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NOTICE OF MEETING

Meeting	Economy, Transport and Environment Select Committee
Date and Time	Thursday 18th November, 2021 at 10.00 am
Place	Mitchell Room - HCC
Enquiries to	members.services@hants.gov.uk

Carolyn Williamson FCPFA
Chief Executive
The Castle, Winchester SO23 8UJ

FILMING AND BROADCAST NOTIFICATION

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

AGENDA

1. WELCOME AND 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 3 - 6)

To confirm the minutes of the previous meeting

4. DEPUTATIONS

To receive any deputations notified under Standing Order 12.

5. CHAIRMAN'S ANNOUNCEMENTS

To receive any announcements the Chairman may wish to make.

6. GOVERNMENT CONSULTATION ON REGULATORY REVIEW OF ZERO EMISSIONS VEHICLES (Pages 7 - 14)

To consider a report of the Director of Economy, Transport and Environment regarding progress on the County Council's draft response to the Government's consultation on a regulatory review of zero emission vehicles and in particular the recharging of electric vehicles (EV).

7. ENVIRONMENT BILL UPDATE

To receive a presentation and update on the Environment Bill.

8. WORK PROGRAMME (Pages 15 - 18)

To review and approve the current work programme for the Economy, Transport and Environment Select Committee.

ABOUT THIS AGENDA:

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

ABOUT THIS MEETING:

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

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

Agenda Item 3

AT A MEETING of the Economy, Transport and Environment Select Committee
of HAMPSHIRE COUNTY COUNCIL held at The Castle, Winchester on
Thursday, 23rd September, 2021

Chairman:

* Councillor Stephen Philpott

* Councillor Derek Mellor	Councillor Hugh Lumby
* Councillor Nick Adams-King	* Councillor Elaine Still
* Councillor Debbie Curnow-Ford	* Councillor Kim Taylor
Councillor Barry Dunning	* Councillor Martin Tod
* Councillor Tim Groves	* Councillor Rhydian Vaughan MBE
* Councillor Gary Hughes	* Councillor Bill Withers Lt Col (Retd)
* Councillor Rupert Kyrle	
	* Present

Also present with the agreement of the Chairman:

Councillor Rob Humby, Deputy Leader and Executive Lead Member for Economy, Transport and Environment;

Councillor Jan Warwick, Executive Member for Climate Change and Sustainability;
Councillor Russell Oppenheimer, Executive Member for Highway's Operations

12. APOLOGIES FOR ABSENCE

Apologies were received from Councillor Hugh Lumby.

13. DECLARATIONS OF INTEREST

Members were mindful that where they believed they had a Disclosable Pecuniary Interest in any matter considered at the meeting they must declare that interest at the time of the relevant debate and, having regard to the circumstances described in Part 3, Paragraph 1.5 of the County Council's Members' Code of Conduct, leave the meeting while the matter was discussed, save for exercising any right to speak in accordance with Paragraph 1.6 of the Code. Furthermore Members were mindful that where they believed they had a Non-Pecuniary interest in a matter being considered at the meeting they considered whether such interest should be declared, and having regard to Part 5, Paragraph 2 of the Code, considered whether it was appropriate to leave the meeting whilst the matter was discussed, save for exercising any right to speak in accordance with the Code.

Councillor Martin Tod declared an interest as the Cabinet Member responsible for waste at Winchester City Council and also the Deputy Chair at Project Integra.

Councillor Rupert Kyrle declared an interest as a Cabinet Member for Environment at Eastleigh Borough Council and a Member on Project Integra.

14. **MINUTES OF PREVIOUS MEETING**

The minutes of the last meeting were reviewed and agreed.

15. **DEPUTATIONS**

There were no deputations.

16. **CHAIRMAN'S ANNOUNCEMENTS**

The Chairman confirmed that an additional item had been added to the agenda on Bus Back Better.

17. **JOINT MUNICIPAL WASTE MANAGEMENT STRATEGY**

The Select Committee pre-scrutinised a report for the Executive Lead Member for Economy, Transport and Environment on the Joint Municipal Waste Strategy (item 6 in the minute book).

The officer summarised the report highlighting the importance of working with partners on a twin-stream system that would be effective for carbon reduction but required substantial investment. The strategy was very high level and a fluid document that allowed flexibility as more details were made available around the funding and funding structures.

The Executive Lead Member for Economy, Transport and Environment enforced the importance of it being a collective ambition across the Hampshire area and Districts and Boroughs as well as at County level.

RESOLVED

The Select Committee supported the recommendations being proposed to the Executive Lead Member for Economy, Transport and Environment in page 1 of the report;

18. **SAVINGS PROGRAMME TO 2023 – REVENUE SAVINGS PROPOSALS**

The Select Committee pre-scrutinised a report from the Director of Economy, Transport and Environment and Senior Finance Business Partner (item 7 in the minute book) on the Savings Programme for 2023 (SP23).

It was reported that the last government spending review was for one year, making forward planning difficult. Forecasting indicated that government funding would not fully meet the financial pressures the County Council faced, therefore there would be a funding gap in April 2023 and the Council would need to make savings of £80 million to balance the budget. This was in addition to £45 million in savings from previous transformation programmes that were yet to be delivered.

For Economy, Transport and Environment it was confirmed that £10.2million in new savings had been identified totalling over £79 cumulatively by 2023/24. This was 12% lower than the cash available to the department in 2009/10.

The current proposals were summarised following a consultation that had taken place, which had been altered to take into account the feedback that had been received.

During questions, Members learned that lobbying did continue with Central Government for funding, but any further tax increase could not be done without a referendum. Anaerobic Digestion was an area being investigated to assist with recycling, but there was no funding to do this and it required large investment.

Members acknowledged that following the intensive savings already made, discretionary services now had to be looked at in order to try and achieve any further savings.

Any further funding received now would not be included as part of the 2023 programme and would be planned for April 2023 onwards.

The Executive Lead Member for Economy, Transport and Environment confirmed that work continued to be done in some areas of savings to find the best forward and thanked officers for their work.

RESOLVED

The Select Committee supported the recommendations being proposed to the Executive Lead Member for Economy, Transport and Environment in section 2 (page 1) of the report.

19. BUS BACK BETTER - PRESENTATION

The Select Committee received a presentation on the Bus Back Better, the National Bus strategy published in March that set out the future of bus services.

Many initiatives had already been delivered, including 550 real-time screens, Wi-Fi and the capacity for contactless payments. The pandemic had naturally effected the number of users on buses, but patronage was starting to increase again – particularly during the day.

Rural areas continued to be a challenge due to the numbers and routes available that are financially viable. Taxi-share services had replaced many of the rural routes although were not as visible.

During questions, Members learned that further work was being done to integrate bus and rail more in the longer term to make public transport more accessible. Cross-boundary accessibility was also being looked at.

Members thanked officers for their work and the presentation.

20. **WORK PROGRAMME**

The Select Committee considered the work programme and discussed potential new items as well as those already proposed and it was requested that 'Parking and Transport Management Agency review' be added.

Following discussion, the work programme was agreed by the Select Committee.

Chairman,

HAMPSHIRE COUNTY COUNCIL

Report

Committee:	Economy, Transport and Environment Select Committee
Date:	18 November 2021
Title:	Government Consultation on Regulatory Review of Zero Emissions Vehicles
Report From:	Director of Economy, Transport and Environment

Contact name: Andy Wren

Tel: 07768 143240

Email: andy.wren@hants.gov.uk

Purpose of Report

1. To inform the committee of progress on the County Council's draft response to the Government's consultation on a regulatory review of zero emission vehicles and in particular the recharging of electric vehicles (EV).
2. On 28 September 2021 the Office for Zero Emission vehicles (OZEV), part of the Department for Transport (DfT) and the Department for Business, Energy and Industrial Strategy (BEIS), launched a [new consultation regarding zero emission vehicles](#), one of five on transport regulatory reforms in which it considers creating new powers.
3. The consultation is technical and lengthy, seeking responses to over 70 questions on subjects such as legal responsibility, enforcement, costs exemptions and safety. Not every question is relevant to the County Council, with some responses better provided by others, for example charge point operators. Responses must be submitted online using stated preference answers by 22 November 2021. This report outlines key principles proposed to form the basis of the County Council's response and is supported by a slide deck on the consultation, the County Council's current work and future aspirations for EV charging, which will be presented to the Committee at its meeting.
4. To supplement the Consultation response submission, a political letter is being prepared to be sent to the Secretary of State for Transport the Rt. Hon. Grant Shapps MP, setting out a high-level summary and the key points of emphasis of the County Council's response based on the principles set out in this report.
5. The consultation is seeking views on new legislation that would give the government powers to introduce requirements in four areas:
 - a. a statutory obligation to plan for and provide charging infrastructure;

- b. requirements to install charge points in non-residential car parks;
 - c. new powers to support the delivery of the Rapid Charging Fund, and
 - d. requirements to improve the experience for electric vehicle consumers.
6. The most significant proposal in the consultation is in the introduction of a statutory duty for local authorities to plan for EV infrastructure. In a separate question, it is also seeking feedback on whether a statutory duty should be introduced to provide that infrastructure.

Background

7. The government has committed to phasing out the sale of new petrol and diesel cars by 2030 and for all new cars and vans to be zero emissions from 2035.
8. The rollout of charging infrastructure is critical to achieving this. There are over 25,000 public charge points currently available in the UK. In Hampshire there are 725 public charge points of which 100 are rapid chargers (43kW plus). This compares closely with national and regional provision but shows that Hampshire has a higher number of rapid charge points relative to its population.
9. Many more charge points are needed. Infrastructure that is easy to use, accessible and affordable is vital in supporting motorists to make the switch to using electric vehicles. The government's aim is to ensure that there is a sufficient charging infrastructure and appropriate consumer protections in place to meet the needs of EV drivers. The government would consult on the detail of any secondary legislation required to commence the use of the new powers outlined above.
10. Currently, local public charging infrastructure provision (both on-street and in car parks) is installed at the discretion of local authorities (LAs). Many LAs including Hampshire have taken positive steps towards planning for this infrastructure provision and have bid successfully for OZEV funding through the On-street Residential charge point scheme (ORCS).
11. LAs mostly deliver charging infrastructure where private charge point operators are not expected to invest because of current low demand and a lack of commercial viability. For Highway Authorities, delivery is particularly focused on on-street locations.

Contextual Information

12. In Hampshire, as of August 2021, there were approximately 10,000 EVs and 725 EV charge points accessible by the public, of which 100 were rapid chargers (43kW plus). This compares closely with national and regional provision but shows that Hampshire has a higher number of rapid charge points relative to its population.

13. The majority of accessible charge points can be found at destinations such as accommodation, supermarkets, workplaces and private car parks. Many district councils have also installed charge points in their public off-street car parks, while on-street provision has to date been the domain of the County Council.
14. Hampshire's emerging Electric Vehicle Chargepoint Strategy covers a wide range of topics to consider the holistic challenges and solutions of EV charging.
15. Pilot trails of on-street EV charge points are underway in Winchester and Eastleigh using grant from OZEV ORCS and funding from the County Council's Climate Change Strategy:
 - a. Winchester – 22 charge points (3.5-5.5kW) installed on street lighting columns
 - b. Eastleigh – 28 charge points (3.5-5.5kW) installed on satellite bollards fed from street lighting columns or mounted directly on the lighting column.
16. Fast charge points have been installed in four Country Park car parks and at five other County Council owned destination car parks accessible to the public.
17. Proposals are currently being drafted for an ORCS bid in Rushmoor for a small number of charge points in the Aldershot and Farnborough area.
18. Guidance is currently provided to aid residents for whom off-street parking is not available but wish to charge their vehicle at home using their domestic supply.

The new Transport Plan

19. The County Council's new Transport Plan (LTP4) is currently under development and is expected to come forward for consultation and subsequent approval in 2022. The draft LTP sets out a vision of "A carbon neutral and resilient transport system designed around people, which supports health, well-being, and quality of life for all, connects thriving places and respects Hampshire's unique environment."
20. Alternative fuel/low emission vehicles, including Electric Vehicles, will be a key component in delivering the LTP's objective of a carbon neutral system, although it should be stressed that this will be one of a number of elements and that EV's alone will not be capable of delivering against this objective
21. The national regulatory framework for EVs will be a significant determinant in what contribution EVs can make to achieving the Council's objectives, and also in the timescales for delivery. Currently the Government intends to discontinue the sale of new cars and vans powered entirely by petrol and diesel by 2030, and to ban the sale of new hybrid vehicles by 2035.
22. Vehicle charging infrastructure will clearly be a fundamental requirement to successfully achieving the electrification of the national vehicle fleet.

The consultation

23. Principal areas government are seeking views on are:

a. The introduction of statutory duties

The government is seeking views on introducing a statutory duty to plan for EV infrastructure. In a separate question, it is also seeking feedback on whether a statutory duty should be introduced to provide that infrastructure.

Other options include placing the duty on charge point operators themselves, or energy companies. The government welcomes views on questions about introducing a statutory obligation to plan for and provide charging infrastructure.

Proposed County Council Response

To coordinate this activity, one option would be for the County Council to lead a consortium of District Councils, charge point operators and the Distribution Network Operator (energy sector). Individual roles of planning and transport authorities and the commercial sector need to be clearly defined.

Under the provisions of a national plan, the County Council agrees with the **duty to plan** sufficient EV infrastructure for the needs of residents. However, to benefit residents fully, the plan must be supported by suitable guarantees of subsequent infrastructure delivery.

The County Council agrees with the **duty to provide** sufficient EV charge points to meet the need of residents, provided the necessary resource to do so is made available. As a clear example of a 'new burden' the duty must be supported with block grant funding from central government to enable delivery alongside private sector investment. The duty should not extend to areas of delivery that the local authority and consortium cannot reasonably control, such as privately owned land or premises.

b. A duty to provide charge points in non-residential car parks

The government is also seeking powers to require landowners in England to provide a minimum level of EV charging infrastructure in non-residential car parks. These new powers would apply to all existing non-residential car parks and new non-residential car parks, not associated with a building.

Proposed County Council Response

The County Council agrees in principle with the minimum level of provision, appropriate at the time of implementation and for the speed of charge points provided. The County Council does not have many car parks, but most have already been provided with EV charge points.

c. Making the Rapid Charging fund

The Rapid Charging Fund is a new £950 million fund. It will future-proof electrical capacity at England's motorway and major A road service areas to

support the phase-out of petrol and diesel cars and vans. It is also proposed to mandate more competition between charge point operators and remove exclusivity clauses where they exist.

Proposed County Council Response

This fund is aimed at motorway and trunk road service areas over which local authorities have little or no control. Improved competition at motorway service areas is to be welcomed.

d. Improving customer experience

Primary powers would be introduced to ensure adequate consumer protections when encountering issues using the public charging infrastructure. The powers would include the setting of accessibility, design and safety standards at public charge points. The consultations also proposes mandating aspects of charge point design such as familiarity, look and feel, and safety features.

Proposed County Council Response

An improvement in customer protection is to be welcomed, covering the areas mentioned above, including the opportunity for consumers to seek financial redress when things go wrong.

Climate Change Impact Assessments

24. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.
25. As this report relates to a consultation response, it will have no direct impact on adaptation or mitigation, and is therefore assessed to be neutral. However, electric vehicle charging points are part of the national and local response to the climate emergency, and the County Council's proposed submission to the consultation is considered a positive step in addressing climate change.

Recommendation

26. That the committee consider and offers comment on the proposed basis for the County Council's response to the consultation with particular reference to the introduction of new statutory duties.

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>
Direct links to specific legislation or Government Directives	
<u>Title</u>	<u>Date</u>
Future of Transport Regulatory Review: Zero Emissions Vehicles	28 September 2021

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 paper relates to a proposed consultation response, and therefore has no direct impact on people with protected characteristics. On this basis, it has been assessed as neutral.

HAMPSHIRE COUNTY COUNCIL

Report

Committee:	Economy, Transport and Environment Select Committee
Date:	18 November 2021
Title:	Work Programme
Report From:	Chief Executive

Contact name: Katy Sherwood, Senior Democratic Services Officer

Tel: 01962 847347

Email: katy.sherwood@hants.gov.uk

1. Summary

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

2. Recommendation

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

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

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

Section 100 D - Local Government Act 1972 - background documents

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

DocumentLocation

None

IMPACT ASSESSMENTS:

1. Equality Duty

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

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

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

1.2. Equalities Impact Assessment:

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

2. Impact on Crime and Disorder:

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

3. Climate Change:

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

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

WORK PROGRAMME – ECONOMY, TRANSPORT AND ENVIRONMENT SELECT COMMITTEE
 (Edits since previous meeting in red)

Topic	Issue	Reason for inclusion	Status and Outcomes	18 November 2021	27 January 2021	7 April 2022	June 2022
Pre-scrutiny	ETE Proposed Capital Programme for 2022/23 2023/24 and 2024/25	Pre-scrutiny of the capital programme to go on to Cabinet			✓		
Pre-scrutiny	Pre-Scrutiny 2022/23 Revenue Budget for ETE	Pre-scrutiny of the revenue programme to go on to Cabinet			✓		
	Transport and Parking Management Agency Review		Provisional date for potential pre-scrutiny		✓		
For future review	HWRC Booking System	How the system is working			✓		
For future review	Waste and Collaborative Working	How waste is managed with partners.	To follow Central Govt. response in late 2021/ early 2022		✓		

To be added to the work programme when timely:

- Bus Back Better
- Environmental Strategy
- LTP4
- Covid-19 and Economic Recovery
- Freeports