliverable. As such, particularly in light of development viability, requests from the County Council for infrastructure funding or provision are being challenged and scrutinised by both local planning authorities and developers, and it is clear that the provision of adequate and timely infrastructure to accompany development is significantly compromised by the current system and policies and approach of a number of the local planning authorities in Hampshire.

55. The County Council has continued to rely on section 106 agreements to secure planning obligations, albeit in a restricted way as a result of the Community Infrastructure Levy Regulations, because the Community Infrastructure Levy itself is not providing funding for County infrastructure. However, the amendments to the Regulations which came into force on 1 September 2019 will enable the County Council to once again use section 106 agreements for most developments, particularly to mitigate the cumulative impact of smaller developments.
56. In order to provide a sound policy basis for this approach it is recommended that the County Council develop a corporate infrastructure requirements policy, setting out both the infrastructure required for new developments and the level of contributions that would be expected. This will provide both local planning authorities and developers with clear guidance on the County Council's expectations at an early stage in the development process. This would be of benefit under the current or any future developer contributions policy regime.
57. The amended Community Infrastructure Levy Regulations also allow the County Council to start charging for planning obligations monitoring, in order to enable a dedicated resource to be employed to ensure that all of the section 106 agreements are complied with and the associated infrastructure funding is paid when it is required. It is therefore recommended that a fee of £500 per obligation, subject to a capped maximum fee of £10,000 per agreement, be introduced as of 1 October 2020 to carry out this role on a corporate basis.

## REQUIRED CORPORATE AND LEGAL INFORMATION:

### Links to the Strategic Plan

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

### Other Significant Links

Links to previous Member decisions:	
<u>Title</u> Major Developments and Infrastructure Funding	<u>Date</u> 11 December 2017
Direct links to specific legislation or Government Directives	
<u>Title</u>	<u>Date</u>

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

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

<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:**

The approach that the County Council is taking to securing development related infrastructure is intended to benefit all communities in Hampshire. It is considered that there will be no additional impact on people with protected characteristics and therefore the strategy has been assessed as having a neutral impact overall.

## **Appendix A**

### **SUMMARY - Planning for the Future White Paper**

#### **Introduction**

The Government launched its highly anticipated white paper on planning reforms on

6 August 2020 entitled “Planning for the Future”. The paper sets out long term, regime changing proposals for the planning system in England.

Whilst the government is keen to swiftly move to implement sweeping reforms, it wishes to bring about more immediate changes for the short to medium term and thus a second consultation paper was also published on 6 August entitled ‘Changes to the current Planning System’. This second paper proposes measures that will be introduced to supplement the current planning regime whilst also feeding into the wider reform proposals.

This briefing will focus on the Planning for the Future white paper, the content of which is set out below, with observations from a County Council perspective.

#### **Planning for the Future**

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

- streamline the planning process with more democracy taking place more effectively at the plan making stage.
- take a radical, digital-first approach to bring about modernisation of the planning process by moving from a process based on documents to a process driven by data.
- bring a new focus on design and sustainability, particularly in the climate change context.
- improve infrastructure delivery in all parts of the country and ensuring developers play their part, through reform of developer contributions.
- ensure more land is available for homes and development and to support renewal of town and city centres.

Specifically, the white paper proposes three Pillars to bring about these reforms:

Pillar 1: Planning for Development

Pillar 2: Planning for Beautiful and Sustainable Places

Pillar 3: Planning for Infrastructure and Connected Places

#### **Pillar 1**

This Pillar almost entirely focuses on the changing purpose and structure of Local Plans, making them more standardised, digitised and map led. Site allocations will more definitive and the Plans will identify three types of land; **Growth** (areas

suitable for substantial development), **Renewal** (areas suitable for development in already developed spaces) and **Protected**.

By categorising land as **Growth**, it will then automatically benefit from outline planning permission.

Land that is categorised as **Renewal** will benefit from permission in principle (PiP). A two-stage process for granting final permission is detailed within that paper and based on the existing PiP regime.

Land categorised as **Protected** would include sites currently marked as AONBs, Green Belt, conservation areas etc. but it is noted that the consultation document does not refer to National Parks as a 'Protected' area. Permission is not automatically granted for such sites but will be subject to approval mainly through national policies contained within the National Planning Policy Framework (NPPF).

Local Plans will need to be brought forward within statutory timescales, stated to be 30 months. A noteworthy part about this is that only 6 weeks are identified for engagement with statutory consultees and the public. This may place resource pressure on the County Council to respond in a timely manner. There are also rigid timings on determination of applications with potential financial penalties or automatic approval if these are not met.

From a landowner perspective, which is relevant as 10% of planned housing in Hampshire currently will be on HCC owned land, the 'zoning' approach could potentially sterilise land currently identified as possible development land. The Council may need to become more proactive in promoting sites to avoid compromising existing pipeline projects.

### Pillar 2: Planning for Beautiful and Sustainable Places

The National Model design code is to be published in the autumn and will set out more detailed parameters for development such as arrangement, proportions, positioning, hierarchy of public spaces, parking arrangements, placement of street trees and walking and cycling provision. This marks another shift to national control over design standards, but the proposals do indicate that local guides and codes should be prepared wherever possible, as part of or supplemental to Local Plans. It is not clear what involvement consultees such as the County Council might have in this design code process and is an example within the proposals that two tier authorities may be less favoured, aligning with local government re-organisation expectations. As a landowner the County Council could lead the way on pilot projects as part of the 'making beautiful places' initiative.

The proposals to make all streets tree lined will impact on the Council's statutory interests. There is a separate consultation underway relating to England's Tree Strategy.

### Pillar 3: Planning for Infrastructure and Connected Spaces

One of the most important proposals and potentially most impactful for the County Council is the proposal to abolish S106 obligations and the CIL regime and replace both with a national Infrastructure Levy (IL). This will be nationally set and based upon a flat rate, value-based charge. This levy would be charged on the final value of a development, to capture some of the uplift in land value brought about because of the permission and would be levied on occupation and not on commencement to assist with affordability and viability for small building companies. The intention is that the levy would be spent locally, although the County Council will not be a collecting authority.

Whilst the detailed working of any such system has yet to be set out, the deferral of payment to the end of construction would seem to go against the principle of up front infrastructure provision, which has been County Council policy, and such an important component of successful major developments in Hampshire, such as Whitehill Bordon. Local Authorities will, however, be able to borrow against future IL payments to forward fund infrastructure.

It is suggested that London Mayoral CIL and similar combined authority CILs could be retained to support strategic infrastructure (an indication that combined authorities are favoured).

All proposals under this pillar result in the removal of s106 obligations because they are seen to be opaque and uncertain. Whilst in principle developer contributions can be removed from the s106 framework, it is unclear how infrastructure itself and other non-financial obligations will be secured if s106 agreements fall away without an appropriate mechanism introduced to replace them.

### **Issues for the County Council**

- The Council has already experienced how difficult it can be to obtain contributions from Local Planning Authorities from CIL receipts. How will the Infrastructure Levy work in the longer term and could/should upper tier authorities be specifically named as collecting authorities if this proposal is followed through?
- Aggregated development in 'Growth' areas may not trigger provision, e.g. new schools.
- Abolition of S106 – these are not only used for financial contributions, but also to secure other infrastructure such as highways works, travel plans, school land etc. This does not seem to have been referenced, and was accepted when CIL was introduced, hence remaining in place.
- Proposal to abolish the Duty to Cooperate – how will this affect the ability to plan strategically across authorities within Hampshire (eg for transport) and also for our own Minerals and Waste Local Plan work?

- Proposal to make sure publicly owned land disposal and public investment in development supports thriving places, such as to support renewal and regeneration of town centres and support the SME and self-build sectors. This appears to add greater burdens to the disposal of public sector land and/or projects. 10% of housing within Hampshire is expected to be on HCC owned land.
- Proposal to speed up the process of Local Plan production (with statutory set timings) but requiring upfront evidence and “best in class” public engagement – this appears to be a conflicting ambition given the time taken to engage with an ever increasing number of stakeholders.
- Proposal to identify all land under one of 3 headings – this feels a blunt instrument in areas of constrained land and limited scale. The available land will be difficult to define in such black and white terms within existing complex urban/rural landscapes. Whilst clarity assists the process, the proposed approach does not appear sufficiently sophisticated to consider and retain the quality and diversity of places across Hampshire. The current system of having (restricted) Countryside designations, (permissive) Urban Settlement Boundaries and new Local Plan allocations assessed via Sustainability Appraisals has enabled this to be suitably resolved within the current system.
- Where land is designated under Growth or Renewal, how will the County Council engage as landowner or infrastructure provider if permission is automatically granted? Delivering the right infrastructure at the right time in the right place is essential through the master planning of the development. This requires the joined up working of the LPA, developer, and infrastructure providers working together before permission is granted.
- Will the introduction of the proposed IL and any transitional arrangements cause uncertainty and delay Local Plans progress until the new system comes into play, resulting in a disruption to the flow of sites and related housing delivery?

END



**Appendix B** - Potential implications for housing requirements across Hampshire

<b>Local authority</b>	<b>Current Standard Method (dpa)</b>	<b>Proposed New Standard Method (dpa)</b>
<b>Basingstoke</b>	884	684
<b>East Hampshire</b>	623	932
<b>Eastleigh</b>	694	885
<b>Fareham</b>	514	403
<b>Gosport</b>	344 <sup>1</sup>	309
<b>Hart</b>	286	512
<b>Havant</b>	504	963
<b>New Forest</b>	785 <sup>2</sup>	782
<b>Portsmouth</b>	854 <sup>3</sup>	730
<b>Rushmoor</b>	260	401
<b>Southampton</b>	1002	832
<b>Test Valley</b>	550	813
<b>Winchester</b>	692	1025
<b>Hampshire</b>	<b>7992</b>	<b>9271</b>

Sources: [Lichfields](#), [RPS](#), PfSH (draft report on revisions/updates to Statement of Common Ground due to be reported to PfSH Joint Committee on 30 September 2020). These figures are subject to change.

---

<sup>1</sup> As stated in emerging PfSH Statement of Common Ground. RPS & Lichfield indicate a figure of 238

<sup>2</sup> As stated in emerging PfSH Statement of Common Ground. RPS provides a figure of 274, Lichfield states 729.

<sup>3</sup> As stated in emerging PfSH Statement of Common Ground. RPS & Lichfield indicate a figure of 855.

## **Appendix C**

### **Technical Note on the Monitoring of Planning Obligations**

#### **Background**

1. Amended Community Infrastructure Levy (CIL) Regulations came into force on 1 September 2019 which confirm that a local planning authority may now lawfully charge a fee for monitoring planning obligations, provided it is fairly and reasonably related in scale and kind to the development and does not exceed the authority's estimate of its cost of monitoring the development over the lifetime of the related planning obligations.
2. The County Council primarily enters into section 106 agreements as Local Highway Authority (including in relation to Public Rights of Way); Local Education Authority; Adult Services Provider; and in respect of Countryside Services.
3. There is currently no coordinated process for the monitoring of section 106 agreements on behalf of the County Council. Any monitoring that takes place is done by individual teams across the organisation, and at the County Council's own expense.
4. The change in the CIL Regulations provides an opportunity for the County Council to introduce a planning obligations monitoring fee, put in place appropriate resources to proactively monitor agreements and ensure compliance with the obligations and payment of all financial contributions at the appropriate time.
5. The National Planning Practice Guidance states that 'fees could be a fixed percentage of the total value of the section 106 agreement or individual obligation; or could be a fixed monetary amount per agreement obligation (for example, for in-kind contributions). Authorities may decide to set fees using other methods. However, in all cases, monitoring fees must be proportionate and reasonable and reflect the actual cost of monitoring. Authorities could consider setting a cap to ensure that any fees are not excessive.' A benchmarking review to consider what other local authorities are charging for monitoring of planning obligations highlighted a varied approach to this process in line with this guidance.
6. Most of the local planning authorities will also be seeking to introduce a monitoring fee for planning obligations and therefore it is important that, in addition to making sure the fee is proportionate and reasonable, the fee is set at a level that is not likely to significantly impact developers and therefore give rise to challenge. The County Council will only be charging a fee to monitor the obligations that it has specifically entered into, and not for those elements that another Local Planning Authority could charge a monitoring fee for. That will avoid any double counting of monitoring fees.

What does the monitoring of planning obligations involve?

7. The monitoring of financial obligations will involve:
  - a. recording the details of the section 106 agreement on an IT system;
  - b. highlighting the triggers for the obligations contained within the agreement;
  - c. monitoring the progress of the development in order to identify when obligations are due; and
  - d. invoicing for financial contributions (including any indexation) and ensuring they are paid at the appropriate time.
8. With respect to non-financial contributions, the monitoring proposed is expected to provide a framework within which colleagues across the organisation are notified when triggers are approaching in order that they can ensure that the obligations are complied with.

### **Setting the fee**

9. In order to establish the reasonable cost of monitoring each planning obligation, an estimate was made of how many section 106 planning agreements the County Council enters into each year and how many obligations each agreement is likely to contain.
10. Data from legal services suggests that over the past 5 years the County Council has entered into an average of 86 section 106 agreements per year.
11. The Ministry for Housing Communities and Local Government carried out research into the incidence and value of planning obligations in March 2018 which suggested that the average number of planning obligations contained within a section 106 agreement is 2.56. This figure has been used in order to provide a robust assessment however it should be noted that Hampshire County Council is typically party to more complex legal agreements and therefore average number of obligations is likely to be more than this.
12. Based on the number of agreements and obligations expected to need monitoring per annum initially it is suggested that 1 Full Time Equivalent (FTE) post at an F grade be established to carry out the role.
13. Using this information the Economy, Transport and Environment charging calculator model was used to establish the likely cost of providing the monitoring service per annum, as set out in Table 1:

*Table 1: Cost of carrying out the monitoring of planning obligations*

Team	Grade	FTE	% Time Spent on Activity	Chargeable Days	Chargeable Hours	Cost
Senior Project Officer	F	1	100	213.70	1581.38	£83,313
Manager	G	1	10	21.37	158.14	£10,121
Grandparent Manager	I	1	2	4.23	31.33	£2,820
Other costs (IT etc.)						£10,000
<b>Total</b>						<b>£106,254</b>
<b>Cost per transaction (2019/20) (based on 86 agreements per year)</b>						<b>£1,235.51</b>
<b>Cost per obligation (2019/20) (based on 2.56 obligations per transaction)</b>						<b>£482.62</b>

14. This calculator suggests that the cost of monitoring each obligation amounts to £482.62 and therefore it is proposed that the fee be set at £500 per obligation initially, and subject to review after the first 12 months.
15. A benchmarking exercise has been carried out to compare this proposed fee level with other authorities currently charging a monitoring fee. Some authorities use a percentage of the value of the obligations to determine the fee (typically 5%), however this was discounted due to the significant value of the infrastructure that the County Council secures which would make the fee disproportionate to the monitoring required. Compared to those authorities that have set a fixed fee, the County Council proposed fee of £500 is considered comparable. A cap will be applied so that the maximum fee associated with any one agreement will be set at £10,000. Details of what other authorities charge can be found in Table 2.

**Table 2: Benchmarking Planning Obligation Monitoring Fees**

Authority	Non-Financial	Financial	Comments
Havant Borough Council	£693 per non-financial head of term	5% of cost per financial head of term	Monitoring fee capped at a max of £10,000 per application
South Downs National Park	£440 per eligible covenant	£440 per eligible covenant	Exemptions apply

Scarborough Borough Council	£500 per obligation	5% of all obligations up to £100,000 Fixed charge £250 - levied where the total is less than £5,000	Plus, an additional 2.5% of any amount exceeding £100,000
Plymouth City Council	£667 per obligation	£667 per obligation	First £1,000 to be paid on completion of the agreement. Payment should be made at signing. The remainder is normally due on commencement of works, however further trigger points may be agreed.
Guildford Borough Council	£750 per payment trigger	£750 per payment trigger	Increasing fee to £750 per payment trigger from 1 October 2019
Norfolk County Council	£500 per obligation on all schemes involving the phasing of payments.	£500 per obligation on all schemes involving the phasing of payments.	<i>Planning Obligations Standard September 2019</i> On more complex sites the charge will be levied at a rate of 1% of the County Council's total obligations up to a max of £10,000 per agreement.
Cambridge City Council	The management and administration charge will be 5% of the total contribution(s) (subject to a maximum charge of £50,000).	The management and administration charge will be 5% of the total contribution(s) (subject to a maximum charge of £50,000).	Large sites - To be considered on a case by case basis. May be agreed by negotiation, subject to an additional management and administration charge. The default position for administration charge will be 5% of total contribution(s).
Mid Sussex District Council	For developments up to 15 dwellings - £150 per obligation  For larger developments between 16 and 100 dwellings, and including commercial developments - £450 per obligation  For very large developments over 100 dwellings - £500		The 2019/2020 fees for monitoring planning obligations are as follows:

	per obligation. Where an obligation is based on triggers, the fee will be £500 per trigger.		
Essex County Council	Where a contribution is taken via agreement, up to 2% (to a maximum of £2,000) of each appropriate amount may at the discretion of the County Council be expended for the purpose of monitoring compliance with the agreement.	Where a contribution is taken via agreement, up to 2% (to a maximum of £2,000) of each appropriate amount may at the discretion of the County Council be expended for the purpose of monitoring compliance with the agreement.	The Essex County Council Developers' Guide to Infrastructure Contributions Updated 2016

## Conclusion

16. In order for the County Council to commence monitoring planning obligations in a coordinated and proactive way, it is proposed to introduce a fee of £500 per each planning obligation contained within a section 106 agreement, subject to a capped maximum fee of £10,000 per agreement. This fee will be introduced as of 1 October 2020 for all agreements that the County Council enter into which contain planning obligations.



This page is intentionally left blank



## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Cabinet
<b>Date:</b>	29 September 2020
<b>Title:</b>	Waterside Vision
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** David Fletcher

**Tel:** 01962 846125

**Email:** david.fletcher@hants.gov.uk

### Purpose of this Report

1. The purpose of this report is to brief Cabinet on the progress made to date on the Waterside regeneration proposals, to seek endorsement of the collective vision for the Waterside and to seek approval for the County Council to be a co-signatory to the published version of the Waterside vision statement.

### Recommendation(s)

2. That Cabinet approves the Waterside Vision statement.
3. That Cabinet authorises the Leader to sign the final published version of this statement on behalf of the County Council, in conjunction with the Leader of New Forest District Council and the Chair of the New Forest National Park Authority.

### Executive Summary

This paper seeks to:

2. Set out the background to the Waterside regeneration proposals and progress made in relation to the potential individual developments and wider associated infrastructure.
3. Summarise the content of the Waterside vision statement.
4. Explain the significance of the endorsement of the vision statement by the County Council and the other local authorities associated with the area.

### Waterside Regeneration – Background and Progress

5. The Waterside area, to the west of Southampton Water and running from Totton to Fawley, is the most urbanised, industrial and densely populated sub-area of the New Forest. It also represents one of the most significant regeneration opportunities in the South of England and is home to a number of key assets and sites which are described below.

6. Marchwood Military Port, the UK's only combined military and commercial port is operated by Solent Gateway under a 35 lease from the MOD. A masterplan has been developed for the 225-acre site, with a potential investment of up to £400M to grow commercial uses. The site benefits from extensive developable land and existing rail and port connectivity. Solent Gateway's aim is to submit a planning application and secure planning consent in 2021.
7. The main landside operational area of the Port of Southampton is located within the City of Southampton, but the port operators Associated British Ports (ABP) owns a significant land holding within the Waterside at Dibden Bay. The draft Port of Southampton Masterplan (2016) concluded that the Port of Southampton needs to expand within its land holdings on the Waterside. Any such development will be subject to the NSIP (nationally significant infrastructure projects) planning process with the outcome determined by Central Government. It should be noted that it is the intention of a number of local stakeholders, including ABP, Solent LEP and the County Council, to prepare a competitive bid for Freeport status later in 2020, which is likely to encompass both the existing Port of Southampton, the strategic land reserve held by ABP on the Waterside, and the other Waterside sites including Marchwood Military Port, Exxon Mobil and Fawley Waterside.
8. The area is also home to ExxonMobil, owners and operators of the Fawley refinery, the largest integrated refining and chemicals facility in the UK, and the largest heavy industrial employer in Hampshire. The site accounts for 20% of the UK's refining capacity, is the country's last manufacturer of lubricating oils and manufactures a wide range of speciality petrochemicals such as synthetic rubber. Exxon Mobil has an ongoing major investment programme of around £700m which will help secure around 2000 jobs.
9. To the south of the refinery is the former Fawley Power Station, one of the largest brownfield regeneration opportunities in the south of England. The vision for Fawley Waterside is a new 'smart town', with 1500 new homes and deep-water access to enable the development of a commercial centre of excellence in marine and maritime innovation. On 27 and 28 July 2020 respectively, New Forest District Council and New Forest National Park Authority resolved to grant outline planning consent for the development, conditional on the section 106 agreement being finalised.

### **Role and Contribution of Hampshire County Council**

10. Hampshire County Council has played a significant role in progressing the regeneration of the Waterside both as a whole and in relation to the individual sites described above.
11. The County Council has several statutory roles in the context of the Waterside – in relation to highways, flood management, minerals & waste planning, local education and countryside access/public rights of way. From an Economic Development perspective the County Council has also contributed to the efforts to promote the collaborative partnership of public and private sectors, the creation of a coherent vision for the Waterside, and the development of a robust economic case to underpin the case for significant infrastructure investment.
12. It should also be noted that, of course, the County Council also has a stake as a landowner (on a leasehold basis) and operator through the Calshot Activities

Centre, and on that basis has been a key consultee in relation to the Fawley Waterside development. A marine management plan is to be agreed and established between Fawley Waterside and the County Council as a condition of the recently secured outline planning consent.

13. For the Waterside, the A326 is the main road that provides strategic access to/from the M27 and onto the M3 and to Southampton, with a high level of outward and inward commuting resulting in significant congestion at peak periods. It is recognised that substantial investment is required to improve the transport infrastructure, and in particular the A326 to enable the development opportunities outlined above to be fully realised.
14. In terms of the southern section of the A326, the County Council is leading on bringing forward delivery of improvements to 8 junctions along the A326 corridor, which would be required as mitigation for the completed development at Fawley Waterside, with £5.7M being secured from the Solent LEP and the balance of £2.4M being provided by Fawley Waterside.
15. In terms of the northern section of the A326, the County Council as Highway Authority is carrying out a multi modal assessment and developing preferred schemes and also preparing the strategic outline business case for a Large Local Major Scheme funding bid to the Department for Transport. Improvements, with anticipated costs of up to £140M, are likely to include cycling and walking upgrades alongside improvements to junctions and the upgrade of some of the single carriageway sections of the highway to dual carriageway between the A326 at Marchwood and the M27 at Junction 2. It is anticipated that the strategic outline business case will be submitted in early 2021.
16. The County Council as Highway Authority is also working with Network Rail and the Department for Transport to review the evidence and feasibility for reinstating passenger rail services on the Waterside railway line between Totton and potentially as far south as Cadland Road. The work informed the recently successful bid for DfT's Restoring your Railway Fund. The Strategic Outline Business Case will be submitted in November 2020. Totton Level Crossing is a critical issue and discussions are ongoing with interested parties regarding opportunities and potential for improvements.

### **Waterside Vision Statement – Purpose and Content**

17. The primary purpose of the Vision statement is to establish a commonly shared and endorsed vision for the regeneration and economic potential of the Waterside area. This in turn provides a strong foundation for proposals and funding bids for specific elements of the vision. It is acknowledged that the process of bringing the Vision forward has taken longer than intended, which largely reflects the complexity of the local government geography and responsibilities, requiring three separate bodies to come together and agree a collective position through each authorities formal governance processes, to enable a comprehensive Local Government response.
18. For example, ABP is engaged in dialogue with the Department for Transport in relation to the Port Economic Partnership announced last year, a key 'ask' within which is support for the proposed major investment in the A326 (see

above), and of course being in a position to evidence collective political support for the vision is a robust backdrop for such discussions.

19. In addition, the County Council as Highway Authority is of course also in dialogue itself with the DfT in relation to multi modal transport improvements, including to the A326 and the strategic outline business case, and this business case is supported by the Vision document.
20. For Fawley Waterside, the recent securing of a resolution to grant outline planning consent is a major step forward, and collective endorsement by the local authorities of this vision can only assist in further generating investor confidence.
21. As referenced above, any competitive Freeport proposals developed by Solent LEP, ABP and others will undoubtedly be strengthened with this collectively endorsed vision in place.
22. In terms of content of the vision statement, see Appendix 1 - this includes:
  - a) The Waterside regeneration opportunity in a national context;
  - b) Introduction to the area and socio-economic profile;
  - c) The anticipated outcomes of the vision – economic, social and environmental
  - d) The key asks/needs to facilitate realisation of the vision.

### **Consultation and Equalities**

23. Public consultations will be undertaken in relation to planning applications which relate to individual elements of the Waterside regeneration proposals, for example for Fawley Waterside (outline planning now secured) and in due course the proposed improvements to the northern section of the A326 and the investment proposed at Marchwood Military Port (both anticipated in 2021).

### **Recommendations**

24. That Cabinet approves the Waterside Vision statement.
25. That Cabinet authorises the Leader to sign the final published version of this statement on behalf of the County Council, in conjunction with the Leader of New Forest District Council and the Chair of the New Forest National Park Authority.

## REQUIRED CORPORATE AND LEGAL INFORMATION:

### Links to the Strategic Plan

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

### Other Significant Links

Links to previous Member decisions:	
<u>Title</u>	<u>Date</u>
Direct links to specific legislation or Government Directives	
<u>Title</u>	<u>Date</u>
Freeports consultation - <a href="https://www.gov.uk/government/consultations/freeports-consultation">https://www.gov.uk/government/consultations/freeports-consultation</a>	10 Feb 2020

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

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

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

## **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:**

Please note that this report relates to an overall vision for the Waterside regeneration area, and is therefore assessed to be neutral in terms of impact on persons with protected characteristics.

However, it should be noted that any future decisions which relate to specific sites and/or developments will be subject to site specific environmental impact assessments.



# A Vision for the Waterside



## Contents

- Executive Summary
- The National Context
- A Shared Vision for the Waterside
- The Place
- Socio-Economic Profile
- The Growth Opportunity
- Economic Outcomes
- Environmental Outcomes
- Environmental Infrastructure
- Social and Community Outcomes
- Strategic Approach to Transport
- What We Need



# Executive Summary

The Waterside is situated on the west side of Southampton Water and is the home to nationally significant infrastructure and industrial assets which play a critical role in the UK economy. We have ambitious plans to support the growth of our economy and provide much needed homes, but also to deliver this in a way that enhances the special environment of the area. We believe the Waterside has the potential to become a national exemplar for delivering growth in an environmentally sensitive area. Totton is the main town within the Waterside.

## The Growth Opportunity

- Fawley Refinery (ExxonMobil) – the UK's largest refinery, representing 20% of UK capacity, with a major ongoing investment programme encompassing increased output of ultra-low sulphur diesel;
- Fawley Waterside – the former Power Station and one of the largest brownfield development sites in the South of England, with plans to deliver a new sustainable community and centre of marine and maritime innovation;
- Marchwood Military Port (Solent Gateway) – the UK's only combined military and commercial port, with plans to deliver significant commercial space utilising existing on-site rail infrastructure and deep-water dock capacity;
- Port of Southampton expansion (ABP) – has proposals to develop a deep-water port providing extra capacity for the UK's leading export port;
- New homes – offering development capacity for 5000 new homes

## What help do we need to make this happen?

- Investment in the A326 to reduce congestion, improve journey time reliability and connectivity to the wider UK economy;
- Investment that enhances choice and the accessibility of public transport, cycling and walking routes;
- Investment in Environmental Infrastructure to support connectivity for people, places and nature

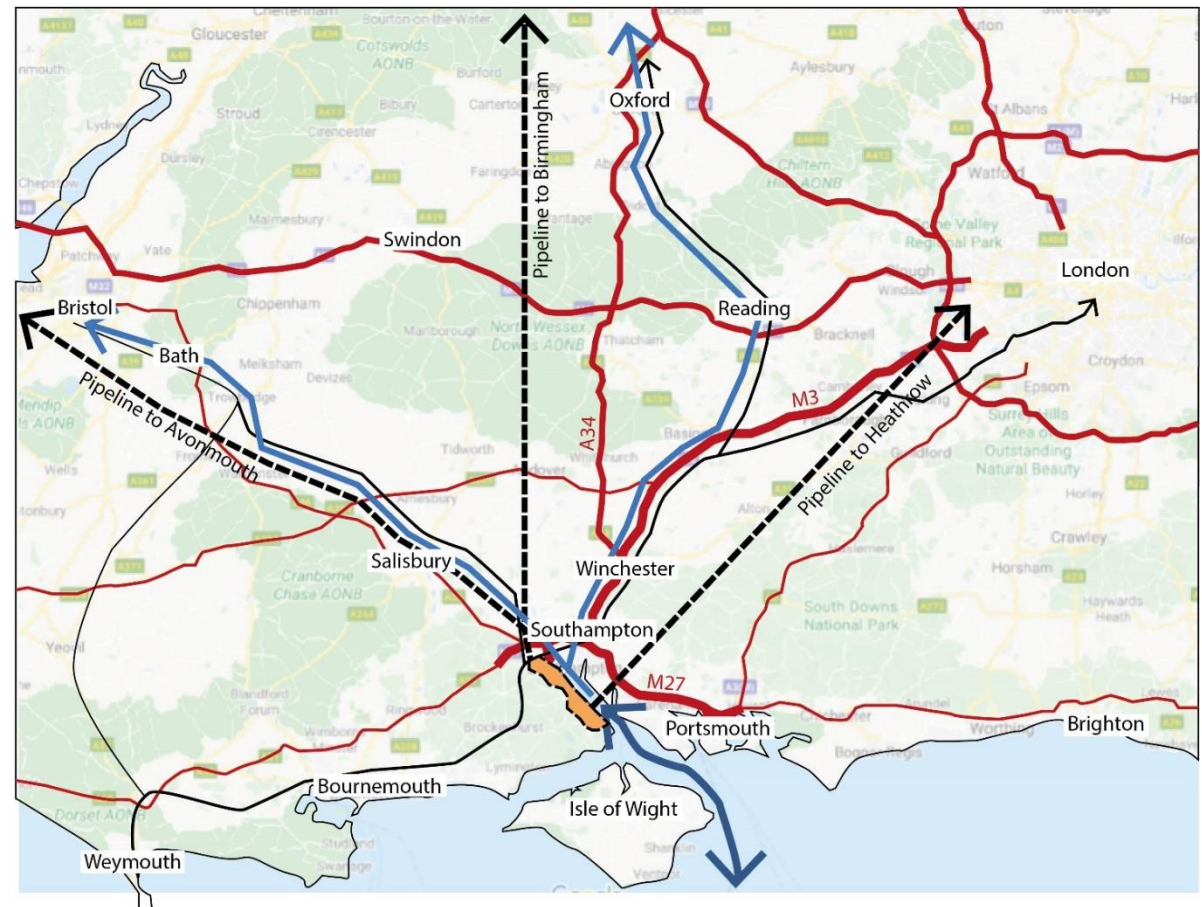
## The National Context

Situated on the west side of Southampton Water, and facing the Port of Southampton, the Waterside is the home to nationally significant infrastructure and industrial assets which play a critical role in the UK economy. The area sits between Southampton Water and the New Forest National Park

Totton and the Waterside gains access principally from the M27, with connectivity through to the M3 and A34, providing an important road link to the automotive sector in the West Midlands. The main distributor road within the Waterside is the A326.

Bournemouth and Southampton airports lie close to the Waterside, providing air connections to the UK and mainland European destinations. The Waterside is close to 5 universities including Russell Group Member, the University of Southampton.

The Port of Southampton is the UK's leading export port and plays a significant role in enabling significant vehicle exports, underpinning the UK automotive sector of the West Midlands and beyond.



Aside from the New Forest National Park, the area also benefits from a number of national and international nature conservation designations that include the New Forest SSSI, the Solent and Southampton Water SPA and Ramsar site.

Southampton Water is a unique natural deep-water harbour, having a unique double tide which allows unrestricted access for the world's largest vessels.

The main landside operational area of the Port of Southampton is located within the City of Southampton, and the port operators Associated British Ports (ABP) owns a significant land holding within the Waterside

ABP concluded in its Draft Port of Southampton Masterplan (2016) that the Port of Southampton needs to expand within its land holdings on the Waterside.

The area is also home to ExxonMobil, owners and operators of the Fawley refinery, the largest refinery in the UK, representing around 20% of UK capacity. The refinery supplies fuel directly, via pipelines, critical international airports including Birmingham, Heathrow and Gatwick.

To the south of the refinery is the former Fawley Power Station, one of the largest brownfield regeneration opportunities in the south of England. The vision for Fawley Waterside is a new 'smart town', with 1500 new homes and deep-water access to enable the development of a centre of excellence in marine and maritime innovation.

Marchwood Military Port, the UK's only combined military and commercial port, is operated by Solent Gateway, is now being developed for more commercial uses, with an emerging masterplan for up to £400M of future investment. The site benefits from extensive developable land and existing rail and port connectivity.

Over 5000 homes will be built within the Waterside over the next 10 to 15 years.

## A Shared Vision for the Waterside

The whole of Totton and the Waterside falls within the administrative boundaries of the Hampshire County Council and the Solent LEP; the majority of the Totton and the Waterside area lies within the administrative boundary of the New Forest District Council, with the remaining part lying in the New Forest National Park Authority area.

A public-private consortium has been formed between the 3 statutory authorities, the Solent LEP and the major landowners: ABP, ExxonMobil, Solent Gateway, Barker Mill Estates and Fawley Waterside.

It is agreed that to achieve economic growth in an innovative way this internationally important and sensitive nature conservation area must be enhanced to create a flagship area where people, the economy and the environment thrives.

This document sets out our shared vision of the opportunity across the whole of Totton and the Waterside, our collective assessment of the cumulative impact of the development aspirations, and our understanding of the total infrastructure needed to support and enable the growth plans for the area, to be delivered in a way compatible with the shared vision.

This is a blueprint for how to deliver growth in an environmentally sensitive area.

To achieve economic growth in an innovative way that enhances this internationally important and sensitive nature conservation area creating a flagship area where people, the economy and the environment thrives.

## The Place

The Waterside is a unique area between two internationally protected nature conservation areas, Southampton Water and the highly protected landscape of the New Forest National Park. The most significant settlement is Totton; the communities of Marchwood, Hythe and Fawley also lie within this area, together with nationally significant infrastructure and industrial assets which include Marchwood Military Port, the Fawley Refinery and former Fawley Power Station site. The whole area provides a setting to the New Forest National Park. Key opportunities for environmental infrastructure have been identified through this vision, supporting anticipated development in the area and delivering environmental net gain. Physical infrastructure is also needed to ensure that the area can deliver sustainable growth and support the economy, both locally and nationally.

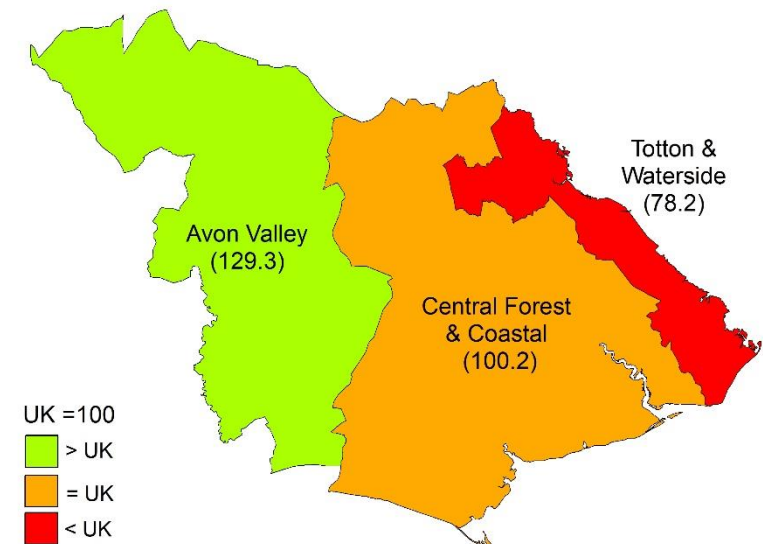
The A326 is the main strategic road that provides access to/from the M27, with a high level of outward and inward commute resulting in congestion at peak periods.





## Socio-Economic Profile

- Totton and the Waterside is the most urbanised, industrial and densely populated sub-area of the New Forest
- The levels of economic prosperity in Totton & the Waterside are over a fifth below the national average.
- Totton & Waterside has a skills gap, in terms of residents with degree or higher qualifications, with the UK average of almost 6%.
- Totton & Waterside has a large (5%) and increasing gap with the national average in terms of residents with higher-skilled occupations.
- In terms of commuting, Totton & the Waterside experiences a net outflow of people (7,200), with some 69% of commuting by car or van.
- The local economy is characterised by concentrations of manufacturing and distribution-related activities, with manufacturing primarily concentrated in lower value-added activities.
- Totton & Waterside and New Forest suffers from a low proportion of knowledge intensive employment. Sectors such as ICT and finance/insurance are significantly underrepresented in the area relative to the UK and Hampshire.
- In terms of sectors, the Waterside has, unsurprisingly, a high concentration of marine and maritime businesses, but with a trend of decline of the sector (around 6.9% per annum in employment terms between 2010 and 2016).



Economic prosperity in New Forest relative to UK average

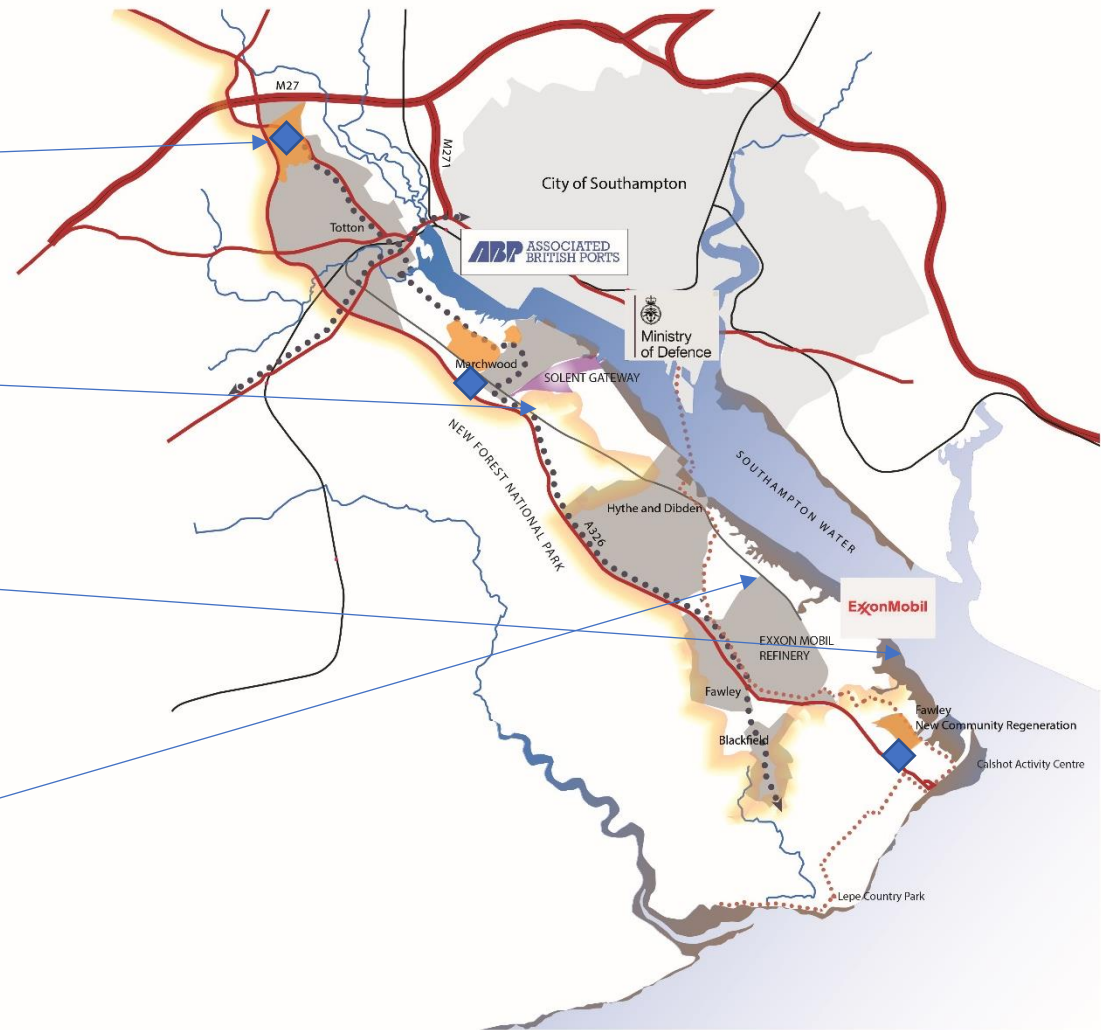
## The Growth Opportunity

The development aspirations for the New Forest District area have been confirmed in the Local Plan adopted in July 2020. The Plan demonstrates how some 5000 new homes creating 3 new communities and 18 hectares of employment land can be delivered within Totton and the Waterside.

The Plan references the use of Marchwood Port for commercial, economic and local employment, and notes the potential expansion of the Port of Southampton which could provide opportunity for significant economic growth within the area.

Together with the National Park's recently adopted Local Plan, the Plan promotes the regeneration of the former Fawley Power Station for a new mixed-use community of 1500 homes, 10 hectares of employment with deep water access.

The Waterside is also home to the Fawley Refinery, operated by ExxonMobil. This is the UK's largest refinery, representing 20% of the UK's refinery capacity. Significant investment is planned in the plant to shift to production of ultra-low sulphur diesel.



## Economic Outcomes

The overall economic benefits that will be delivered from our growth plan are:

- up to 6,700 new jobs with a significant proportion in the Waterside area
- Up to £566M per annum increase in GVA
- Improve the quality of jobs within the area by creating more knowledge intense employment
- Create training and development opportunities through growth to upskill the local population
- Unlocking over £3bn of private sector investment in the area

Wider economic benefits associated with the growth plan along the Waterside includes;

- Improving UK energy security and the UK balance of payments
- Supporting global export sales for the UK automotive sector through the ABP proposed port expansion, safeguarding the UK's export competitiveness

Totton and the Waterside also offers the potential to strengthen the already prominent marine and maritime cluster in South Hampshire which is currently estimated to generate an economic value of £5.8bn GVA and support directly and indirectly around 152,000 jobs (source: CEBR).

This vision also sees the delivery of 5000 new homes in an area that has seen a low level of growth.



## Environmental Outcomes

Totton and the Waterside presents a unique opportunity to lead a national green recovery, embedding the principles set out in the Government's 25 year Environment Plan by delivering a World Class Economy in a Word Class Environment. Our ambition is to increase environmental benefits by:

- Planning, designing and managing the environment as vital infrastructure
- Investing in Natural Capital
- Creating a connected green network
- Connecting the coast to the forest
- Creating healthy towns and villages
- Building strong communities and integrating the new with the old
- Building resilience and adaptivity to climate change
- Enhanced environmental benefits (environmental net gain)
- Connected ecological sites and species (nature recovery networks)
- Creating and enhancing community spaces and places
- Delivering coastal renaissance in Totton and Waterside village centres
- Improving cycling and walking and connections to Southampton
- Linking to Southampton's Green City Charter

# Environmental Infrastructure

## What is Environmental Infrastructure?

It is a network of natural features.

## Why is it important?

With limited space on the Waterside an Environmental Infrastructure approach allows us to make the best use of what we have now and what we need in the future.

## How are we going to harness the benefits of Green Infrastructure?

Protecting what we have now, connecting it to other Environmental Infrastructure and enhancing it to work better for all in the future.

## What will it be on the ground?

**Ecological Network Enhancement** – For example linking existing broadleaved woodlands with new hedgerows or linear woodland. To help connect the coast to the forest making use of existing Environmental Infrastructure and adding sites to create links or overcome existing barriers.

**Sustainable Transport Network** – Creating cycleways and improving footpaths to make it easier for people use travel without needing to drive.

**Neighbourhood Green Infrastructure** – Improving existing parks and greenspaces to encourage use by all. Creating towns and villages that are:

- easy to walk around to encourage activity and increase use,
- good places to live with treelined streets which improve air quality, lower wind speed and provide shade;
- accessible to improve how people feel and engage the community through access to nature, streams and the coast; and
- multifunctional with spaces for sport, recreation and play.

**Water Management** – With more frequent storms we need to increase the amount of water that can be stored upstream by managing land to flood to protect homes and businesses downstream. We need to improve the quality of the water that flows into Southampton Water and the Solent by capturing nitrates and phosphates through mechanisms such as special wetlands.

**Land Management Opportunities** – Land can be managed in ways that have greater benefit for the economy, the environment and society. By working with landowners, we can change existing management practices to increase their benefits, for example gains for nature through connecting or buffering important sites.



Neighbourhood Green Infrastructure:  
Connectivity enhancements



Land Management Opportunities:  
To enhance the landscape, ecology and public enjoyment



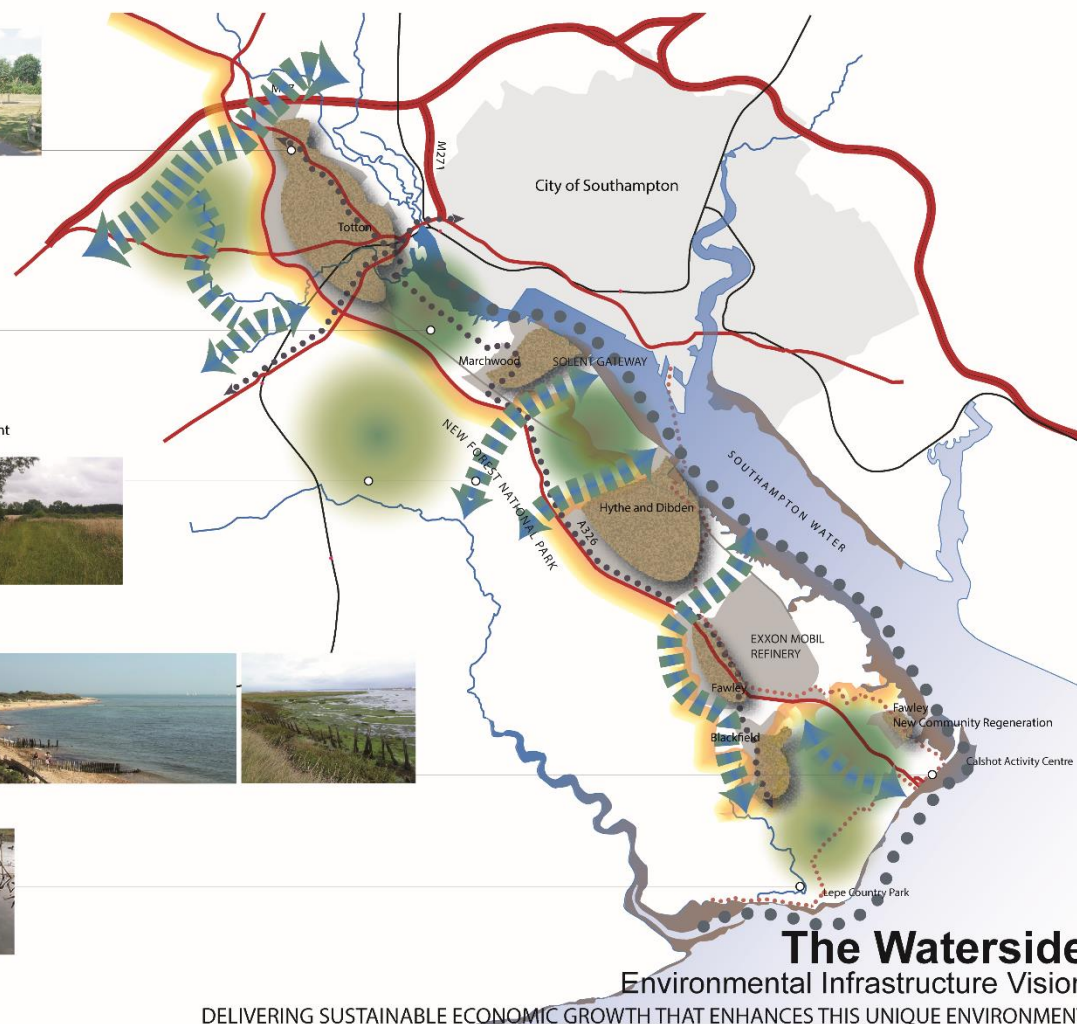
Land Management Opportunities:  
Ecological blue and green network enhancements



Coastal access opportunities



Land management Opportunities:  
Water management -  
Up stream catchment enhancements



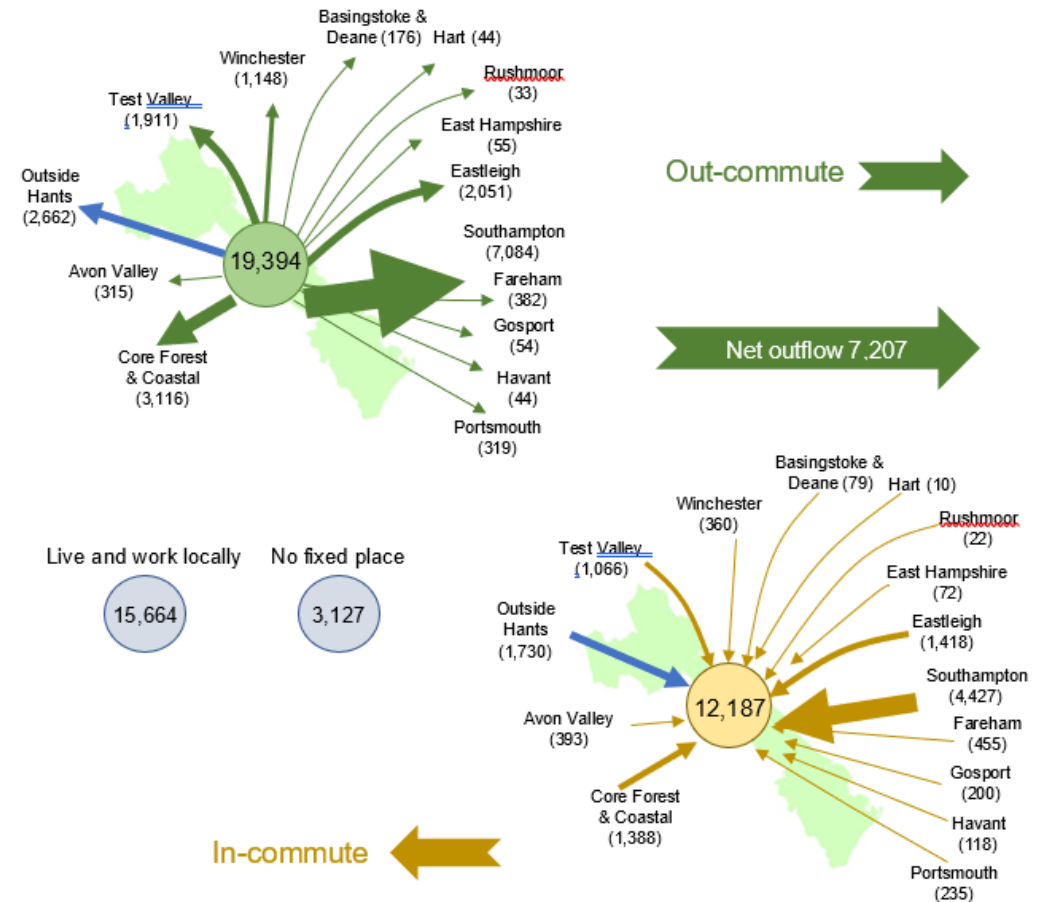
## Social and Community Outcomes

- Significant new knowledge-based employment opportunities
- Investing in skill and training opportunities - significant opportunities will be delivered from the proposed growth for creating training opportunities for local residents and upskilling the existing workforce
- Improving access to education and training - with better transport links across the Waterside and to education and training opportunities in Southampton
- Delivering a mix and range of housing and housing tenures providing a wider choice for local residents to meet their housing needs and attracting new households into the area
- Promoting health and wellbeing, through the investment in green infrastructure and improved walking and cycling, creating more resilient communities
- Improving accessibility and enjoyment of natural green space
- Reusing brownfield sites including the redevelopment of the former Fawley Power Station

# Strategic Approach to Transport

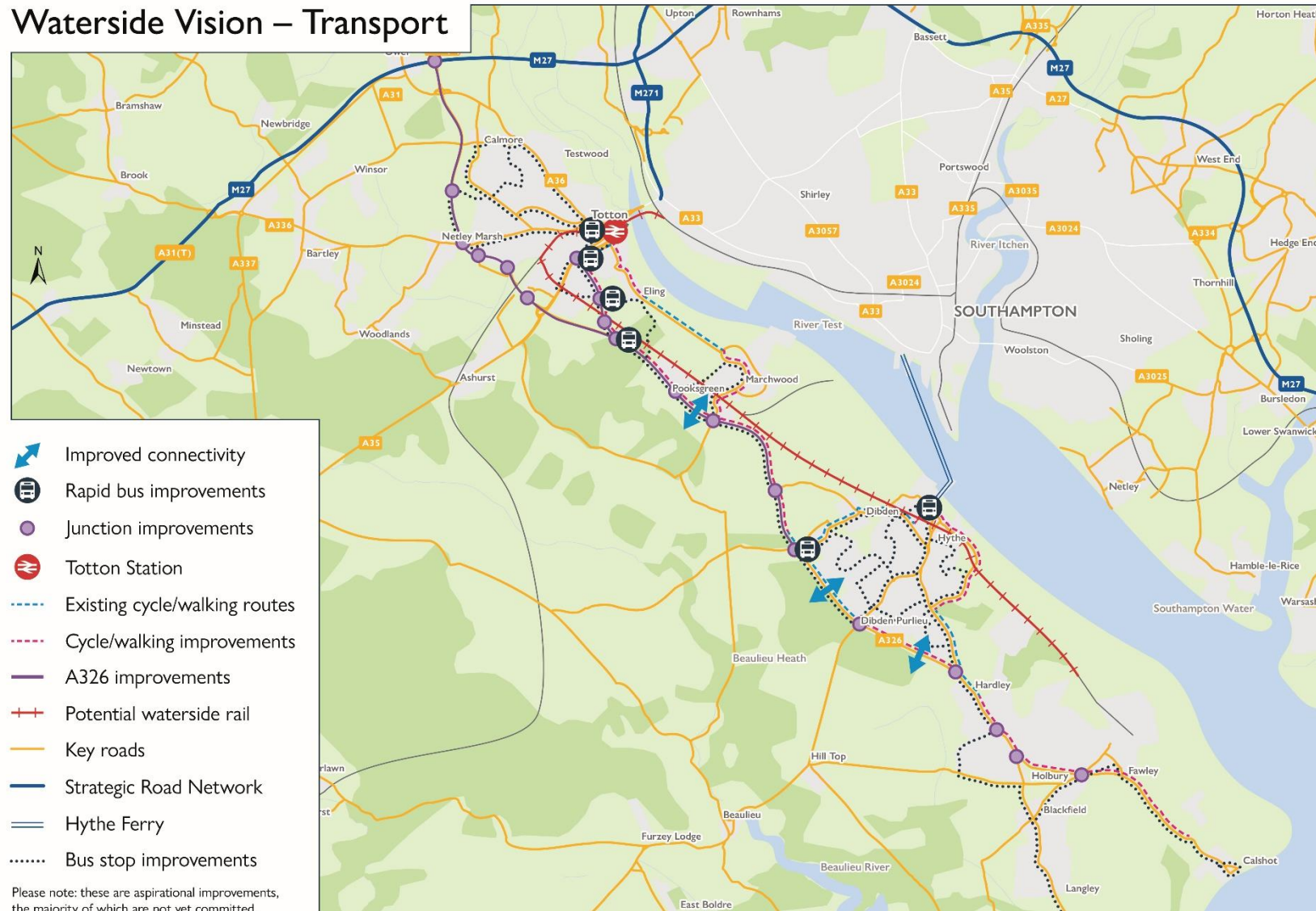
Our strategic approach to transport needs across the Waterside will encompass the following key objectives:

- To develop a fully integrated multimodal transport strategy to improve connectivity across the Waterside area and with the wider region
- To reduce dependence on the private car by enhancing choice and the accessibility of public transport, cycling and walking routes
- To ensure that all transport improvements account for the sensitive environment and habitats of the New Forest
- To provide a high quality cycling and walking corridor to and from Southampton and to and from Totton to Lepe.
- To enhance access between communities and to key destinations by reducing the barrier the A326 represents
- To reduce congestion and improve journey time reliability on the A326 by providing critical network resilience, especially for the existing national assets on the Waterside including the Fawley Refinery and Marchwood Military Port and also for the proposed growth in the capacity of the Port of Southampton
- To enhance the efficiency of multi-modal trade routes from the Waterside to the manufacturing regions of the Midlands and North.





## Waterside Vision – Transport



## What we need

- Investment in environmental infrastructure to support connectivity for people, places and nature
- Investment in the A326 transport corridor to reduce congestion and better connect the Waterside with the wider regional and national economy
- Investment in more sustainable alternatives to the car including cycling and walking, and exploring the future potential for re-instating passenger services on the Waterside railway line.
- Investment in 5G digital connectivity across the Waterside area, to enable greater adaptability and innovation in the local economy
- Improvements to Totton town centre to better fulfil its role as the key urban centre for the Waterside and its communities

This page is intentionally left blank



## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Cabinet
<b>Date:</b>	29 September 2020
<b>Title:</b>	M27 Junction 10 Scheme Update
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Heather Walmsley

**Tel:** 01962 846089

**Email:** heather.walmsley@hants.gov.uk

### Purpose of this Report

1. This report provides an update on the M27 Junction 10 improvement scheme ("the Scheme") which will facilitate the development of 6,000 new homes and in the region of 5,000 new jobs at Welborne Garden Village. The Scheme is substantial in scale and importance for the sub-region. Detailed planning permission subject to a S106 Agreement was secured for the junction improvement in October 2019, within the broader outline approval for the Welborne development granted at the same time. As Local Planning Authority, in resolving to grant planning permission for the development at Welborne, the Borough Council have specified that development cannot commence without full funding being in place for the junction improvement, making the Scheme critical enabling infrastructure for the whole development.
2. The County Council has been Scheme Promoter, leading on all design, development, and business case work for the Scheme since January 2018 following a request at that time by Chris Grayling, the then Secretary of State for Transport. The Scheme is substantial in scale and complexity, being the highest value single transport scheme ever progressed by the County Council. Progress to date has been significant, but has been complicated by the parallel work of Highways England's Smart Motorways Programme; and ongoing development and delivery funding issues.
3. The current allocation of development funding was anticipated to run out in September 2020. This report provides an update on recent changes in funding circumstances including a formal offer from the Solent LEP Board on 15 September 2020 to provide up to £900,000 to fund the completion of development work up to Stage 3 of the Highways England Project Control Framework process to be completed by the end of March 2021. A full understanding of the conditions associated with this funding is awaited and as such this report seeks a mandate for the suspension and termination of the

County Council's role as Scheme Promoter in the event that the funding cannot be secured with reasonable terms and conditions to enable the continuation of Scheme development. In particular it is considered that the County Council as scheme promoter should not accept additional financial obligations, which would be contrary to its long standing policy in respect of Welborne. Conditions or obligations relating either to the outcomes of the work or elements of the work programme that are beyond the direct control of the County Council are also considered to be unacceptable. The report also sets out next steps, on the assumption that additional development funding is confirmed with reasonable conditions.

## **Recommendations**

4. That the Cabinet authorises the Director of Economy, Transport and Environment to suspend all ongoing development work on the M27 Motorway Junction 10 improvement scheme ("the Scheme") if additional external funding for this work is not made available on reasonable terms and conditions to allow the work to continue beyond September 2020.
5. That the Cabinet agrees that following any suspension of work on development of the Scheme, the County Council will reallocate or stand down project resources and relinquish its current role as Scheme Promoter, if additional external funding for further scheme development is not received within a month following the suspension of activities.
6. That the Cabinet approves a change in the approach of the County Council as Scheme Promoter to formally review its continued role on the Scheme to follow the completion of Stage 3 of Highways England's approval process, rather than following completion of the Full Business Case stage.

## **Executive Summary**

7. This report provides a summary of the sub-regionally significant Welborne Garden Village development and the need for improvements to the M27 Junction 10 to facilitate this development. Junction 10 is a substantial scheme in scale and value and is the largest single major transport scheme the County Council has worked upon. The report provides a short scheme description and progress update for Junction 10, including reference to the recommendations from the report to the Executive Member for Economy, Transport and Environment on 14 January 2020. Key meetings with Ministers have provided a steer throughout the Scheme development work and pertinent feedback and direction is summarised.
8. The report provides an update of the financial position for the Scheme, noting that the current development funding was set to run out in September 2020,

and seeks a mandate for the County Council to suspend ongoing development workstreams should the conditions associated with the additional Solent LEP funding offer be unacceptable and alternative third party funding not be identified to enable development work to continue

9. Should suitable funding be approved, the report outlines a structured approach for the progression of the development work up to an appropriate stage and provides for bringing forward a formal review of the County Council's role in the scheme from the completion of the full Business Case to completion of Stage 3 of the Highways England approval process, reflecting the changed funding position, and the knock on effect this has in further complicating the design approval and business case processes.

## **Context**

10. Welborne Garden Village is a long standing proposal arising initially from the South East Plan and was subsequently incorporated as one of the new communities in the government's Garden Communities programme. It has the advantages that all the necessary land is now under one ownership, and a resolution to grant outline planning permission pending final agreement of the S106 legal agreement, which is anticipated before the end of 2020. The development includes the provision of 6,000 homes and approximately 5,000 new jobs, and is sub-regionally significant. Subject to the Section 106 Agreement, Buckland Development Ltd, the developer of Welborne, has identified £300m of infrastructure investment in the new community to provide the schools, healthcare facilities, community and leisure facilities, new roads, and public transport that the residents will need. Fareham Borough Council have included a condition on their resolution to grant Planning Permission which requires all of the funding for the M27 Junction 10 scheme to be in place before the wider Welborne development can commence..
11. The County Council agreed to take on the role of Scheme Promoter for the M27 Junction 10 in January 2018 following a request from Chris Grayling the former Secretary of State for Transport. Since 2018, significant progress has been made to advance the design, resulting in the submission of over 100 drawings and documents to Fareham Borough Council as Planning Authority, and a resolution by Fareham Borough Council in October 2019 to grant detailed planning permission subject to the S106 Agreement. Alongside the design work, the County Council has been working with the Department for Transport to progress the Strategic and Economic Cases for the Full Business Case, and more recently with Highways England to progress the Scheme through their 144 document approval processes.
12. The Scheme is substantial in scale and the largest transport scheme in value progressed by the County Council to date, with costs in the region of £75m. The Scheme will upgrade the existing "partial-moves" M27 Junction 10 to an

“all-moves” junction located largely to the west of the A32. The Scheme involves the provision of new east and west facing on- and off-slip roads, and a new east facing off-slip, along with a new under-pass under the M27. The Scheme has required an element of re-design to take into account the Highways England Smart Motorways scheme, which provides additional running lanes through the junction. Engagement with Highways England around this has been particularly complex.

13. On 14 January 2020, a report to the Executive Member for Economy, Transport and Environment outlined the progress to date, but advised that an impasse had been reached in Scheme development and business case work, pending early contractor design input, which was primarily linked to the lack of funding for both scheme development and to deliver the Scheme. Without a resolution of the funding issues, the report recommended that preparations should be made to potentially suspend work and terminate the role of the County Council as Scheme Promoter. The report further recommended that clarity should be sought with Highways England around the way forward and approach to delivery, and that the County Council should work with Fareham Borough Council to secure additional funding for the Scheme.
14. Following intervention from the Department for Transport additional development funding was made available to the County Council which allowed design and approval processes to proceed.
15. The County Council is working with appropriately experienced framework partners to progress the design of the underpass solution, and has sought early contractor involvement (ECI) to provide a level of confidence that a potential delivery body would ratify the design as appropriate for delivery without any further adjustments. The County Council has also agreed a mechanism for engagement with Highways England, who have identified a Project Coordinator as a dedicated resource to assist the County Council working through their Product Control Framework (PCF), a complex approval process involving the approval of some 144 documents across several stages, to reach a point whereby the design is completed and fully approved. The original intention was that Highways England would complete the PCF process themselves as well as delivery of the motorway elements of the Scheme as part of their Smart Motorway Project, which opens to traffic in March 2021. However, the Junction 10 programme has slipped beyond the timescales for the completion of the Smart Motorways Scheme and now needs to progress independently through the Highways England Approval process, which has added a minimum of a year onto the delivery programme,.
16. The completion of Stage 3 of the PCF process will be a significant milestone in the development work and is planned to take place prior to March 2021. It is logical that there is a pause at the end of Stage 3 until full funding for the Scheme and the approach to delivery is confirmed, given that progression beyond this stage will not be possible without full funding. In order to complete Stage 3 of the PCF process and for the County Council to continue development work beyond September, additional development funding in the

region of £700-£900k will be required, and this is set out more fully in the financial section of the report.

17. Progression to Stages 4 and 5 of the PCF process, and the completion of the Financial, Commercial, and Management Cases of the Full Business Case, require the completion of the Orders process and procurement processes, which cannot be commenced in advance of a signed S106 Agreement and the confirmation of full funding. The Full Business Case cannot be completed until the end of Stage 5 of the PCF process. The completion of Stages 4 and 5 will unlock the approach to delivery.

## **Key Recent Developments**

18. On 12 February 2020, a meeting took place with the Rt Hon Robert Jenrick, Secretary of State for Housing, Communities and Local Government, which reaffirmed the importance of the Scheme within the context of facilitating Welborne Garden Village, and identified the potential for a further £15million to be allocated to the Scheme from the Housing and Infrastructure Marginal Viability Fund, (HIF MVF) increasing the £10million currently allocated to £25million. The allocation has subsequently been increased to a total allocation of £30million subject to due diligence under a competitive process, with other schemes. The meeting saw discussion of the potential for the outstanding gap funding to be met from increased local contributions, but to date no such increased contribution has been secured.
19. Two key letters were written in May 2020, which are critically important to the funding situation for the Scheme: Firstly, a letter was sent from the Solent LEP to DfT on 1 May seeking the return of the remaining DfT retained funding (£10.65m) to the local area, given that the funding could not be spent on capitalised work prior to the funding deadline of March 2021. This would allow the LEP to reallocate the remaining LGF (£24.4m) to other projects to ensure the funding was retained within the local area. A second key letter was sent from the Leader of the County Council to the Rt Hon Robert Jenrick on 5 May 2020 requesting consideration for extending the spending deadline for the LGF funds beyond March 2021 to enable the LEP's allocated funding to be retained for the Scheme.
20. On 16 July 2020 the County Council withdrew their letter to the Secretary of State at the request of the Solent LEP on the basis that, after further dialogue with government officers, it became apparent that no response would be received before the LEP Board met to determine whether to re-allocate the LGF funds, and in support of the principle that the funding should be retained in the local area. Following the withdrawal of the County Council's letter, the DfT agreed to return the retained LGF funding to the LEP.

21. On 17 July 2020, the LEP Board agreed to reallocate retained LGF upon its return from DfT, allowing that up to £2m could still be made available to the Scheme Promoter to continue the development of the Scheme and work towards the completion of the full business case.
22. On 14 August, the Scheme Promoter advised that the programme for the completion of the full business case had slipped by approximately a year due to delays to key workstreams associated with a lack of full funding, and to allow time for the completion of the Highways England PCF process. It was further advised that, following the funding changes, it would no longer be possible to complete the business case in the timescale or following the process previously envisaged.
23. In light of the rapidly evolving events outlined above, and in order to unlock the stalemate position, full funding for the Scheme is urgently needed. However, Ministers and government officers have consistently advised that they will not invest further funding until there is an increased local contribution. Several options to increase the local contribution have been discussed but no clear way forward has yet been identified. Without agreement for an increased local contribution to be offered, full funding for the Scheme is unlikely to be secured in the foreseeable future. As a result, progression of Scheme development work beyond Stage 3 will almost certainly be stalled at this point.
24. Aligned to the need to increase the level of the local contribution, it is critically important for dialogue to take place at the highest level to understand how the remaining gap funding for the Scheme can be found. Funding matters are more fully outlined below.

## **Finance**

### **Scheme Development Costs and Funding**

25. £4.65 million has been spent on Scheme development to date. It is anticipated that a further £2m will now be the minimum required to complete the remainder of the Scheme development work, and the substantial documentation associated with Highways England's Approval processes, the contribution towards their associated resourcing costs, and redesign associated with Smart Motorways.
26. The £4.65 million spent to date has been advanced from the Solent LEP's £14.9m Local Growth Funding retained by the Department for Transport (DfT) and was paid directly to the County Council from DfT for Scheme development and business case work. This funding has been used to progress the development work since January 2018 and is expected to run out in September 2020.
27. At its meeting on 17 January 2020, the Solent LEP Board agreed to make up to £2million of additional funding available from the remaining £10.25million

Solent Growth Deal funding retained by the Department for Transport to help ensure that sufficient funds are in place to complete the business case and site preparation works, and to ensure that the Scheme remains well placed to secure the funding it needs to proceed.

28. The Solent LEP have always advised that this funding will need to be spent by March 2021 in accordance with their Assurance Framework, and that all expenditure needs to be capitalised. Based upon the current programme of deliverables, it will not now be possible to complete all of the Scheme development and full business case work prior to March 2021, with the current programme showing that only completion up to the end of Stage 3 of the Highways England approval process will be achieved by that date. Completion of Stage 3 work will cost in the region of £700k-£900K.. On 15 September 2020 the Solent LEP Board formally confirmed that they had considered the request from the County Council as Scheme Promoter for up to £900,000 to fund the completion of development work up to Stage 3 (of 5 stages) of the Highways England Project Control Framework process by the end of March 2021. A full understanding of the conditions associated with this funding are awaited.
29. The funding constraints linked to the Assurance Framework mean that it will not be possible to spend the remainder of the £2m prior to March 21, and consequently there will be a shortfall of approximately £1.3million in development funding, which will mean that development work cannot progress beyond Stage 3 of Highways England's Approval process without replacement funding identified. Additional third-party funding in the region of £1.3m will then be required to enable progression to Stages 4 and 5 of the HE approval process and the completion of the Full Business Case.

### **Scheme Delivery Costs and Funding**

30. The progression of a single slide-box design now means the delivery cost has reduced from £85-£100 million to in the region of £75 million. Of this amount, approximately £50 – £55 million is directly associated with main works, and other costs are related to traffic management on the motorway, utility diversions, adjustments to Smart Motorway Project design, risks, and optimism bias. The final Scheme cost will be dependent upon the approach to delivery, as ratified by the contractor, and assumes Highways England will approve the slide box approach to underpass delivery. The ability to reduce risks and potentially substantial costs, which Highways England may apply around commuted sums, VAT, and the impact upon its network, are key to informing the final costs.
31. A range of funding bodies have allocated funding towards the delivery of Junction 10. Given delays to the programme, resulting from engagement with Highways England's Smart Motorways project, and delays throughout the planning process, alongside funding constraints and deadlines for spend,

some of the funding allocations are no longer available. The status of each allocation is set out below.

32. £14.9 million was originally allocated from the Solent LEP Local Growth Funding retained by DfT. Of this amount £4.65 million has already been advanced from DfT directly to the County Council for Scheme development work, and will be completely spent by September 2020. The Solent LEP Board requested the return of the remaining £10.25 million Local Growth Funding retained by DfT to the local area (on the advice that it could no longer all be spent on Junction 10 prior to March 2021) so that it could be reallocated to other projects that could be delivered within the timescales.
33. An additional £14.15 million was originally allocated from the Solent LEP Local Growth Funding, which needed to be spent by March 2021. As Junction 10 cannot spend this funding in advance of March 2021, the Solent LEP Board removed the 'earmarking' for this funding at their Board on 9 March 2020 which means it is no longer available for the Scheme.
34. £10 million was originally allocated from the Housing and Infrastructure Marginal Viability Fund, which can be spent in 2021/22/23 upon the delivery of any part of the Scheme to facilitate housing growth. Discussions with MHCLG over the last month have demonstrated support for the Scheme, providing a critical step forward as outlined earlier in the report, with Government advising that the originally allocated £10 million could potentially be increased to £30 million, subject to due diligence involving further financial scrutiny around the wider Welborne development. The funding would be grant funding, which would have conditions attached requiring Fareham Borough Council (the bidding and receiving authority) to ensure it would be repaid if the development became viable and fully policy compliant. As the conditions of the funding are directly linked to the delivery of homes and have obligations for Fareham Borough Council as Planning Authority and bidding authority, the funding cannot be awarded directly to the delivery body, hence some form of back to back Agreement would be required to enable the funds to become effectively available to the Scheme delivery body. The additional funding, (should all £30 million be secured), would have effectively closed the funding gap for the Scheme if it had been possible to keep the LGF allocation, and would have unlocked the blockage in Scheme development and progress towards delivery for Junction 10 and the wider Welborne development.
35. £20 million has been identified through Fareham Borough Council's Viability work as an appropriate contribution to be secured via Section 106. This level of funding, representing just over 20% of the total cost, is capped at this level in terms of the planning resolution from the Borough Council following negotiation with the developer. The S106 will almost certainly seek to define phased timescales for releasing this funding, which are likely to be linked to when construction on the Scheme and homes start and other agreed development progress related triggers.



36. Based upon the remaining funding allocated above, which totals £50 million (subject to Homes England approval and due diligence processes), plus £5.55m development funding, and the assumption that the Scheme can be delivered for a cost in the region of £75m, the funding gap for Scheme delivery (assuming that a slide box solution is approved) is now in the region of £20M. The potential additional funding allocations from Homes England represent a significant milestone going forward. However, until replacement funding for the reallocated Local Growth Funding has been identified, the Scheme is no closer to being delivered or understanding which party will be the delivery body. It is impossible to complete the Scheme development or delivery without full funding in place, and costs will only increase the longer it takes to resolve.
37. A summary table showing guaranteed funding alongside funding allocated and subject to Agreement, is included below:

SOURCE	GUARANTEED FUNDING (£000)	FUNDING SUBJECT TO AGREEMENT / ACCEPTABLE CONDITIONS/ DUE DILIGENCE (£000)	POTENTIAL TOTAL BUDGET (£000)	SPEND DEADLINES
LGF DfT retained funding	4,650	900	5,550	March 2021
Homes England Housing Infrastructure Fund Marginal Viability Funding		30,000	30,000	Possible to extend beyond March 2021
S106 private sector contribution		20,000	20,000	No spend deadline
<b>TOTALS</b>	<b>4,650</b>	<b>50,900</b>	<b>*55,550</b>	

\*Note: Based upon an assumed scheme cost of £75 million which leaves a minimum funding gap of £19.65 million

38. In light of the amount of public funding potentially allocated towards the Scheme, the State Aid implications for the Scheme must continue to be considered. The scheme is primarily intended to mitigate the impact of the planned development whilst it is also recognised that it would bring wider benefits for the surrounding communities of Fareham.

### Next Steps

39. Subject to the availability of development funding from the Solent LEP, or other third parties, the Scheme Promoter should continue to progress the single slide-box design and will aim to complete Stage 3 of Highways England's Approval process to be completed by March 2021.

40. Without acceptable conditions aligned to the additional £7-900k of development funding recently formally agreed by the LEP Board, , the County Council will commence a suspension of all workstreams associated with Junction 10, and consequently there will be abortive costs to third parties, current resources will be lost to the Scheme, a significant number of ongoing workstreams will need to be closed down, and the likelihood is that recommencing all of these workstreams with newly allocated resources in the future would result in a substantial amount of additional work as tasks would potentially have to be re-started from the beginning.
41. On the assumption that development work continues to enable the completion of Stage 3 of Highways England's Approval process, a break point will then be required to provide all parties with the opportunity to consider the approach to delivery, and to agree the delivery body and cost underwriter. Progression beyond the break point to complete Stages 4 and 5 leading into delivery will not be possible without full funding, and the longer it takes to secure full funding and progress to these stages, the more costs will inevitably increase, (whilst noting that progression through Stage 3 would be much faster with full funding in place.)
42. In the meantime it is suggested that lobbying should continue at the highest level to seek to unlock funding to close the remaining gap and deliver the Scheme. In this regard it has been agreed to send a further letter to the Prime Minister requesting further financial support for Welborne, signed by the landowner/developer, the Leader of Fareham Borough Council and the Leader of Hampshire County Council.

## 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

### Other Significant Links

<b>Links to previous Member decisions:</b>	
<u>Title</u> EMET – M27 Junction 10	<u>Date</u> 15 Jan 2019
EMETE – M27 Junction 10 Update	14 Jan 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.)**

#### Document

Fareham Borough Council Planning Decision on Welborne Garden Village October 2019	Planning Portal /Fareham Borough Council website
---	---

## **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 impact of this decision has been assessed as neutral as it relates to development work and business case progression rather than delivery. However, as and when the Scheme is delivered, it will benefit all transport users, catering for cars, Bus Rapid Transit links, and including pedestrian and cycle provision. It will provide the key access to Welborne Garden Village and associated 6000 new homes and 5000 new jobs, which will benefit the whole community. More detailed equalities impact assessments will be carried out if and when the County Council moves into the delivery phase of the project.