

AT A MEETING of the ECONOMY, TRANSPORT AND ENVIRONMENT  
SELECT COMMITTEE of the COUNTY COUNCIL held at The Castle,  
Winchester on Tuesday, 21 January 2014.

**PRESENT**

Chairman:  
p Councillor Sharyn Wheale

Vice-Chairman:  
p Councillor Geoff Hockley

Councillors:

p Graham Burgess	p Roger Huxstep
p Charles Choudhary	p Rupert Kyrle
p Shaun Cully	p Peter Latham
p Philip Fawkes	a Steve Rippon-Swaine
a Brian Gurden	p David Simpson
p Edward Heron	p Mark Staplehurst

Also in attendance:

Councillor Sean Woodward, Executive Member for Economy, Transport and Environment

29. **APOLOGIES FOR ABSENCE**

Apologies for absence were received from Cllr Steve Rippon-Swaine and Cllr Brian Gurden.

30. **DECLARATION 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.

31. **MINUTES**

The Minutes of the meetings held on 5 November 2013 and 9 December 2013 were confirmed as a correct record and signed by the Chairman.

32. **DEPUTATIONS**

Two deputations were received, both regarding Item 7 on the agenda, the 20mph speed limits policy:

Hugh Marchant highlighted that other areas were using 20mph limits already, and suggested it was unnecessary for Hampshire to undertake pilot schemes before implementing further 20mph limits.

Patricia Langfelder highlighted the potential benefits of 20mph speed limits in rural villages where there are no footways and pedestrians share the road with motorists, and the improvement to quality of life for those residents 20mph speed limits would bring.

The Chairman moved to take Item 7 out of order to bring forward the item on 20mph speed limits policy, to which the committee agreed.

33. **20MPH SPEED LIMITS POLICY**

The Committee received a report from the Director of Economy Transport & Environment on the proposed policy for use of 20mph speed limits (Take in report, Item 7 in Minute Book). It was noted that 20mph zones included traffic calming measures, whereas 20mph limits simply used signage.

Members heard that:

- The evidence from 20mph limits used elsewhere suggested speeds were reduced on average by 1 to 2mph
- That the County Council was implementing nine pilot 20mph speed limit schemes across the county, using repeater signs on the road rather than upright signs, which was different to existing schemes
- That use of 20mph limits was not intended as a casualty reduction measure. Where there is a history of injury accidents, the County Council would take action to address this, usually through physical changes to the road rather than simply a speed limit reduction

Following questions Members heard:

- That the majority of published data regarding 20mph schemes was based on urban areas, and only one of the nine pilot schemes in Hampshire was a rural

area. Members noted that initially 10 areas had been selected to be pilots, but one had dropped out after the consultation stage showed lack of support. Members commented that it would be beneficial to replace that area with another pilot in a rural location

- That Department for Transport Guidance suggested 20mph limits be used in areas where speeds were naturally close to this level, as schemes would generally be reliant on driver compliance without enforcement

Members commented:

- That as budgets were under pressure, many Members supported the policy to undertake pilot schemes and consider their effectiveness prior to rolling out 20mph speed limits more widely
- However, some Members were of the view that the County Council should be taking a more pro-active approach to reducing speed limits based on evidence from other areas and not waiting for pilots
- That when the policy was reviewed, it would be useful to compare the impact of 20mph signed only limits to existing 20mph zones where traffic calming was also used

The following recommendations were agreed, with one abstention.

#### RECOMMENDED:

1) The proposed speed limits policy is commended for approval by the Executive Member for Economy Transport and Environment. The committee supports the policy of undertaking pilot 20mph areas prior to implementing further schemes, in order that their impact can be assessed, to inform future policy.

2) That another rural area be added to the Pilot scheme to replace the area that dropped out.

3) That the Select Committee place the 20mph speed limits policy on its future work programme, to review the evidence from the pilots and make recommendations to the Executive Member at that time regarding the policy.

4) That in the meantime, the Economy Transport & Environment Department maintain and publish a list of the areas that request 20mph limits.

Recommendations be passed to Executive Member

Work programme be updated

(list appended to Minutes)

#### 34. **CHAIRMAN'S ANNOUNCEMENTS**

The Chairman reported that two Member workshops had been held (in December and January) on options

being considered for future Household Waste Recycling Centre services. A summary of Members feedback at these sessions had been provided, which she would circulate to the committee. She indicated that she would be writing to the Executive Member for Economy Transport & Environment on behalf of the committee, to request that Members feedback from these events be taken into account in the development of options. It had also been requested that the next steps for these proposals come to the next meeting of this committee (27 March), prior to any decision by the Executive Member.

HWRCs feedback summary be circulated

Chairman to write to Executive Member

The Chairman also noted that at County Council in November the remit of this Select Committee was amended, to reflect the services that come under the Economy Transport & Environment Department and corresponding Executive portfolio. Therefore, Economic Development is now within the remit of this committee. The Chairman proposed to add an item on economic development to the future work programme, so this committee could give consideration to the County Councils approach to economic development issues.

Economic Development be added to the work programme

35. **ECONOMY TRANSPORT & ENVIRONMENT**  
**DEPARTMENT REVENUE & CAPITAL BUDGET**  
**2014/15**

The Committee received a presentation from the Director of Corporate Resources and Director of Economy, Transport and Environment regarding the revenue and capital budget for the Economy Transport & Environment Department for 2014/15, in support of the reports provided in the papers (Take in presentation slides and reports, Item 6 in the Minute Book).

An amendment to the revenue budget report was tabled and circulated, which updated the total expenditure figure given in paragraph 7.3 from 129,818 to 128,430, and the total net expenditure figure from 115,060 to 113,672.

Members heard:

- That the Economy Transport & Environment (ETE) Department budget represented 7% of the total County Council budget
- That a number of workstreams were being pursued corporately in order to save a further £90 million from the County Council's budget by 2015. One of these was external spend, which was particularly relevant to ETE due to the significant contracts with Amey for highways and Veolia for waste
- That the approach to funding 'operation

resilience' was being reviewed. Previously, investment had been made in proactive highway maintenance under 'operation resilience', on the basis that savings would be made in reactive maintenance. However, due to extreme weather over the past eighteen months this strategy was no longer working effectively

Following questions Members heard:

- That the requirements around Sustainable urban Drainage systems from the Flood and Water Management Act 2010 were due to come into force in April 2014, however recent announcements suggested the implementation date may be delayed. How the maintenance of such systems would be funded remained unclear, however this would have an impact on budgets in the longer term not the coming year
  - That it was hoped the staff reductions being budgeted for could be achieved through vacancy management and voluntary redundancies. Staff were due to be consulted on a new structure for the department, and plans for the new structure would be flexible to accommodate redundancy requests where possible, while maintaining business needs
    - That the overspend on highway maintenance had been due to the impact of extreme weather. It was anticipated efficiencies could be made on the highway contract by changing how the contract was managed. By allowing the contractor to plan their works, rather than having priorities directed by County Council staff on a daily basis, it was anticipated the work could be done at less unit cost. It was acknowledged that communication with Members and the public could be improved regarding when works were due to be done.
    - That the report was seeking authority for further details to be agreed by the Director and Executive Member, as some of the savings proposals required further work. However there would be a democratic process for each change being planned.
    - That the Grant Equalisation Reserve was being used to balance the budget, to smooth the transition from the current funding level to a lower level. It was agreed to confirm to Members after the meeting how much remained in this reserve following this allocation
      - That it was planned to develop a customer facing response for highways, so that customer services staff could deal with correspondence and free up the engineers to focus on getting the highways work done
      - That school crossing patrols were being reviewed. Hampshire currently has a large scheme compared to other counties. In some cases, patrols were put in for historical reasons, and may not meet the criteria now used to assess if a patrol is required. It was not planned to change the criteria in the existing policy,

Details of reserve level to be circulated

only to apply the criteria consistently.

Members commented:

- That it would help if it could be clear when highways issues have been reported, so that the same issue isn't reported multiple times

The Chairman proposed the following recommendations, which were carried with one against and two abstentions:

**RECOMMENDED:**

That the Executive Member for Economy Transport & Environment approve the budget proposals (as per the recommendations in section 11 of the revenue budget report) for submission to the Leader and Cabinet.

That the Executive Member for Economy Transport & Environment approve the capital programme (as per the recommendation at section 17 in the capital programme report) for submission to the Leader and Cabinet.

36. **FLOOD RISK MANAGEMENT SCRUTINY:  
APPROVAL OF REPORT OF FINDINGS AND  
RECOMMENDATIONS**

The Chairman informed Members that the flood risk management report of findings and recommendations had not been drafted in time to circulate to Members. It was therefore proposed that the draft be circulated to Members by email when available, for comments to be submitted electronically. If there were differing views, an additional meeting could be convened to agree the report. If feedback was generally in agreement, the report could be approved through the Chairman. Once agreed the report would be published and circulated to partner authorities.

**RESOLVED:**

That the flood risk report be agreed electronically.

37. **CONTROL OF WEEDS ON THE HIGHWAY**

The Director of Economy Transport & Environment presented a report on the County Council's procedures for controlling weeds on the highway (take in report, Item 9 in Minute Book).

A Member requested a break down of the costs for providing the service by district. It was agreed this could be provided to Members.

Cost breakdown to be provided

The Chairman proposed that a task and finish group be set up, to look into opportunities to improve how the weed control service is provided.

RESOLVED:

That arrangements be made for a task and finish group on control of weeds on the highway, timing subject to other work programme pressures.

Consideration be given to the timing and terms of reference for a task & finish group

38. **WORK PROGRAMME**

The Chairman went through the Committee's forthcoming work programme (Item 10 in the Minute Book).

It was noted that:

- Under the Flood and Water Management Act 2010 the County Council has a duty to investigate flooding incidents to review the response of the various risk management authorities. A number of such investigations would be underway following recent flooding. An update on these investigations could be provided to the next meeting of the committee
- Unadopted roads – a draft response to the Department for Transport consultation on planning processes and adoption of roads has been prepared. This will be circulated to Members for comment shortly, as requested by this committee under the previous administration (following consideration of this topic at the November 2012 meeting). The consultation response is due for submission by 1 April 2014.

Draft response to DfT consultation to be circulated

RESOLVED:

That the Committee's work programme be approved subject to any amendments made at this meeting.

Work Programme be updated

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Chairman, 28 April 2014