

NOTICE OF MEETING

Meeting	Transport and Environment Select Committee
Date and Time	Friday, 4th November, 2022 at 10.00 am
Place	Ashburton Hall - 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 and available for repeat viewing, it may also be recorded and filmed by the press and public. Filming or recording is only permitted in the meeting room whilst the meeting is taking place so must stop when the meeting is either adjourned or closed. Filming is not permitted elsewhere in the building at any time. Please see the Filming Protocol available on the County Council's website.

AGENDA

1. APOLOGIES FOR ABSENCE

To receive any apologies for absence.

2. DECLARATIONS OF INTEREST

All Members who believe they have a Disclosable Pecuniary Interest in any matter to be considered at the meeting must declare that interest and, having regard to Part 3 Paragraph 1.5 of the County Council's Members' Code of Conduct, leave the meeting while the matter is discussed, save for exercising any right to speak in accordance with Paragraph 1.6 of the Code. Furthermore all Members with a Personal Interest in a matter being considered at the meeting should consider, having regard to Part 5, Paragraph 4 of the Code, whether such interest should be declared, and having regard to Part 5, Paragraph 5 of the Code, consider whether it is appropriate to leave the meeting while the matter is discussed, save for exercising any right to speak in accordance with the Code.

3. MINUTES OF PREVIOUS MEETING (Pages 5 - 10)

To confirm the minutes of the 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. SP23 UPDATE

To receive a presentation from the Director of Economy, Transport and Environment and Senior Finance Business Partner with an update on SP23.

7. PASSENGER TRANSPORT SP23 SAVINGS PROPOSALS (Pages 11 - 92)

To pre-scrutinise a report going to the Executive Lead Member for Transport and Environment Strategy on 7 November 2022 regarding the Passenger Transport Consultation carried out earlier in the year and how £800,000 savings on Hampshire County Council's passenger transport budget could be achieved and implemented.

8. LOCAL CYCLING AND WALKING INFRASTRUCTURE PLANS - UPDATE (Pages 93 - 102)

To pre-scrutinise a report going to the Executive Lead Member for Transport and Environment Strategy on 7 November 2022 regarding newly developed Local Cycle and Walking Infrastructure Plans (LCWIPs) for the boroughs of Eastleigh, Fareham, Gosport, Havant, the Waterside part of New Forest district and the southern part of the Borough of Test Valley.

9. WORK PROGRAMME (Pages 103 - 106)

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.

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Agenda Item 3

AT A MEETING of the Transport and Environment Select Committee of
HAMPSHIRE COUNTY COUNCIL held at the castle, Winchester on Monday,
3rd October, 2022

Chairman:

* Councillor Derek Mellor

- | | |
|-------------------------------|----------------------------------|
| * Councillor Hugh Lumby | * Councillor Gary Hughes |
| * Councillor Lulu Bowerman | * Councillor Rupert Kyrle |
| Councillor Debbie Curnow-Ford | * Councillor Stephen Parke |
| * Councillor David Drew | Councillor Louise Parker-Jones |
| Councillor Barry Dunning | * Councillor Martin Tod |
| Councillor Michael Ford | * Councillor Rhydian Vaughan MBE |
| * Councillor Tim Groves | * Councillor Zoe Huggins |

*Present

Also present with the agreement of the Chairman: Councillor Jonathan Glen and
Councillor Stephen Philpott

9. **APOLOGIES FOR ABSENCE**

Apologies were received from Councillor's Curnow-Ford, Dunning, Ford and
Parker-Jones. Councillor Huggins attended as a deputy for the meeting.

10. **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.

11. **MINUTES OF PREVIOUS MEETING**

The minutes of the last meeting were reviewed and agreed

12. **DEPUTATIONS**

There were no deputations for the meeting.

13. CHAIRMAN'S ANNOUNCEMENTS

The Chairman welcomed Councillor's Stephen Philpott and Jonathan Glen to the meeting as observers. It was also confirmed that an extraordinary meeting had been arranged for the 4 November.

14. TFSE STRATEGIC INVESTMENT PLAN CONSULTATION

The Select Committee received a presentation from the Strategic Transport Manager regarding the TfSE consultation (item 6 in the minute book), which was due to go to the Decision Day of the Executive Lead Member for Transport and Environment Strategy on 3 October 2022.

Members were taken through the draft Strategic Investment Plan along with initial feedback drafted on behalf of the County Council and the following questions were answered:

- Funding would be achieved through existing investment schemes as well as some opportunities for borrowing;
- It had been made clear that Hampshire played an important role geographically, but the A34 upgrade was only anticipated to bring up to motorway standard and there had been no requests for it to be a SMART motorway. The priority was to make it a safer for drivers, primarily at junctions;
- The County Council would work alongside the Chamber of Commerce to promote the jobs that would become available;
- Coastal movements would include links to the east and west of the County, and Portsmouth to London rail links would be a separate focus;

During debate, Members agreed that more detail was needed around the areas outside of the cities and access to the Navigator's Quarter. More reference could also be made to freight and where the County had more stations that could be utilised.

RESOLVED

- a) The Select Committee supported the recommendations being proposed to the Executive Lead Member for Transport and Environment Strategy in paragraph 2 of the attached report.
- b) The Select Committee proposed that the following areas of focus and reference be put forward to the Executive Lead Member for Transport and Environment Strategy for consideration and inclusion in the consultation feedback:
 - The potential greater role for Rail freight
 - Freeport access; and
 - The need to recognise the importance and needs of suburban and surrounding rural areas when focusing on and assessing core urban transport improvement and needs

15. **PA: HAMPSHIRE RECYCLING INFRASTRUCTURE DEVELOPMENT**

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

Councillor Lulu Bowerman declared an interest as Vice Chairman of Project Integra and Cabinet Lead for Environmental Services at Havant Borough Council

Councillor Tim Groves declared an interest as Cabinet Member for Transport at Eastleigh Borough Council

Councillor Martin Tod declared an interest as Leader and Cabinet Member for Asset Management at Winchester City Council

The Select Committee pre-scrutinised a report from the Strategic Manager for Waste and Resources regarding the Materials Recovery Facility (MRF) at Eastleigh (item 7 in the minute book), which was due to go to the Decision Day of the Executive Lead Member for Transport and Environment Strategy on 3 October 2022.

Following a presentation on the main report, it was noted that the delivery timescales had been put back to 2025.

The following questions from Members were answered:

- “Twin stream” was felt to be the most achievable, with glass and fibre separated. Full kerbside sorting was not viable in terms of cost or logistics;
- Previous infrastructure didn’t have the capacity to allow pots, tubs and trays and upgrading would have been too expensive, due to there not being enough of a market demand for the materials;
- The Alton site was being looked at for future development but was owned by Veolia;
- Whilst the need for solar panels was accepted with the proposals around the Chickenhall Lane MRF, the proximity to the airport made them unfeasible;
- Decisions around processing food waste were still awaited, but did not have an operational impact on the proposals;
- Officers were confident with the financial planning that had been undertaken to minimise risk, and the new building was large enough to allow flexibility with the infrastructure installed.

Members were aware than many elements around the proposal were planning matters that would be determined by the Regulatory Committee, and if costs did exceed those anticipated then further decision making would be required by the Executive Member.

RESOLVED

The Select Committee supported the recommendations being proposed to the Executive Lead Member for Transport and Environment Strategy in paragraphs 2.-4. of the attached report.

16. **WORK PROGRAMME**

The Select Committee considered the Work Programme attached (item 8 in the minute book).

It was agreed that the parking arrangements should go to a wider Member Briefing ahead of implementation in April.

RESOLVED

Following discussions at the meeting, the attached work programme was approved.

17. **HAMPSHIRE HIGHWAYS SERVICE CONTRACT - CONTRACT EXTENSION**

The Select Committee received a presentation from the Assistant Director regarding the Highways Service Contract extension (item 9 in the minute book), which was due to go to the Decision Day of the Executive Lead Member for Transport and Environment Strategy on 3 October 2022.

The Select Committee was given a summary of the history of the contract along with the proposals going to the Executive Member. The following questions were answered:

- The Parish Lengthsman scheme was subject to separate decision at a future decision day;
- Officers were confident that the best price and value for money could be achieved through the arrangement;
- Work was being completed faster, which in turn increased capacity

Councillor Nick Adams-King, the Executive Member for Highways Operations highlighted the importance of Members being aware of issues in their local areas and reporting these, and was open for discussions with Members if required.

RESOLVED

The Select Committee supported the recommendations being proposed to the Executive Lead Member for Transport and Environment Strategy in paragraphs 2.-5 of the attached report.

18. **EXCLUSION OF PRESS AND PUBLIC**

The attached exempt appendices were not discussed or directly referenced, and therefore it was not necessary to exclude the press and public from the meeting.

19. **HAMPSHIRE HIGHWAYS SERVICE CONTRACT - CONTRACT EXTENSION - EXEMPT APPENDIX A**

20. **HAMPSHIRE HIGHWAYS SERVICE CONTRACT - CONTRACT EXTENSION - EXEMPT APPENDIX B**

Chairman,

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HAMPSHIRE COUNTY COUNCIL

Report

Committee:	Transport & Environment Select Committee
Date:	4 November 2022
Title:	Passenger Transport SP23 Savings Proposals
Report From:	Director of Economy, Transport and Environment

Contact name: Lisa Cook

Tel: 0370 779 7925

Email: lisa.cook@hants.gov.uk

Purpose of Report

1. For the Transport & Environment Select Committee to pre-scrutinise the proposals for achieving and implementing £800,000 savings on Hampshire County Council's passenger transport budget (see report attached due to be considered at the decision day of the Executive Lead Member for Transport and Environment Strategy at 2.00pm on 7 November 2022).

Recommendation

2. That the Transport and Environment Select Committee:

Either:

Supports the recommendations being proposed to the Executive Lead Member for Transport and Environment Strategy in paragraphs 2.-10. of the attached report.

Or:

Agrees any alternative recommendations to the Executive Lead Member for Transport and Environment Strategy, with regards to the proposals set out in the attached report.

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Lead Member for Transport and Environment Strategy
Date:	7 November 2022
Title:	Passenger Transport SP23 Savings Proposals
Report From:	Director of Economy, Transport and Environment

Contact name: Lisa Cook

Tel: 0370 779 7925

Email: Lisa.cook@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to feed back the results from the Passenger Transport Consultation carried out earlier this year and set out how £800,000 savings on Hampshire County Council's passenger transport budget could be achieved and implemented.

Recommendations

2. That the Executive Lead Member for Transport and Environment Strategy notes the outcome of the 2022 Passenger Transport Consultation.
3. That the Executive Lead Member for Transport and Environment Strategy approves the approach for the removal of £800,000 budget provision for Passenger Transport services as detailed within this report and based on the results of the Consultation.
4. That approval be given to revise supported services in line with the detailed proposals set out in this report and appendices.
5. That approval be given to remove the specified enhancements to the Concessionary Travel Scheme in Hampshire as set out in this report.
6. That authority is delegated to the Director of Economy, Transport and Environment to take all necessary steps, including entering into contractual arrangements in consultation with the Head of Legal Services, and fulfilling procurement requirements, to implement the proposed changes to bus subsidies and passenger transport expenditure as set out in this report.
7. That authority is delegated to the Director of Economy, Transport and Environment, in consultation with the Executive Lead Member for Transport and Environment Strategy, to make minor variations in subsidy arrangements on specific passenger transport services provided overall budget savings are maintained and changes are consistent with the approach set out in this report.
8. That approval be given to cease the ongoing revenue funding of £11,918pa towards the 76 service between Basingstoke and Andover.

9. That approval be given to cease the ongoing revenue funding of £32,112pa towards the 41 service between Farnborough and Tongham.
10. That approval be given to cease the ongoing revenue funding of £30,848pa which supports cross-boundary bus services.

Executive Summary

11. In Summer 2021, the County Council consulted the public on how it could balance its budget. During this process, respondents were given the opportunity to state whether they agreed or disagreed with a wide range of proposals for achieving budget reductions in line with SP23. Subsequently, the savings programme to 2023 (SP23) was agreed by the County Council in November 2021. It requires the County Council to save a further £80 million by April 2023, of which the Economy, Transport and Environment Department is required to deliver £10.3 million in savings.
12. Following feedback from the budget consultation, a change in the national policy, and an assessment of changes to demand for supported passenger transport services, it was identified that around £800,000 of the required savings could potentially be realised through changes to supported local bus and community transport services.
13. In May 2022, the County Council undertook a further eight-week Countywide consultation with residents specifically seeking feedback on how the Council could implement £800,000 proposed savings from support for passenger transport services, including supported local bus and community transport services. The consultation also looked at removing some discretionary enhancements to the Concessionary Travel Scheme in Hampshire as well as the possibility of increasing some charges and the contributions made by passengers for their service.
14. It is proposed that the savings will come from the following areas:
 - a number of back office savings;
 - reductions in supported local bus services;
 - reductions in Dial-a-Ride and Call & Go services;
 - reductions in Taxishare services;
 - reductions in Community Transport Minibus Group Hire services;
 - increased contributions from passengers towards the costs of service provision; and
 - removal of a number of enhancements currently provided to the Concessionary Travel Scheme.

Full details of these areas can be found within this report.

Contextual information

15. The Transport Act 1985 requires the County Council to identify socially necessary bus services which are not provided by the commercial bus operators. The Act does not set out the level of support required. The Transport Act 2000 addresses information provision and requires the County Council to

implement the mandatory travel concession as set out in the Transport Act 2000, amended by the Concessionary Bus Travel Act 2007.

16. Areas of public transport that the County Council currently supports include;

Area	Budget provision 2022/23
Support of socially necessary bus services	£2,077,145
Community transport services for those unable to use public transport	£629,136
Taxishare services	£205,428
The Concessionary Travel Scheme (CTS)	£13.1m

17. The £13.1million spent annually on Concessionary Travel Scheme includes the following discretionary enhancements costing a total of £329,000 per year:

- provision of free all-day travel for those people who hold a disabled persons bus pass;
- provision of a companion pass for those people who hold a disabled persons bus pass and cannot travel unaccompanied;
- provision of free travel on routes which have an infrequent service, where there is a journey between 9am and 9.29am and then no subsequent journey until after 10:30am for holders of an Older Person's Pass;
- provision of travel vouchers worth £36 as an alternative for those people are eligible for a disabled persons bus pass; and
- free travel on Hampshire's taxishare services and a 25% fare discount for users of Dial a Ride, Call and Go and Fleet Link services.

18. In addition to the areas outlined above, the Council provides printed and online public transport information, has over 500 real time information displays around the County, provides training for community transport operators and is responsible for approximately 8,000 bus stops in Hampshire.

Background to savings

19. The Covid-19 pandemic has had a negative impact on all passenger transport services in Hampshire, from rail, to ferry, to bus to community transport. Patronage on these services dropped sharply at the outset of the pandemic and, due to a number of factors including changes in the way people work, shop and choose to travel, patronage levels have not recovered. This is especially the case for passengers who hold either an Older Persons' or Disabled Persons concessionary bus pass and therefore might be more hesitant to return to using public and community transport services.

20. This reduction in patronage has led to a fall in fare revenue for all passenger transport services which means it is now more expensive than pre-covid to provide these services. Severe driver shortages and inflationary pressures through rises in living, energy, staff and fuel costs have increased these costs

resulting in the Council being able to afford to buy less service provision before making any of its £800,000 savings.

21. The vast majority of bus journeys in Hampshire are provided commercially. This means that they are funded through the revenue collected on bus. Many services that were commercial pre Covid-19, i.e., those where fare revenue covered the operating costs for providing a service, are no longer so. This means that bus operators will be looking closely at the services that are profitable for them and ceasing the ones that are not. This leaves the County Council with the difficult decision over whether to focus its reduced budget on the existing supported local bus network, or to fund services that are no longer viable for bus operators to run.
22. This situation is compounded by the Government's decision not to award any funding to Hampshire County Council, amongst other local authorities, for its Bus Service Improvement Plan (BSIP). Hampshire County Council has a well regarded record of partnership working with commercial bus providers and the community transport sector alike. This is one of many reasons the Council was disappointed not to be successful in receiving funding to implement its BSIP. A funded BSIP would have seen investment in key public transport corridors, lower fares, improved infrastructure, pump-primed new commercial bus services and generated modal shift to more sustainable forms of transport, a key element of achieving decarbonisation.
23. As detailed above, the bus industry is facing a once in a generation shift in its operating model. In September 2022, an All Member Briefing was held on this issue, highlighting the structural change to bus services that is taking place nationally and the impacts this will have on how services will operate in the future.
24. The briefing outlined that some of the challenges described above are indicative of a long term change in demand indicating that there will be a re-basing of the bus network to a lower level. It is likely that Hampshire will experience some or all of the following;
 - the current extent of the supported bus network becoming unaffordable;
 - rural bus services being the hardest impacted as they are the least viable and have the highest costs; and
 - some suburban services ceasing to operate or seeing reductions in service levels.
25. Whilst the County Council's financial support is important to those who benefit from it, it only makes up a very small proportion of income to bus operators, who will be looking to transform the way in which they work given the pressures they face. The impacts of these challenges could include:
 - it becoming more challenging for students to access school or college via public bus as services decline;
 - new school-only services may be needed with higher costs for Hampshire County Council in providing transport for eligible pupils;
 - Colleges needing to evaluate their transport needs quickly and may need to commission new college services at cost, or rely on pupils making their own arrangements;

- some health-related journeys currently taking place on the local bus network no longer being possible. Some of these would be new customers for NHS patient transport services; and
 - rural patients seeing declining opportunities to access healthcare unless other support mechanisms are in place.
26. Similar pressures can be seen in the County Council's Community Transport services. Fuel and driver costs in particular have caused this sector an immediate pressure with the costs to maintain an aging vehicle fleet increasing.
 27. It is for these reasons that going forward the operating model that has been used to dictate funding for passenger transport services over the last decade or so, may be required to adapt and change. This would ensure that the operating model continued to be fit for purpose and be able to respond to the issues facing the residents of Hampshire.
 28. The current climate, as outlined above, means that the £800,000 savings are needed to be made at a particularly challenging time and as a result, in order to deliver a balanced budget, significant reductions are proposed.
 29. It is for these reasons that recommendation 7 is proposed. Between the time of writing this report and April 2023, when the proposed changes would be due to be implemented, it may be necessary to make minor changes to the individual subsidy arrangements detailed within this report and its appendices to respond to market forces outside the control of the Council.

Consultation Approach

30. In 2021, the County Council undertook the 'Serving Hampshire - Balancing the Budget' consultation. This was designed to give Hampshire residents and stakeholders the opportunity to have their say about ways to balance the County Council's budget. It sought views on several high-level options that could contribute towards balancing the revenue budget, and any alternatives not yet considered – as well as the potential impact of these approaches. Within this consultation, respondents were given the opportunity to state the extent that they agreed or disagreed that the County Council should seek to reduce and change services in order to contribute to anticipated savings.
31. Following this, the County Council undertook a further Countywide consultation with residents specifically focussing on seeking views on how the Council should implement the £800,000 proposed savings from support for passenger transport services. The consultation ran from 30 May until 24 July 2022, and in total 2,596 responses were received, of which 71 came from organisations. The sample size indicates that the consultation has reached a large number of people who might be impacted by the changes and can be considered robust.
32. The consultation included those public bus services which receive financial support from Hampshire County Council, Community Transport services, and the use of the older persons' bus pass and disabled persons' bus pass on community transport services and Taxishares.
33. Respondents were asked for their preference on options for each potential area of saving. A number of free text boxes allowed respondents to express their general opinions and to provide detail on the impact that the proposals would

have should they be implemented, either on themselves or the organisation that they represented.

34. A Consultation Information Pack and Response Form were made available to view, print, and download from the County Council's website. Information was sent to Members of the County Council and users and representative groups across Hampshire. Responses could also be submitted through an online questionnaire accessed via this link: [Consultation on proposed changes to supported passenger transport services and the Concessionary Travel Scheme in Hampshire | About the Council | Hampshire County Council \(hants.gov.uk\)](#).
35. 2,667 printed copies of the consultation Information Pack and Response Form were made available to bus and community transport operators, at all libraries and discovery centres in Hampshire, they were also sent to all registered Dial a Ride and Call & Go users, taxishare users and distributed at bus stations and key bus stops across the county.
36. Whilst printed copies were not sent to every existing user of Travel Vouchers due to the cost that would be incurred, those people were written to in order to inform them of the consultation and given the opportunity to request a pack.
37. An easy read version of the report and response form was promoted online and sent out to those who requested this. Printed copies were sent out by request to community transport operators for those passengers who they felt would benefit from this version.
38. A two page summary was produced and distributed to all community transport users to make it as easy as possible for passengers to respond.
39. In addition, the consultation was promoted via:
 - Social Media - (corporate and service accounts for Facebook, Twitter, LinkedIn and Instagram) plus the paid for social media advertising which saw the consultation advert shown 1,386,971 times resulting in almost 9,000 people "clicking" to see more;
 - www.hants.gov.uk including a banner on the concessionary travel webpages;
 - Your Hampshire article;
 - bus stops via electronic posters on Real Time Passenger Information displays across Hampshire;
 - through a stakeholder mailing list with over 5,000 contacts;
 - through a targeted communication to Parish Councils;
 - a surveyor issuing 238 packs at 13 locations across Hampshire;
 - two special meetings of the Passenger Transport Forum attended by 139 stakeholders who have an interest in passenger transport services;
 - posters printed and distributed to transport operators to place in vehicles of services that may be impacted; and
 - within the Council to raise awareness across departments.
40. A full breakdown of responses is provided in Appendix 1.

Headline Summary of Consultation Outcomes

41. As a general principle, 50% of respondents showed a preference towards the principle of paying more to use services over seeing higher levels of service reductions. This preference was higher for the 311 users of Dial a Ride and Call & Go services, who responded with 68% favouring the approach of paying a greater contribution towards the costs of providing a service.
42. Proposal One: To make operational changes to the current public bus and community transport services which Hampshire County Council supports:
 - respondents showed a slight preference for spend to be prioritised on supported local bus services;
 - respondents were clear that they would prefer spend to be prioritised on the services they themselves rely upon;
 - respondents showed a preference to retain the number of destinations they could travel to and instead, see a reduction in the number of journeys they could make;
 - respondents showed a preference to retain the spread of the week services operate and instead, see a reduction to the number of times per day a service runs; and
 - in the face of difficult choices, a high proportion of respondents found it difficult to state their preferences on how services should be reduced.
43. Proposal Two: To make operational changes to the current Minibus Group Hire Schemes which Hampshire County Council supports:
 - respondents were not provided with options for this proposal and instead given the opportunity to feed back their views. A third of respondents felt that more should be done to increase the uptake of these services. 18% did not wish to see any reduction to these services whilst 16% felt that less should be spent on them.
44. Proposal Three: To stop providing travel vouchers to individuals who are eligible for a Disabled Person's Bus Pass as an alternative to the pass:
 - respondents were asked what they felt the impacts of removing this enhancement to the concessionary travel scheme would be. Those not in receipt of vouchers more commonly felt that the biggest impact would be that people would be unable to make their journeys without the provision of vouchers (40%). However, of the respondents in receipt of these vouchers, over half suggested that they would continue to travel by self funding a taxi.
45. Proposal Four: To remove the use of the Older Person's Bus Pass and Disabled Person's Bus Pass on Taxishare, Dial-a-Ride and Call & Go services:
 - a third of all respondents did not know whether their preference was to remove the use of passes and retain a higher level of service, or keep the pass discount and see services reduce more;
 - when looking at responses from users of Dial a Ride and Call & Go services, two thirds favoured removing the use of the passes over seeing higher levels of service reductions; and
 - a similar picture was seen from users of Taxishare services with 46% of respondents who were taxishare users favouring the removal of free travel

compared to 30% who preferred to retain this discount and seeing additional service reductions.

46. Proposal Five: To introduce a £1 fare for all single Taxishare journeys:

- over half of all respondents (54%) felt that a £1 charge for each journey on a taxishare service was about right with only 7% suggesting that it should be lower.

47. Proposal Six: To work towards a common fare approach for Dial-a-Ride and Call & Go schemes across Hampshire while reducing the subsidy of these services:

- from the options given, there was clear consensus (78%) that respondents favoured passengers making a greater contribution to these services through a more consistent fare structure over seeing greater service reductions. The consensus increased in the responses from users of these services to 89%; and
- there was a general consensus that the proposed £6 minimum fare for local journeys and £8 minimum fare for longer journeys was about right. When asked what respondents wanted to pay, there was a preference for paying slightly less; £5.23 for short journeys and £6.87 for longer journeys.

48. Proposal Seven: To increase the fees charged for replacement of lost bus passes to cover the administration costs:

- over half of all respondents felt that £20 was about right with £16.80 being the average charge suggested.

49. Impacts of all proposals:

- The report in Appendix 1 sets out the impacts that respondents felt would be likely if services were reduced.

Back Office Savings

50. In total, £155,000 is proposed to come from the County Council making back office savings and efficiencies, thus avoiding the need to cut further frontline services and increasing income to the County Council.

Supported Local Bus Services

51. It is proposed that £273,200 pa is removed from the supported local bus network.

52. In addition to this, it is proposed that £30,848 per annum of funding for cross boundary bus services, including the 67 (Shipton Bellinger), 54, 91,92 & 93 (Petersfield), 5 and Kite (Aldershot) is withdrawn. These services represent a pressure to the existing local bus budget of £30,848 per annum. Whilst it has been possible to absorb this pressure through fortuitous savings elsewhere in the wider budget, the implementation of these proposals would mean it is no longer considered possible to rely on this approach. Hampshire County Council makes a small contribution to the costs of these cross boundary services which are contracted by other local authorities.

53. It is also proposed that a contribution of £11,918per annum towards the Stagecoach 76 service and £32,112 per annum for the Stagecoach 41 service also be removed. The funding streams used to fund these services will expire

on 31 March 2023 thus generating a £40,030 per annum pressure on the local bus budget which cannot be accommodated going forward.

54. Due regard to the outcomes of the consultation has been made when drawing up each proposal and, where possible, the Council has tried to meet the preferences of respondents. The detail for these proposals has been worked up in partnership with Hampshire's bus operators against the backdrop of historic and current demand, available alternatives and a view to the impact on service changes that was identified through the consultation.
55. Services that will be withdrawn or reduced are shown in Appendix 2.

Dial a Ride and Call & Go services

56. It is proposed that £58,400pa is removed from the Dial a Ride and Call & Go services that the County Council supports.
57. The services which will see the biggest impact are those that offer poorest value for money overall to the County Council.
58. Appendix 2 provides full detail of changes on a service by service basis with the proposed revised contract values.
59. In most cases, these services are jointly funded by Borough/District/Parish/Town Council funding partners. This report details the funding reduction that Hampshire County Council proposes and the corresponding changes to service levels that would result. The Council's funding partners will be making their own decisions on whether to retain their existing funding levels for these services. If joint funding is also removed, the services will see further reductions than are set out in this report as illustrated in Appendix 2.
60. The total sum of match funding currently received per annum for these services is £482,016.
61. In some areas, there is duplication of supported services, particularly with taxishare and Dial-a-Ride and Call & Go services. In general, respondents of the consultation preferred to make a higher financial contribution to services than to see additional service reductions. As a result, this report proposes that several taxishares be amalgamated into the Dial a Ride or Call & Go service that is operating in the same area.
62. This approach retains service provision for passengers albeit at a greater personal cost. This is in line with the preferences expressed in the consultation. Neither Havant Call and Go, nor Fleet Link services will see any savings made to contract values as a result of this approach.
63. Following feedback from the consultation, it is proposed to introduce a standardised minimum charge of £6 for a local fare and £7 fare for longer journeys be introduced across all schemes. Whilst the higher number of respondents felt that the £8 fare was about right, £7 is more aligned with the average minimum fare suggested. Schemes where fares currently exceed this will see no change. All fares would increase annually in line with inflation.

64. It is proposed that these changes in fare structure be introduced incrementally to allow those who will see the greatest change in cost for using the service to adapt slowly recognising the current pressures on cost of living.
65. Currently, Dial-a-Ride and Call & Go services each have different eligibility criteria, with Call & Go being less prescriptive. It is proposed that following the savings being made to these services, all Dial-a-Ride services are converted to operating under Call & Go criteria and therefore becoming accessible by a wider section of Hampshire's population.
66. It is also proposed that the County Council works towards rebranding all Community Transport services as "Connect" to increase the awareness of these services within local communities. In addition, the County Council will recommence its program of community transport vehicle replacement, funded from existing one-off capital funds, paused since the outset of the pandemic, to reduce the financial burden of increasing maintenance costs for older vehicles and make services more attractive to new users.

Community Transport Minibus Group Hire services

67. It is proposed that £76,800 is removed from the funding spent on Minibus Group Hire services. This figure is higher than that of the Dial-a-Ride and Call & Go schemes in recognition of the slower recovery of these services from the impact of the Covid-19 pandemic.
68. The services which will see the biggest impact are those that offer the poorest value for money overall to the County Council.
69. Appendix 2 provides full detail of changes on a service by service basis and the proposed revised contract values.
70. It is proposed that, these services are also rebranded "Connect" as part of a strategy to increase awareness and patronage. In addition, the County Council will recommence its program of community transport vehicle replacement, funded from existing one-off capital funds, paused since the outset of the pandemic, to reduce the financial burden of increasing maintenance costs for older vehicles and make services more attractive to new users.

Taxishare Services

71. It is proposed that £50,500 is removed from the funding spend on Taxishare services.
72. The following services will be amalgamated into their local Dial-a-Ride/Call & Go service and therefore withdrawn:
 - Clanfield, Catherington and Lovedean Taxishare. This will be amalgamated into Havant Call & Go contributing £21,444 towards the £50,500 saving in this area;
 - Fleet, Church Crookham and Crookham Village Taxishare. This will be amalgamated into Fleet Link contributing £6,816 towards the £50,500 saving in this area; and
 - 95 East Stratton to Winchester service will be withdrawn.
73. Appendix 2 provides the full detail of the changes on a service by service basis and the proposed revised contract values.

74. It is proposed that a £1 flat fare be introduced per journey. This means that a return journey would cost £2. This will contribute to the operating costs of the service. Fares would increase annually in line with inflation.
75. Given the uncertainty of the Council's future funding position in the medium term, it may be necessary to revisit these costs given the clear preference shown in the consultation for passengers to make a greater contribution towards the costs of their journey over seeing higher levels of service reductions.
76. It is proposed that, as with other community transport services, taxishares be rebranded "Connect" as part of a strategy to increase awareness and patronage.

Replacement of lost or damaged concessionary passes

77. As previously mentioned, respondents to the consultation, including 1,791 who held a concessionary pass showed a preference towards higher charges over seeing greater service reductions.
78. The consultation asked respondents how they felt about a potential replacement charge of £20 for bus passes that were lost or damaged. 54% of respondents who held a bus pass felt that this charge was about right or should be higher. However, when given the opportunity to set out what they felt the charge should be, respondents overall gave an average of £16.80.
79. As a result, it is proposed that the price for a lost or damaged concessionary pass should be increased to £18, rather than the £20 consulted upon.
80. As is the case currently, there would be no charge for concessionary passes that are stolen on the production of a valid Crime number.

Removal of some Enhancements to the Concessionary Travel Scheme

81. It is proposed that the County Council ceases the provision of £36 of taxi vouchers as an alternative to a Disabled Person's Bus Pass. This would contribute £95,000 of savings each year.
82. It is proposed that the 25% fare discount on Dial-a-Ride and Call & Go services and free travel on taxishare services be removed. This would contribute £44,000 of savings each year.
83. The County Council made a commitment prior to commencing the consultation, to make no change to the other discretionary enhancements to the Concessionary Travel Scheme in Hampshire.

Finance

84. The table below illustrates where the proposed savings would come from. The full detail can be found within Appendix 2:

Area	Saving	Detail
Back office savings	£155,000	These savings come from back office efficiencies.
Proposal One – To make operational changes to the	£273,200	Supported local bus service reductions

current public bus and community transport services which Hampshire County Council supports.	£58,400	Dial-a-Ride and Call & Go service reductions
	£50,500	Taxishare service reductions
	£1,000	Increase to hire fees on Wheels2Work Scheme
Proposal Two - To make operational changes to the current public bus and community transport services which Hampshire County Council supports	£76,800	Community Transport Group Hire Services.
Proposal Three: To stop providing travel vouchers to individuals who are eligible for a Disabled Person's Bus Pass as an alternative to the pass	£95,000	Removal of travel vouchers as enhancement to concessionary travel scheme
Proposal Four: To remove the use of the Older Person's Bus Pass and Disabled Person's Bus Pass on Taxishare, Dial-a-Ride and Call & Go services	£44,000	To cease providing a 25% discount on Dial-a-Ride and Call & Go services and free travel on Taxishare services for concessionary pass holders.
Proposal Five: To introduce a £1 fare for all single Taxishare journeys	£16,000	
Proposal Six: To work towards a common fare approach for Dial-a-Ride and Call & Go schemes across Hampshire while reducing the subsidy of these services	£14,600	Increased contribution from passengers towards the costs of providing the service.
Proposal Seven: To increase the fees charged for replacement of lost bus passes to cover the administration costs	£15,500	Charges to increase from £14 to £20 for damaged or lost passes. No charge will be made for stolen passes if a crime number is provided.
Total	£800,000	

85. As set out in paragraphs 52 and 53, there is a pressure of £74,878 on the local bus budget. It is proposed that this pressure is resolved through the further service reductions as detailed within Appendix 2.

86. The tables below illustrate how the proposed savings for each passenger transport service would impact Hampshire split by geographical areas.

Supported Local Bus Services

District / Borough	Existing spend	Proposed spend	Spend decrease	Services Impacted
Aldershot, Farnborough and Fleet area	£213,702	£181,620	15%	<ul style="list-style-type: none"> • 7 Hartley Wintney to Basingstoke • 9 Cove to Farnborough • 41 Farnborough to Tongham (existing budget pressure)
Andover Area	£174,341	£128,839	26%	<ul style="list-style-type: none"> • Andover Villages services
Basingstoke Area	£264,655	£238,918	10%	<ul style="list-style-type: none"> • 76 Basingstoke to Andover (existing budget pressure) • 4 Basingstoke to Chineham • 54 Hannington to Basingstoke • 74 Overton Local
East Hampshire area	£309,660	£300,591	3%	<ul style="list-style-type: none"> • X17 Bishops Waltham to Petersfield • 71 Froxfield to Petersfield • 94 Buriton to Petersfield
Eastleigh Area	£200,074	£186,615	7%	<ul style="list-style-type: none"> • X6/X7 Chandlers Ford to Eastleigh • X15 Hamble to Eastleigh
Fareham and Gosport area	£224,517	£190,517	15%	<ul style="list-style-type: none"> • 20 Fareham to Wickham • 21 Fareham to Hill Head • F3
Havant area	£68,212	£43,212	37%	<ul style="list-style-type: none"> • 27 Havant to Emsworth
New Forest area	£318,766	£286,566	10%	<ul style="list-style-type: none"> • New Forest Cango
Romsey area	£75,154	£37,406	50%	<ul style="list-style-type: none"> • 36 Lockerley to Romsey • 39 Nomansland to Romsey

Winchester area	£197,216	£178,813	9%	<ul style="list-style-type: none"> 46 Winchester to North Baddesley
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87. Services in Romsey are proposed to see the biggest impact on funding with a potential reduction of 50% compared to existing funding levels. The Council currently subsidises each passenger trip on the 36 service by £50.25. Even pre pandemic this was £35.93. The Council currently subsidises each passenger trip on the 39 service by £9.80, pre pandemic this was £6.31. This is an unaffordable subsidy each time a passenger travels, particularly when there are alternative services available in the area for most passengers.
88. Services in Havant and the Andover area are proposed to see the next biggest impact on funding. Again, the Andover Villages service sees a higher subsidy of £8 per passenger trip and can be converted to a demand responsive alternative. The proposed savings from the 27 service in Havant come from realigning the timetable around existing demand.
89. It is worth noting that services in East Hampshire and Winchester are proposed to see lower reductions in funding. This is because the services which are most costly to the County Council in these areas provide a service to enable high numbers of entitled students to access education. In the future, it is proposed that a full review will be carried out to ensure that this funding model continues to offer best value for the County Council overall.

Community Transport Services

District / Borough	Existing spend	Proposed spend	Spend decrease	Services Impacted
Basingstoke	£115,533	£97,989	15%	Basingstoke Dial-a-Ride
East Hampshire	£50,542	£27,224	46%	East Hampshire Call & Go (inc Alton DAR) East Hampshire Group Hire
Eastleigh	£130,074	£101,378	22%	Eastleigh Dial-a-Ride (incl. Parish Link) Eastleigh Group Hire
Fareham	£35,402	£29,615	16%	Fareham Dial-a-Ride Fareham Group Hire
Gosport	£33,044	£26,870	19%	Gosport Dial-a-Ride Gosport Group Hire
Hart	£24,898	£23,423	6%	Yateley element of the Rushmoor and Hart Group Hire
Havant	£50,760	£35,674	30%	Havant Group Hire
New Forest	£40,368	£31,893	21%	New Forest Call & Go New Forest Group Hire

Rushmoor	£45,085	£36,375	19%	Rushmoor Dial-a-Ride Rushmoor element of the Rushmoor and Hart Group Hire
Test Valley	£37,176	£29,973	19%	Test Valley Call & Go Test Valley Group Hire
Winchester	£66,242	£53,515	19%	Winchester Group Hire Winchester Dial-a-Ride

* Savings are not proposed for Yateley Shopper and Fleet Link (Hart), Havant Call & Go (Havant) and Denmead Shopper (Winchester).

90. The proposed savings for Community Transport services have been calculated following a robust two stage methodology; a reduction based on a percentage figure and a reduction based on value for money. It is for this reason, that the proposed reduction varies between schemes, with schemes that offer better value for money seeing lower proposed savings. The methodology used is as follows:

- a 10% reduction was made across all Dial a Ride and Call & Go schemes;
- a larger 15% reduction was made across all Community Transport Minibus Group Hire Schemes recognising that these schemes have seen a slower recovery from the pandemic;
- £22,000 savings were made across all Dial a Ride and Call & Go schemes based on their value for money to the Council measured by cost per service hour and cost per passenger trip; and
- a larger £49,000 in savings was made across all Community Transport Minibus Group Hire Schemes based on their value for money to the Council measured by cost per hire. Again, this larger contribution was in recognition that these schemes have seen a slower recovery from the pandemic.

Taxishare Services

District / Borough	Existing spend	Proposed spend	Spend decrease	Services Impacted
Basingstoke	£ 2,582	£2,582	0	No changes proposed
East Hampshire	£30,975	£9,531	69%	Clanfield, Catherington and Lovedean Carshare
Eastleigh	£12,721	£12,721	0	No changes proposed
Fareham	£9,144	£9,144	0	No changes proposed

Hart	£40,212	£26,455	34%	210 Long Sutton, South Warnborough, Upton Grey to Basingstoke Taxishare Crondall & Ewshot Taxishare Fleet Taxishare
Havant	£15,216	£14,046	8%	Hayling Island Carshare
New Forest	£22,284	£20,184	9%	Burley Taxishare
Test Valley	£38,100	£ 38,100	0%	No changes proposed
Winchester	£34,194	£22,165	35%	96 Meon Valley Taxishare 38 Southwick Taxishare 95 East Stratton to Winchester

There are currently no taxishare services in either Gosport or Rushmoor.

91. The two areas which see the proposed biggest impact on services, East Hampshire and Hart, do so because entire services (Clanfield, Catherington and Lovedean Taxishare and Fleet Taxishare) are proposed to be ceased with the passengers transferring onto the relevant Community Transport service (Havant Call & Go and Fleet Link). This option is not operationally possible for all taxishare schemes.
92. Winchester also sees a relatively high proposed reduction because the schemes impacted had relatively high frequencies and therefore reductions would have a lower impact or they offered poorer value for money than some other services. In the case of the 95 & 96 services, both factors applied.

Consultation and Equalities

93. Within the consultation, a number of free text boxes allowed respondents to express their general opinions and to provide detail on the impact that the proposals would have should they be implemented, either on themselves or the organisation they represented.
94. Broadly, the biggest impact raised was on service users, many respondents commented on the lack of access to shops or healthcare provision that they felt would result from potential reductions. 10% of respondents who listed an impact of potential service reductions were concerned about the social isolation that could result from these changes. This was particularly the case for older and disabled people, along with people who identified themselves as having lower household income and those from rural areas.
95. There were themes of concern over the impact of reductions in community transport and rural bus services, which in many cases would affect the most vulnerable of Hampshire's residents. Concerns over the transferred cost of savings on other areas of County Council spend were raised, particularly the balance between reducing budgets and maintaining social independence due to the potential costs of care.

96. The proposals around increased charges again generated many comments on the impacts these would have on service users. This was highest amongst older and disabled people and those from low-income households. Concerns over increasing living costs were raised and 12% of respondents who had commented on proposals about increased charges, were concerned about the loss of independence that individuals could experience.
97. A full breakdown of the impacts respondents identified through the consultation can be found in Appendix 1.
98. An Equality Impact Assessment (EQIA) was carried out as part of the consultation that ran between May and July 2022.
99. A further EQIA has been carried out following the consultation which identifies the impacts that would affect those who have protected characteristics if the proposals are approved, which can be found at this link: [ETE-Passengertransport-SP23-SavingsProposals-2022-11-07](#).
100. The main findings of the EQIA process were that:
- the proposed savings would have a negative impact on people who identified as falling within the following protected characteristic categories;
 - i. Age
 - ii. Disability
 - iii. Pregnancy and Maternity
 - iv. Race
 - v. Religion or belief
 - vi. Sex
 - vii. Poverty and rurality; and
 - the impact would be neutral for people who identified as falling within the following protected characteristic categories; gender reassignment, sexual orientation and marriage and civil partnership. No evidence could be found that identified the impact on these people being any different to those who do not fall within these categories of protected characteristic.
101. The EQIA illustrates the cumulative impact on people who identify as having multiple protected characteristics. For example, Hampshire's supported bus and community transport services are predominately used by women over pensionable age. In this example, women over pensionable age would see a disproportionately negative impact over people who do not have these protected characteristics. A more detailed analysis has been carried out specifically on the views of the women, as the most represented group in the consultation, and fed into the EQIA. This has ensured that the EQIA is as robust as is possible in its assessment of the impacts of these proposed changes. In addition, this process aided the development of the proposed mitigations designed to reduce this disproportionately negative impact as far as is possible.
102. It is inevitable that reductions such as those which are proposed will have a negative impact on many groups of people who have protected characteristics. Whilst the County Council does not have the budget available to fully mitigate these impacts, the following actions have been proposed:

- the proposed reductions in supported bus and community transport services have been designed using the feedback from the consultation to ensure that the preferences respondents identified have been considered;
- historic and current patronage data has also been considered to ensure that the proposed reductions impact the fewest number of people;
- the County Council does not propose to remove all enhancements to the Concessionary Travel Scheme, which means those people eligible for a Disabled Person's bus pass, will continue to be entitled to free all day travel across the week. In addition, those disabled people who cannot travel alone will continue to be eligible for a Companion Pass. Lastly, those people who have infrequent services, as set out in the detail of this report, will continue to be able to use their passes before 9:30am;
- within this report it is proposed that all Dial-a-Ride services move to Call & Go Services, albeit branded as Connect. This would see services have the widest possible eligibility criteria, ensuring that these services can be used by as many of Hampshire's residents as possible. It is known both through the consultation and data collected by the County Council that more women than men rely on these services so the proposal to make them available to as many people as is possible, would reduce the cumulative impact on this protected characteristic;
- following consultation feedback, the proposal to increase the minimum fares on Dial-a-Ride and Call & Go services to £6 for a local journey and £8 for a longer journey has been revised. Instead, this report proposes a minimum standard charge of £6 for a local journey and £7 for a longer journey to recognise the impact that the increasing costs of living are having on individuals;
- it is proposed that these fares be increased incrementally to assist those on lower incomes to adapt to the new charging regime; and
- similarly, the proposed price for replacing a lost or damaged concessionary bus pass has reduced from £20, as detailed within the consultation, to £18.

Climate Change Impact Assessments

103. 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.
104. The tools are broadly designed for single initiatives and projects. They are not adapted to be relevant to a wide number of proposals, such as those within this report, and therefore cannot be used on this occasion.

Carbon Mitigation

105. The vast majority of bus services in Hampshire are provided commercially, this means that they do not receive subsidy from the County Council and therefore the content of this report will not have an impact on these services.

106. Whilst public and community transport is a key tool in achieving decarbonisation, the reduction in demand as a result of the Covid-19 pandemic cannot be ignored. This means that some supported services are operating with very few passengers. Removing these services, and therefore ensuring more people travel each time a service operates, mitigates some of the carbon impact from service provision.
107. The County Council will continue with its capital funded infrastructure projects, such as those arising from the Transforming Cities Fund and South East Hants Rapid Transit, to ensure that the commercial network can thrive and continue to be a key component of modal shift.
108. In addition, the County Council will continue to work within the framework of the proposed Local Transport Plan 4 and Bus Service Improvement Plan, both of which have decarbonisation as a key objective.
109. The County Council will work with its operators to ensure that the services it supports are as widely known as is possible to attract back old and new users alike.

Conclusions

110. If approved, the recommendations would be implemented between December 2022 and March 2023.
111. New or modified contract arrangements would be in place until existing contracts expire.
112. A further round of passenger transport forums will be held in Winter 2022/23 to communicate the changes.

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>
Savings Programme to 2023 - Revenue Savings Proposals - 23 Sept 2021	23 Sept 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:

2.1. An Equality Impact Assessment (EQIA) was carried out and published as part of the consultation that ran between May and July 2022.

2.2. A further EQIA has been carried out following the consultation which identifies the impacts that would affect those who have protected characteristics if the proposals are approved.

2.3. The main findings of the EQIA process were that:

- the proposed savings would have a negative impact on people who identified as falling within the following protected characteristic categories;
 - i. Age
 - ii. Disability
 - iii. Pregnancy and Maternity
 - iv. Race
 - v. Religion or belief

vi. Sex

vii. Poverty and rurality; and

- the impact would be neutral for people who identified as falling within the following protected characteristic categories; gender reassignment, sexual orientation and marriage and civil partnership. No evidence could be found that identified the impact on these people being any different to those who do not fall within these categories of protected characteristic.

2.4. The EQIA illustrates the cumulative impact on people who identify as having multiple protected characteristics. For example, Hampshire's supported bus and community transport services are predominately used by women over pensionable age. In this example, women over pensionable age would see a disproportionately negative impact over people who do not have these protected characteristics. A more detailed analysis has been carried out specifically on the views of the women, as the most represented group in the consultation, and fed into the EQIA. This has ensured that the EQIA is as robust as is possible in its assessment of the impacts of these proposed changes. In addition, this process aided the development of the proposed mitigations designed to reduce this disproportionately negative impact as far as is possible.

2.5. It is inevitable that reductions such as those which are proposed will have a negative impact on many groups of people who have protected characteristics. Whilst the County Council does not have the budget available to fully mitigate these impacts, the following actions have been proposed:

- the proposed reductions in supported bus and community transport services have been designed using the feedback from the consultation to ensure that the preferences respondents identified have been considered;
- historic and current patronage data has also been considered to ensure that the proposed reductions impact the fewest number of people;
- the County Council does not propose to remove all enhancements to the Concessionary Travel Scheme, which means those people eligible for a Disabled Person's bus pass, will continue to be entitled to free all day travel across the week. In addition, those disabled people who cannot travel alone will continue to be eligible for a Companion Pass. Lastly, those people who have infrequent services, as set out in the detail of this report, will continue to be able to use their passes before 9:30am;
- within this report it is proposed that all Dial-a-Ride services move to Call & Go Services, albeit branded as Connect. This would see services have the widest possible eligibility criteria, ensuring that these services can be used by as many of Hampshire's residents as possible. It is known both through the consultation and data collected by the County Council that more women than men rely on these services so the proposal to make them available to as many people as is possible, would reduce the cumulative impact on this protected characteristic;
- following consultation feedback, the proposal to increase the minimum fares on Dial-a-Ride and Call & Go services to £6 for a local journey and £8 for a longer journey has been revised. Instead, this report proposes a

minimum standard charge of £6 for a local journey and £7 for a longer journey to recognise the impact that the increasing costs of living are having on individuals;

- it is proposed that these fares be increased incrementally to assist those on lower incomes to adapt to the new charging regime; and
- similarly, the proposed price for replacing a lost or damaged concessionary bus pass has reduced from £20, as detailed within the consultation, to £18.

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Passenger and Community Transport 2022 consultation headline findings

Background

In Summer 2021 the Council consulted the public on how it could balance its budget. Subsequently, the savings programme to 2023 (SP23) was agreed by the Council's Cabinet in October 2021. It requires the Council to save at least £80 million by April 2023, including £10.3 million in savings from the Economy, Transport and Environment Budget. The proposed changes to supported passenger transport services and the Concessionary Travel Scheme in Hampshire Service would aim to contribute around £800,000 towards this target.

The changes proposed in the consultation would involve:

- making operational changes to supported passenger transport services (including supported bus services, Dial-a-Ride, Call & Go, Taxishare and Minibus Group Hire services);
- removing some enhancements to the Concessionary Travel Scheme currently funded by the County Council; and
- increasing the contributions users pay for some services.

A consultation ran between 30 May and 24 July 2022 to understand stakeholders' views and feedback on these proposed changes. 2,687 responses were submitted, of which 2,596 used the Response Form and 91 were submitted as letters, emails, and other correspondence.

The County Council would like to thank everyone who took the time to respond to the consultation.

Headline findings

Proposal: To make operational changes to the current public bus and community transport services which the County Council supports

Respondents (base: 2,418 to 2,434) generally preferred that bus services reduce the number of trips they make and the number of trips per day, rather than reducing the number of destinations they visit and the number of days they operate per week

Proposal: To remove the use of the Older Person's Bus Pass and Disabled Person's Bus Pass on Taxishare, Dial-a-Ride and Call & Go Services

Concessionary bus pass holders who used Taxishare (base: 23*), Dial-a-Ride and Call & Go Services (base: 249) with a concessionary pass generally agreed with proposals to remove the free travel or extra discounts that they received on these services

Proposed fares and charges for transport services

- Taxishare users, on average, felt that a £1.10 charge was appropriate (base: 39*, £1 proposed)
- Dial-a-Ride and Call & Go service users, on average, agreed that a greater contribution to costs should be made through a more consistent fare structure, and felt that a £5.47 charge was appropriate for local journeys (base: 304, £6 proposed), and £6.85 for longer journeys (base: 173, £8 proposed)
- Concessionary pass holders, on average, felt that £16.63 was an appropriate charge for replacing a lost or damaged pass (base: 1,755, £20 proposed)

Proposal: To no longer provide travel vouchers to disabled people who are unable to use a bus service as an alternative to a Disabled Person's Bus Pass

While respondents (base: 449) most commonly felt that people would not make journeys if they were unable to claim these vouchers, the 21* respondents who had claimed them more often said that they would self-fund taxi journeys instead

Proposal: To make operational changes to the current Minibus Group Hire Schemes which Hampshire County Council supports

Suggestions most frequently related to increasing the usage of the service, or by increasing budgets through increasing fees for the service. Where service reductions were suggested this related to areas with low demand or perceptions of poor value for money. Online booking tools were also suggested

Impacts of proposed changes

Impacts of proposed changes commonly related to reduced access to healthcare, shopping, or social activities. Impacted groups mentioned were most frequently older people, the disabled, those on lower incomes, and those living in rural locations

Suggested alternative changes

Suggestions of increasing charges were common, as were suggestions to identify alternative sources of revenue. In addition, respondents frequently felt that services should be marketed to attract new customers as a way of making services more economically viable

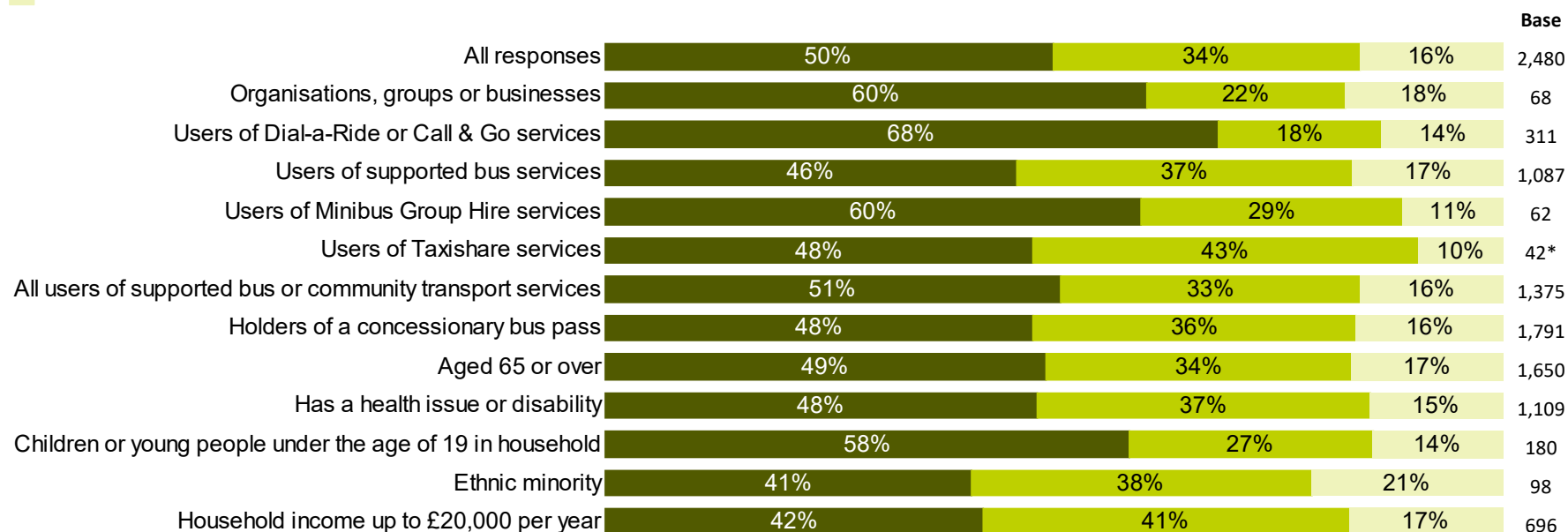
** Please note the low base size for this group*

How the County Council should prioritise its Passenger and Community Transport budget

Respondents' views on the principles behind the proposals – Half of respondents agreed that the County Council should charge service users to fund transport services, while one third disagreed. However, those on lower incomes were more split on this issue

This consultation's proposals have been developed with the aim of limiting service reductions by introducing and increasing charges to support the transport services that the County Council does not need to provide by law. How do you feel about this principle?

- The County Council should charge service users more where it is allowed to do so, to help fund passenger transport services
- The County Council should not charge service users more where it is allowed to do so, which may mean more reductions to passenger transport services
- Don't know



* Please note the low base size for this group

Respondents' views on the budget priorities – Respondents generally felt that the services they used themselves should be prioritised, which at overall level resulted in either a slight preference for the prioritisation of supported bus services or no prioritisation at all.

The County Council is looking at ways to reduce its budget for transport services. Where do you think that the County Council should prioritise spending?

- Prioritise spending on supported bus services
- Prioritise spending on community transport services
- Don't prioritise either of these services over each other
- Don't know

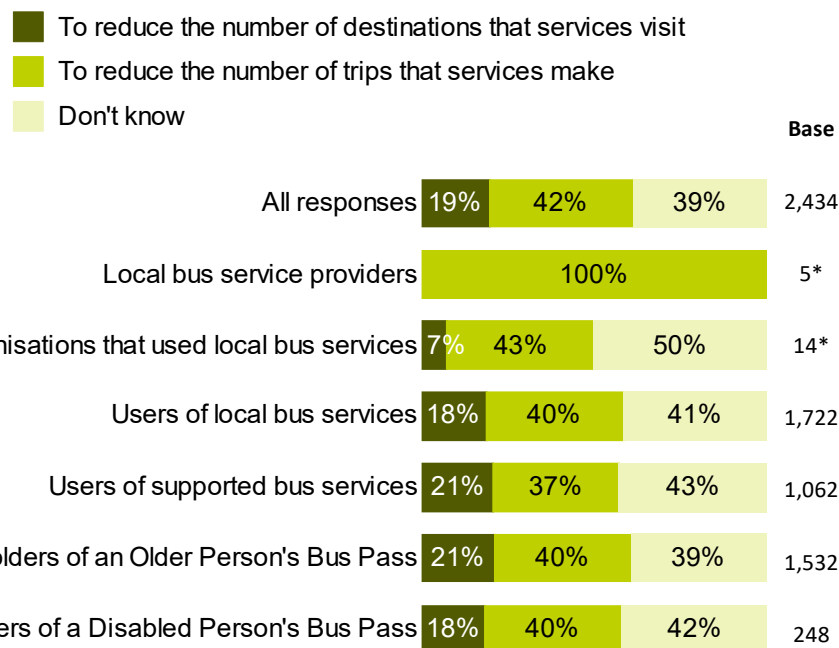
					Base
All responses	37%	21%	34%	9%	2,521
Organisations, groups or businesses	22%	41%	36%	1%	69
Users of Dial-a-Ride or Call & Go services	16%	47%	26%	11%	319
Users of supported bus services	47%	13%	33%	8%	1,107
Users of Minibus Group Hire services	19%	45%	28%	8%	64
Users of Taxishare services	23%	47%	16%	14%	43*
All users of supported bus or community transport services	40%	21%	31%	8%	1,403
Holders of a concessionary bus pass	39%	20%	32%	9%	1,819
Aged 65 or over	38%	21%	32%	9%	1,677
Has a health issue or disability	37%	24%	30%	9%	1,125
Children or young people under the age of 19 in household	38%	16%	38%	8%	179
Ethnic minority	41%	16%	33%	10%	102
Household income up to £20,000 per year	39%	19%	33%	9%	704

Priorities for local bus and community transport services

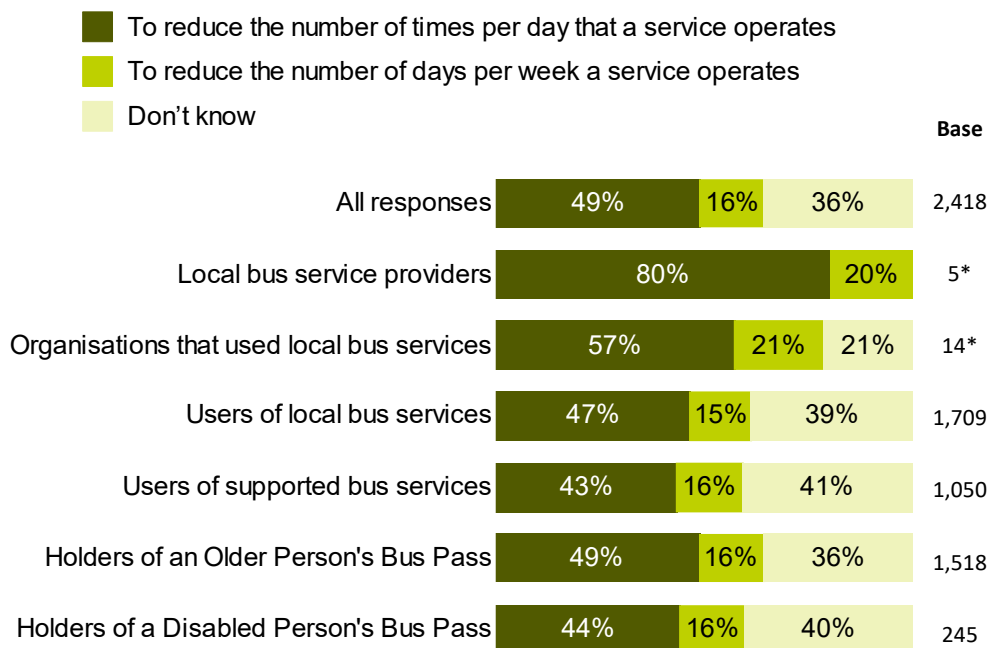
Priorities for bus services – There was preference for a reduction in number of bus trips (overall and per day), rather than a reduction in number of destinations served or days of week that services operate. However, a notable proportion of respondents were unsure of their preferences

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Thinking about where supported bus and community transport service routes visit, which of these options would you prefer?



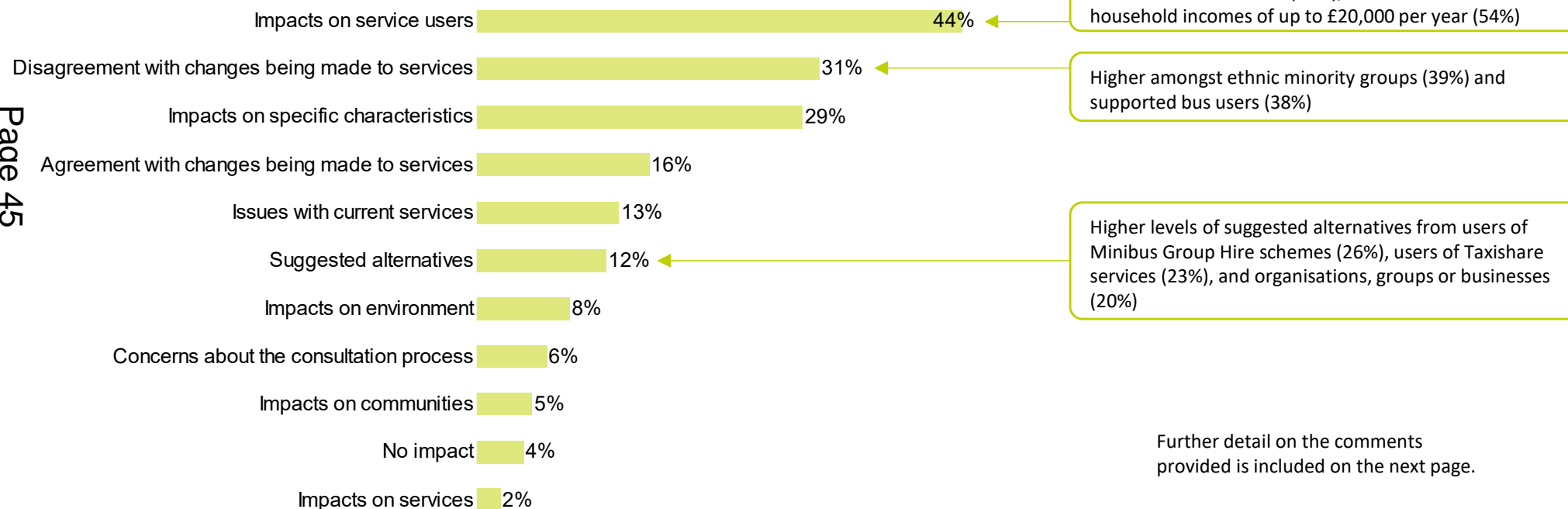
Thinking about the days and times when supported bus and community transport services operate, which of these options would you prefer?



* Please note the low base size for this group

Feedback on possible changes to supported bus and community transport services – Comments most commonly mentioned impacts on service users, expressed disagreement with changes to services, or mentioned impacts on specific characteristics

If you would like to explain the reasons for your views, or tell us about the impact these possible changes to supported bus and community transport services could have on you, then please do so here (Multi-code base: 1186)



Feedback on possible changes to supported bus and community transport services – Detail of the comments provided

Comments about **impacts on service users** most commonly mentioned that people may be unable to go shopping (10%), access healthcare (10%), or that social isolation may rise (10%), while other common comments included health impacts (6%), increased service user costs (6%) and greater impacts on those without a private vehicle (6%)

Those who **disagreed with service changes** most commonly mentioned views that funding should increase (7%), with other comments suggesting that transport should be flexible for service users' needs (2%), that services, once removed, would not return (1%), and that parking in Hampshire was insufficient (<1%)

Comments about **specific characteristics** most frequently related to age (17%), disability (14%), poverty (14%) or rurality (3%), with fewer than 1% of comments also mentioning marriage / civil partnership, pregnancy / maternity, race, sex, or sexual orientation

Where respondents **agreed with proposed changes** this was primarily because of views that it would be better to reduce services than remove them (12%) with 1% mentioning that services were underused, 1% mentioning that changes would be a better use of resources, and fewer than 1% mentioning that it would reduce vehicles on roads

Comments that referred to **issues with existing services** most commonly mentioned views that service levels were insufficient (11%), with 1% feeling that services were expensive and 1% that they were hard to use. Fewer than 1% mentioned that connections between areas were poor or that services were too slow

Suggested alternatives mentioned increasing service user charges (5%), looking for other sources of revenue (1%), or reducing other County Council services (1%), with more joined up working with other organisations (<1%) and reductions to administrative costs (<1%) also mentioned

Where **impacts on the environment** were described these related to increased pollution (2%) and carbon emissions (2%) from road traffic

Concerns about the consultation process mentioned that options were not comprehensive enough (3%), felt that data was insufficient (1%) or relied on pandemic usage data (1%), or mentioned concerns that a decision had already been taken (1%)

Perceived **impacts on communities** related to poorer public health (2%), increased traffic (1%), poorer road safety (<1%), or increased unemployment (<1%)

Impacts on services related to increased demand (1%) or costs (<1%) as a result of reduced passenger transport provision

Feedback on possible changes to supported bus and community transport services – Examples of comments provided

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“By making less trips daily, but available 7 days a week, people would have more opportunities to socially connect and feel less isolated. This is essential for disabled people and people who live with mental health issues. It will have a positive impact on their wellbeing”

“Other councils charge free pass holders flat fares for travelling if they’re not a resident from that county”

“As 50% of our service users come in by Dial-a-Ride this would have a massive impact on our daily numbers.”

I am dependent on my wife going out with me due to disability. Without supported transport I would never leave the house”

“I am disabled, in my eighties, and now cannot drive any more. So need the bus services for shopping and medical appointments”

“The state pension doesn't go very far and I fear that if you go ahead with these moves I will end up a prisoner in my own home”

“For many reasons we should be reducing our dependence on car ownership. Your proposals hit those that depend on public transport the elderly, infirm and the poorest in society”

“Hospital appointments can be on any weekday so it would not be satisfactory to reduce days per week”

“If it wasn't for bus services, I would not be able to go out. As I'm old I believe you should go out every day, otherwise you don't meet anybody”

“Reducing times or stops may be the answer to help keep the overall service running”

“Reducing the number of stops would mean isolating those in smaller villages who have no other means of transport”

“People with a learning disability are very often unable to travel independently on public transport and rely on Dial-A-Ride to safely access both the day services and evening social activities that make their lives so worthwhile”

“There is already only a very limited service. To reduce the number of journeys would mean the time between going into town and returning would be too long, especially for elderly or disabled passengers”

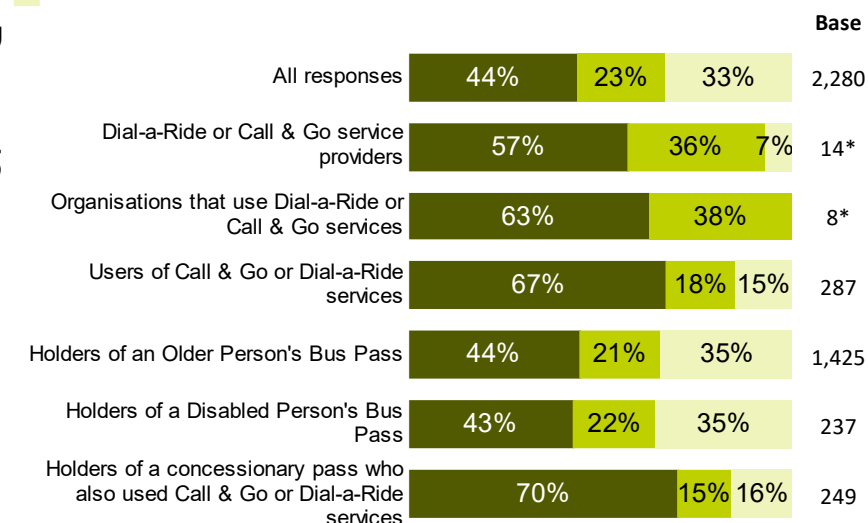
“Many of the elderly people I meet on the bus would be happy to pay a fixed annual fee for their pass”

Proposals to remove discretionary benefits provided by the County Council

Removing additional discounts for concessionary bus pass holders on community transport services – Affected service users were generally more in favour of removing these discounts than the average respondent, with more than three in ten unsure whether these discounts should be maintained

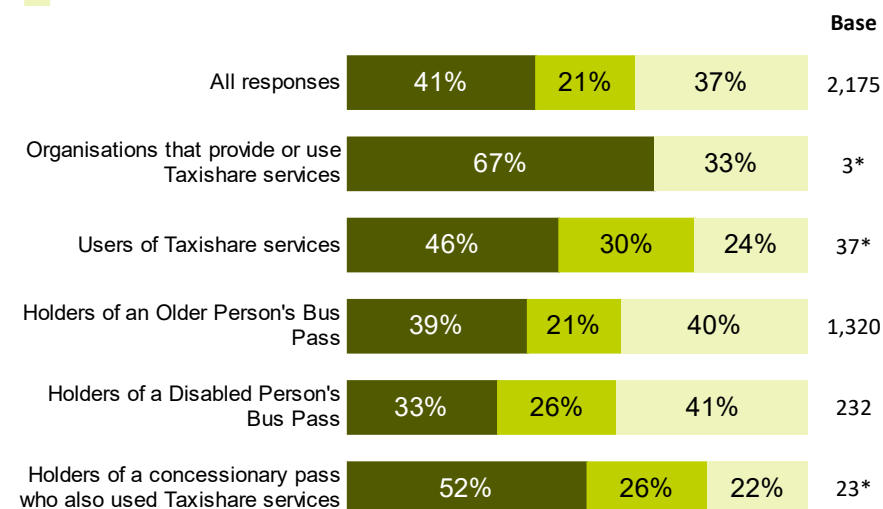
What is your preference for the 25% discount on Dial-a-Ride and Call & Go services for holders of an Older Person's Bus Pass or a Disabled Person's Bus Pass?

- Removing this extra discount and seeing fewer service reductions
- Keeping this extra discount, which may result in additional service reductions
- Don't know



What is your preference for the free travel on Taxishare services for holders of an Older Person's Bus Pass or a Disabled Person's Bus Pass?

- Removing this extra discount and seeing fewer service reductions
- Keeping this extra discount, which may result in additional service reductions
- Don't know



* Please note the low base size for this group

Removing the ability for people to claim travel vouchers instead of a Disabled Person's Bus Pass –

While respondents most commonly felt that people would not make journeys if they were unable to claim these vouchers, those who have claimed them more often responded that they would self-fund taxi journeys

If you have ever claimed travel vouchers as an alternative to a Disabled Person's Bus Pass, or you know somebody else who has, how do you think that they/you would travel if the travel vouchers were no longer available? (Note: the top response for each group is highlighted)

	Base	Would not make these journeys	Lifts from family, friends, or other acquaintances	Dial-a-Ride or Call & Go services	Taxi, self-funded	Private vehicle (car, motorcycle, etc)	Bus	Taxishare	Active means (wheelchair, mobility scooter, walking, etc)	Another means not listed above*	Another mode of public transport besides taxi or bus*
All responses	449	40%	31%	29%	22%	20%	19%	7%	7%	3%	3%
Respondents who have claimed travel vouchers instead of a Disabled Person's Bus Pass	21**	43%	33%	19%	52%	29%	10%	5%	29%	10%	
Disabled Bus Pass holders	67	51%	25%	31%	19%	6%	27%	4%	9%	3%	
Respondents with a health issue or disability that limits their activities	268	38%	28%	35%	22%	18%	16%	5%	6%	1%	2%

*Other means of transport mentioned included trains, transport provided by hospitals, and transport provided by local charities

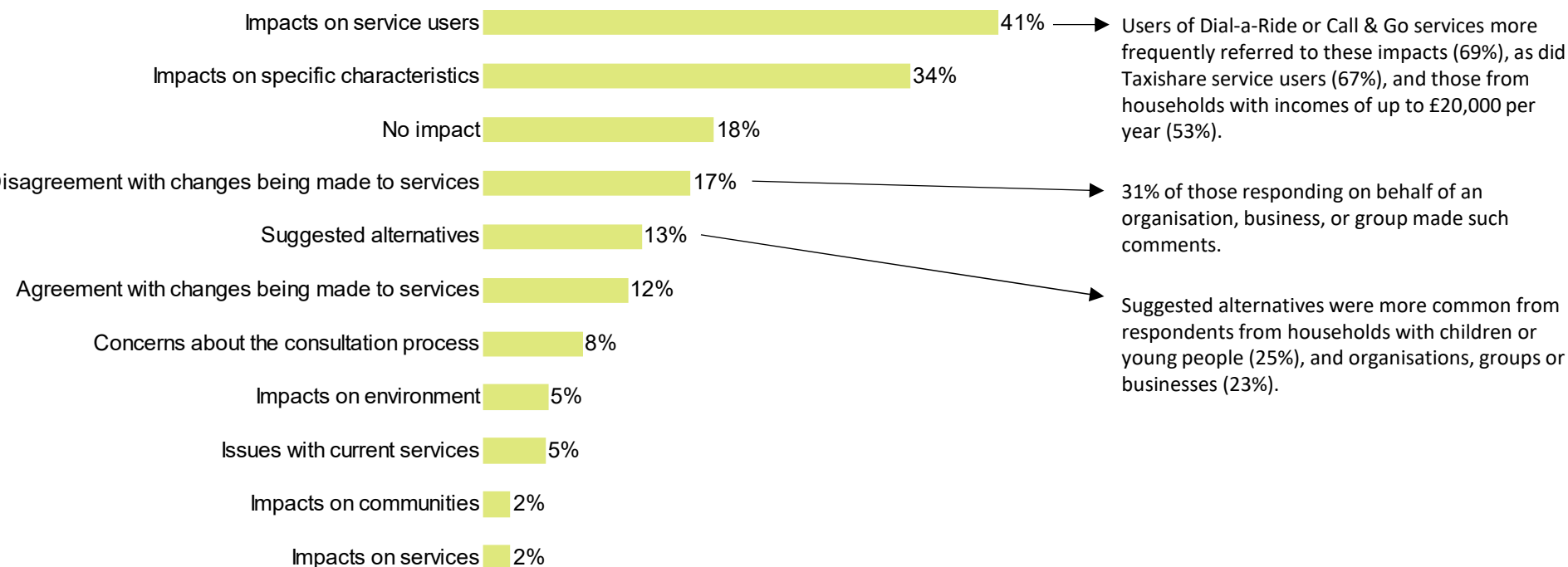
** Please note the low base size for this group

Feedback on possible changes to concessionary travel – Impacts on service users, and people with specific characteristics, were mentioned most frequently

If you would like to explain the reasons for your views, or tell us about the impact that these proposed changes to concessionary travel could have on you, then please do so here (Multi-code base: 532)

More detail on the comments provided are included on the next page.

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Feedback on possible changes to concessionary travel – Detail of the comments provided

Comments about **impacts on service users** most commonly mentioned that the changes could increase service users' living costs (9%) and experiences of social isolation (8%), make it harder to go shopping (7%), impact service users' health (7%), and make it harder to access healthcare (6%)

Comments about **specific characteristics** mentioned disability (20%), age (18%), poverty (7%) or rurality (1%)

Those who **disagreed with service changes** most frequently suggested views that funding or service levels should increase (2%), with other comments suggesting that the proposed changes would not deliver savings (1%), views that services have already been reduced significantly (1%), or that taxi services' costs are too high (1%)

Suggested alternatives mentioned increasing service user charges (4%), looking for other sources of revenue (1%), increasing Council Tax (1%) or reducing other County Council services (1%) or employee costs (1%), with reductions to administrative costs (<1%) also mentioned

Where respondents **agreed with proposed changes** this was primarily because of views that it would be fair to expect service users to contribute more to costs (9%), with others commenting that reductions to services were preferable to the services closing (1%)

Concerns about the consultation process mentioned that options were not comprehensive enough (4%), mentioned concerns that a decision had already been taken (1%), felt that data was insufficient (<1%) or relied on pandemic usage data (<1%)

Where **impacts on the environment** were described in detail these related to increased pollution (<1%)

Issues with existing services most regularly mentioned views that service levels were insufficient (3%), or too focused on urban areas (<1%)

Perceived **impacts on communities**, when explained, related to increased traffic (<1%)

Impacts on services related to increased demand (1%) or costs (1%) as a result of reduced passenger transport provision

Feedback on possible changes to concessionary travel – Examples of comments provided

"I am a pensioner and have an older person's bus pass but I also have a learning disabled daughter whose quality of life would be severely reduced if Dial-A-Ride services become even more restricted than they currently are. I would willingly pay for any public transport and relinquish my bus pass, if it meant younger people who are not able to access public transport independently could still have Dial-A-Ride made available to them"

"The proposed introduction of a £1 flat fare on taxi shares is reasonable and is not considered to present a significant barrier to passengers"

"Taking these services away WILL increase the strain on other services as it will massively impact the mental health of the clients using these services"

"Disabled people are generally facing higher living costs, we are in the midst of a cost of living crisis. To remove any concessions would be detrimental to their health and wellbeing"

"It would create social isolation and harm the retail, service and leisure industry"

"I am totally reliant on Dial a ride to do my shopping every week and would be happy to pay an increase in fares to keep the service running"

"If the triple lock for state pension comes back next year then pensioners will be better off comparatively than some"

"If you live in a rural area, the bus service may already be skeleton and not every disabled person can get a lift from family, friends, etc"

"There is a bus stop right outside my house. A bus runs only Tuesday and Thursday and only a couple of times each way those days. I would like to see more services rather than less!"

"I do have an older persons bus pass and...there are many people including myself who could afford to pay this and thereby help to support other council bus transport schemes"

"Poorer people are far more likely to have poor physical and mental health and by limiting their access to helpful groups and services, by making transport financially inaccessible, you are making this problem worse"

"Some disabled people use equipment that makes it impossible to use buses, and therefore rely on taxis and other means of transport which are more costly"

"I think it is reasonable for fares to increase for users but, where people have very limited means and are receiving certain benefits they should have discounted / free travel"

"Loneliness is a cruel thing to be endured and a saving may increase your costs elsewhere in your Social Services"

Proposals to introduce or increase charges for community transport services

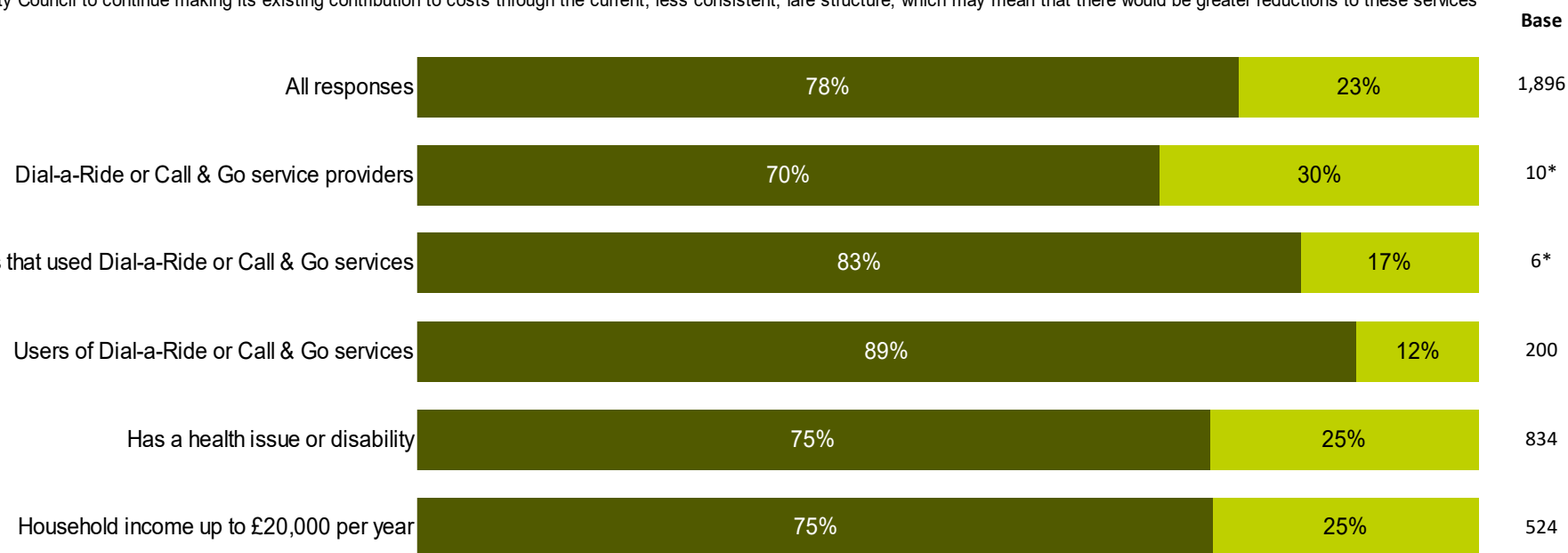
Introducing a consistent fare structure for Dial-a-Ride and Call & Go services – The majority of respondents (including service users and providers) felt that a greater contribution to costs should be made through a more consistent fare structure, compared with the possible alternative of greater reductions to services

Which of these approaches to charging for Dial-a-Ride and Call & Go services do you think is better?

■ For passengers to make a greater contribution to costs through a more consistent fare structure, which would limit the need for reductions to these services

■ For the County Council to continue making its existing contribution to costs through the current, less consistent, fare structure, which may mean that there would be greater reductions to these services

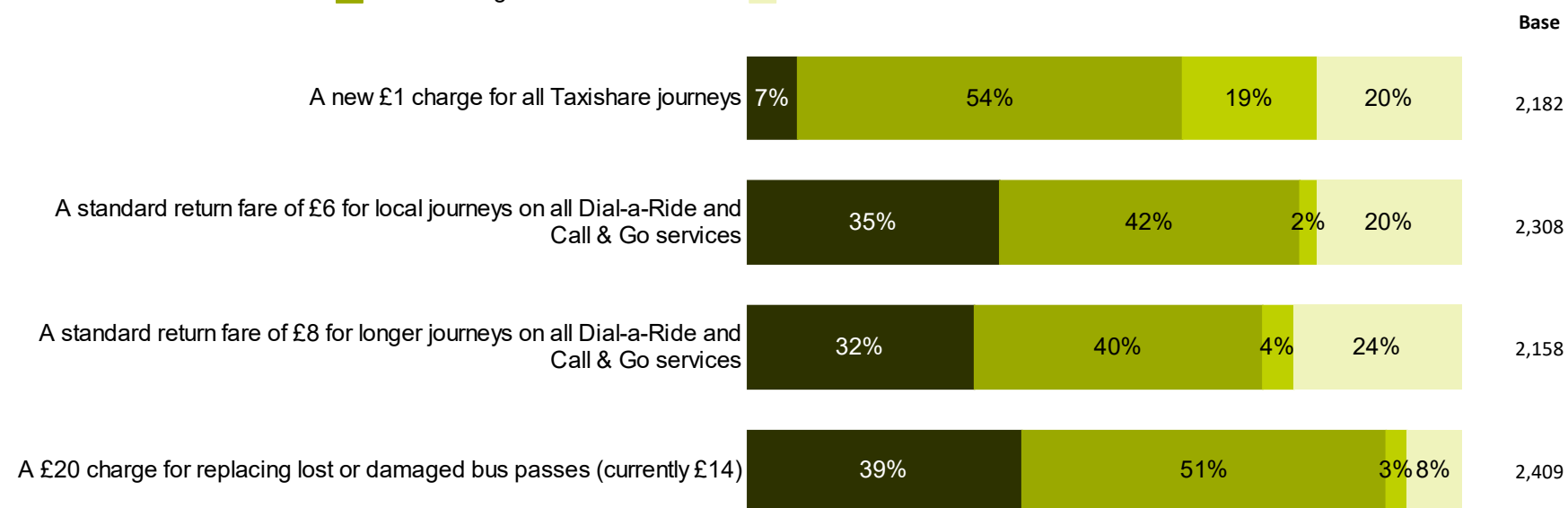
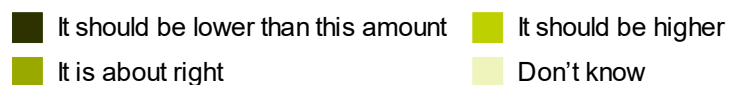
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* Please note the low base size for this group

Proposed charges for transport services – Respondents most commonly felt that the proposed charges were about right, although a sizeable minority felt that proposed charges for Dial-a-Ride, Call & Go, and replacement bus passes were too high

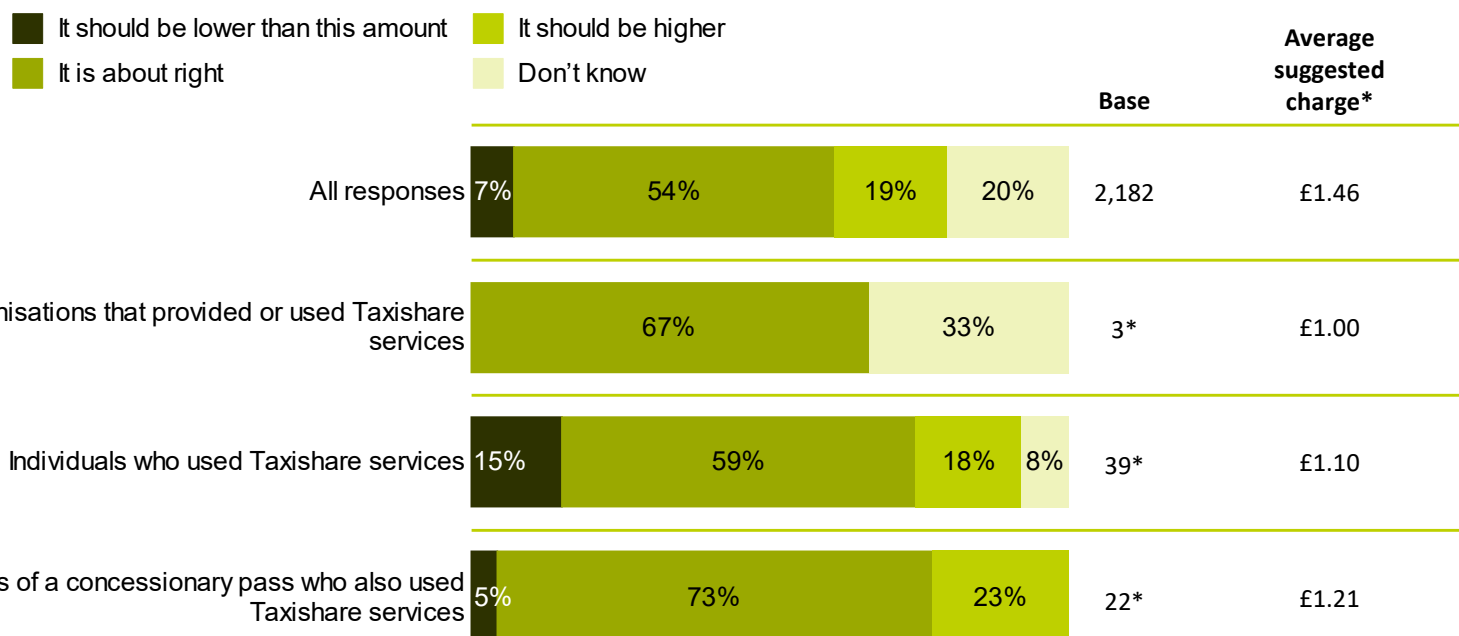
Please indicate how you feel about the following proposed charges



More detail on respondents' views for each of these proposed charges are shown on the following pages

Proposed £1 charge for Taxishare services – On average, the individuals who used Taxishare services felt that a charge of £1.10 was appropriate, with an average suggested charge of £1.46 across all responses

A new £1 charge for all Taxishare journeys

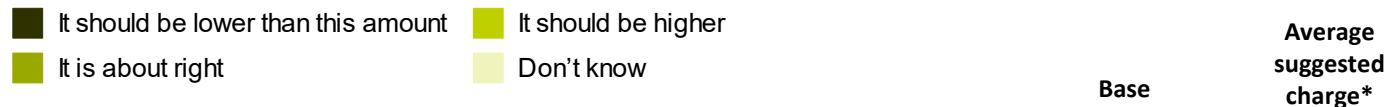


* Note on the methodology for this analysis: Where respondents felt that the proposed charge was "about right" this was interpreted as their suggested charge. Where respondents felt that the proposed charge should be lower or higher, they were given the opportunity to suggest an alternative. This analysis takes the average of all of these suggested charges.

* Please note the low base size for this group

Proposed £6 charge for short journeys on Dial-a-Ride and Call & Go services – On average, the individuals who used these services felt that a charge of £5.47 was appropriate for short journeys, with an average suggested charge of £5.23 across all responses

A standard return fare of £6 for local journeys on all Dial-a-Ride and Call & Go services



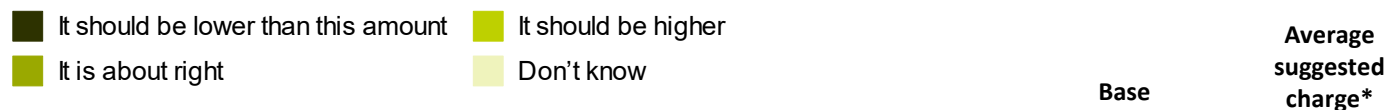
				Base	Average suggested charge*	
All responses	35%	42%	2%	20%	2,308	£5.23
Dial-a-Ride or Call & Go service providers	46%	54%			13*	£5.21
Organisations that used Dial-a-Ride or Call & Go services	56%	44%			9*	£5.60
Individuals who used Dial-a-Ride or Call & Go services	34%	62%	1%	2%	304	£5.47
Holders of a concessionary pass who also used Dial-a-Ride or Call & Go services	33%	63%	2%	3%	264	£5.50

* Note on the methodology for this analysis: Where respondents felt that the proposed charge was "about right" this was interpreted as their suggested charge. Where respondents felt that the proposed charge should be lower or higher, they were given the opportunity to suggest an alternative. This analysis takes the average of all of these suggested charges.

* Please note the low base size for this group

Proposed £8 charge for longer journeys on Dial-a-Ride and Call & Go services – On average, the individuals who used these services felt that a charge of £6.85 was appropriate for longer journeys, with an average suggested charge of £6.87 across all responses

A standard return fare of £8 for longer journeys on all Dial-a-Ride and Call & Go services



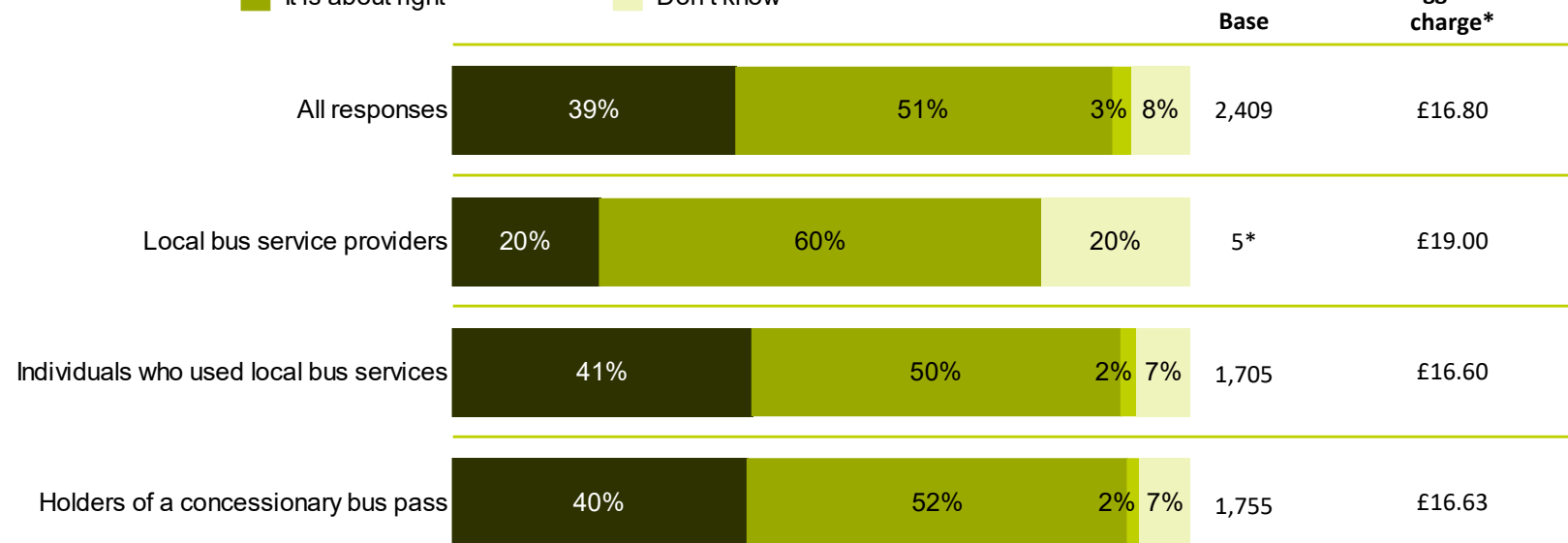
					Base	Average suggested charge*
All responses	32%	40%	4%	24%	2,158	£6.87
Dial-a-Ride or Call & Go service providers	25%	58%	8%	8%	12*	£8.32
Organisations that used Dial-a-Ride or Call & Go services	43%	57%			7*	£7.33
Individuals who used Dial-a-Ride or Call & Go services	38%	51%	3%	8%	173	£6.85
Holders of a concessionary pass who also used Dial-a-Ride or Call & Go services	37%	50%	4%	10%	139	£6.77

* Note on the methodology for this analysis: Where respondents felt that the proposed charge was "about right" this was interpreted as their suggested charge. Where respondents felt that the proposed charge should be lower or higher, they were given the opportunity to suggest an alternative. This analysis takes the average of all of these suggested charges.

* Please note the low base size for this group

Proposed £20 charge for replacing a lost or damaged bus pass – On average, the holders of concessionary passes felt that a replacement charge of £16.63 was most appropriate, with an average suggested charge of £16.80 across all responses

How do you feel about this proposed £20 charge?



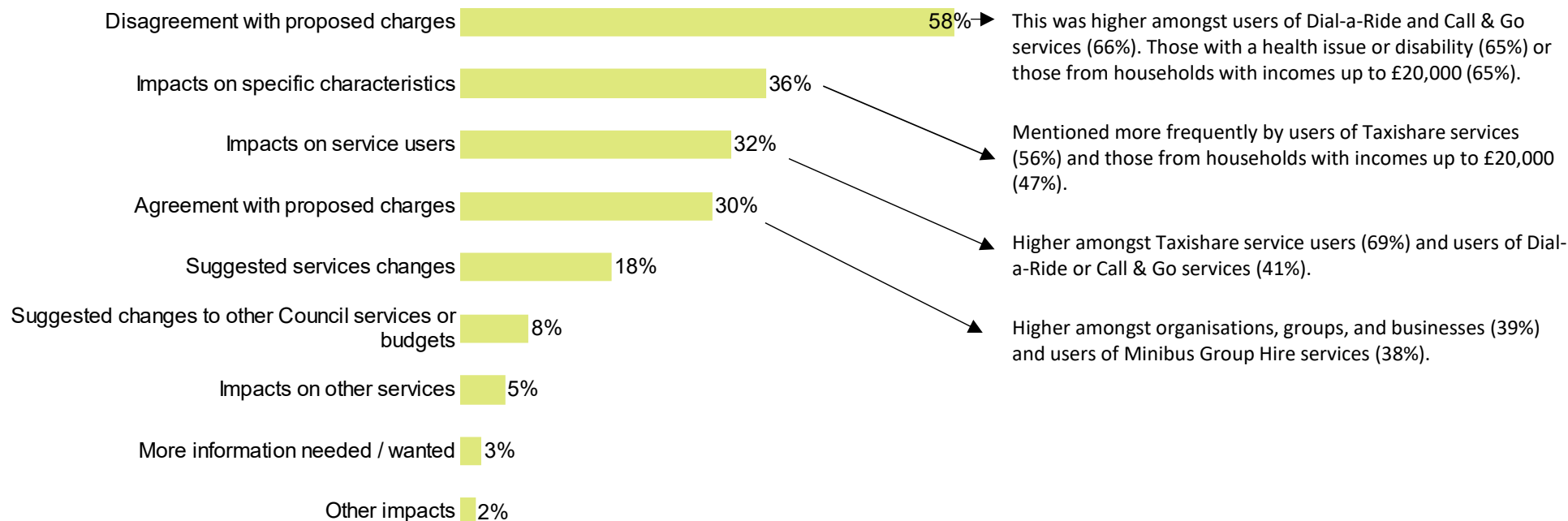
* Note on the methodology for this analysis: Where respondents felt that the proposed charge was "about right" this was interpreted as their suggested charge. Where respondents felt that the proposed charge should be lower or higher, they were given the opportunity to suggest an alternative. This analysis takes the average of all of these suggested charges.

* Please note the low base size for this group

Feedback on proposed charges for transport services – Comments most commonly explained reasons for disagreeing with proposed charges, or the impacts on respondents based on their characteristics or service use

If you would like to explain the reasons for your views, or tell us about the impact that these proposed charges for passenger and community transport services could have on you, then please do so here (Multi-code base: 560)

More detail on the comments provided are included on the next page.



Feedback on proposed charges for transport services – Detail of the comments provided

Comments mentioning **disagreement with the proposed charges** most frequently stated that the proposed charges were seen as too high (32%), disagreement with charging for replacement bus passes (5%), or that there was a lack of suitable alternative services (4%)

Impacts on specific characteristics most commonly related to poverty (21%), age (19%), disability (11%), with 1% mentioning impacts on those in rural areas

Mentions of **impacts on service users** described cost of living impacts (16%) including Council Tax rises (1%), loss of individuals' independence (12%), impacts to health (11%), and views that older people or those with dementia may be disadvantaged if they lose their pass as a result of their cognitive ability (1%)

Where respondents mentioned **agreement with proposed charges**, some explained that charges could reduce the need for service reductions (13%), and others felt that it may encourage people to take better care of their concessionary passes (4%)

Comments that **suggested service changes** mentioned that charges should be introduced to other services (6%), that charges should be means tested (6%), that there should be more encouragement for people to not lose bus passes (3%), that charges for replacement passes should increase for subsequent replacements (1%), that bus passes should be made more resilient to damage (1%), that services should be better promoted to increase chargeable usage (1%), that renewed bus passes should have their expiry date extended (<1%), and that bus passes should be replaced free of charge if they stop working (<1%)

Comments mentioning **impacts on other services** most frequently mentioned that usage of other services, such as libraries or parks, may reduce (3%), that costs for other services may rise without users having access to affordable transport (1%), and that other services may need to provide additional support to compensate (1%)

Where respondents felt they **needed more information** this was in relation to the actual costs of services, such as the cost of a replacement bus pass (1%), or that they wanted to better understand the consultation and decision making process (<1%)

Other impacts related to impacts on the environment (1%) and on the local economy (<1%)

Feedback on proposed charges for transport services – Examples of comments provided

Disagreement with proposed charges

“Many senior citizens could not afford such high charges especially with the cost of living going up 10%”

“Learning disabled people might have low income but might lose their bus passes due to their disability/lack of organisation. By implementing £20 charge they might not be able to get a replacement bus pass”

“I think you should be charging less not more, the very people you are proposing to charge are those who are struggling with increasing costs the most”

“These are vital services aimed at people who have little money and often no alternatives”

“You need to set charges to encourage people to use these services rather than deter them with high charges”

“Only pay £2.60 currently with Dial a ride! A 130% increase in this charge for local commutes is abhorrent, especially your disabled passengers with no alternations”

Agreement with proposed charges

“If government benefits are meant to cover transport costs then users should pay a commercial rate for the service”

“[Organisation name redacted] has several years of experience in reviewing fares and charges for services. Our experience and feedback from passengers indicates that some increase in fares is highly preferable to losing services altogether”

“I would willing pay more for the service as without it I would not be able to go out in bad weather as I use a mobility scooter”

“If people know they will have to pay for a lost pass it will make them more careful with it”

“Those who can afford it should pay a fair amount for the service, especially with fuel costs rising”

“The costing of charges seems reasonable in the current climate”

Impacts of proposed charges

“Consideration should be given as to how fare increases could be introduced over time to minimise the impact of the proposal”

“The majority of people using this service, i.e. elderly or disabled & without their own transport, are likely on low incomes & would struggle to pay higher costs & therefore would stop using the service and become isolated”

“Increasing charges for vulnerable people would cause them more hardship and some could not leave their homes”

“Getting out and about helps mental health and well-being”

“Social isolation will just increase problems in other areas, and cost us more in future”

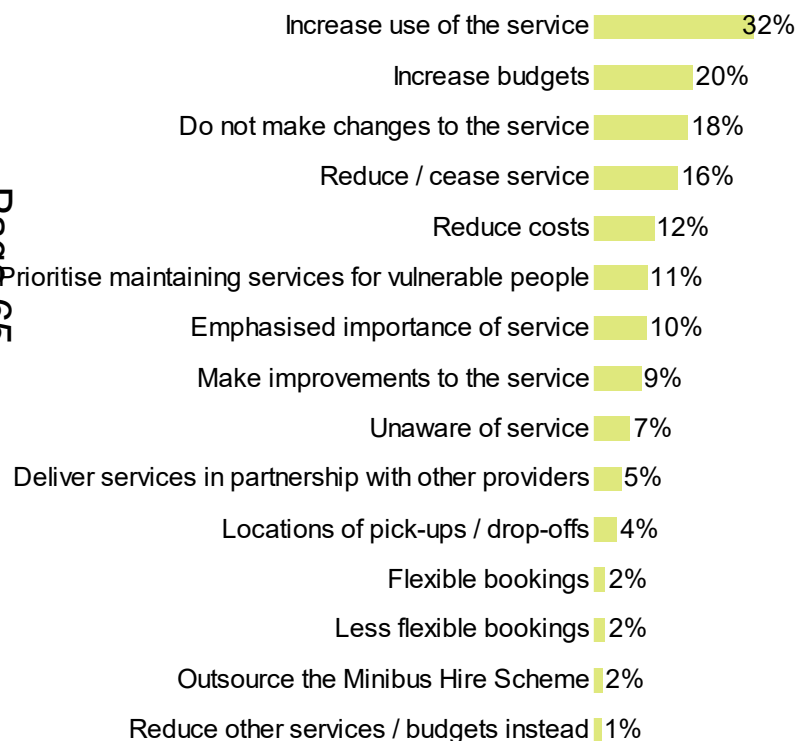
“I would no be able to buy my food or collect my medication”

“I would find it difficult to pay £6.00 or £8.00 pounds per journey. For instance, this week alone I visited the dentist, chiropodist and optician”

Suggestions for changes to the Minibus Group Hire Scheme

Suggestions for changes to Minibus Group Hire – A third of comments felt that more should be done to increase uptake of the service, with views that changes should not be made or that budgets should increase also common

If you have any suggestions as to how the Minibus Group Hire schemes in Hampshire could be run more efficiently, then please summarise these in the box here (Multi-code base: 256)



Comments mentioning increasing the usage of the service suggested it be better advertised (19%), be available to a wider range of services (6%) and reduce charges (5%) to attract customers.

Where it was suggested that budgets increase this included suggestion of raising fees (12%) and allowing sponsorship (3%).

Views that the service should be reduced or ended suggested reducing coverage in areas of low demand (7%) and commented that the service did not provide value for money (2%).

Cost reduction suggestions included allowing online bookings (4%), increasing the usage of volunteers (3%), and reducing admin costs (2%).

Where respondents felt that services should be prioritised for the vulnerable this related to the elderly (6%), those with disabilities or health issues (3%) those with mental health issues (3%), and those on low incomes (1%), with means testing suggested (3%).

Suggested service improvements included cleaner / electric vehicles (6%) which are more accessible (2%), and more availability of drivers (2%).

Partnership service delivery suggestions related to community transport operators (1%) and bus service providers (<1%).

In comments about pick-up and drop-off locations, some suggested more locations (2%) and others suggested fewer locations (1%).

Some comments suggested that there should be more flexibility in booking options (such as times and dates) to attract more customers (2%), while others suggested less flexibility to reduce service costs (2%).

Suggestions for changes to Minibus Group Hire – Examples of comments provided

“We have looked into Minibus Group Hire (without a driver) but have found the MiDAS training requirement to be prohibitively costly”

“Ask local businesses to sponsor and maybe advertise on them in return”

“The council could work in partnership with an existing minibus hirer in each location and provide a subsidy or grant to cover the costs for community groups”

“If there is a group that uses minibuses often, help them buy their own and then they can hire it out at times they aren't using it”

“Reduce availability of minibuses in areas where usage has decreased...perhaps having a small pool of minibuses to cover a greater area, so less likelihood of them standing unused”

“Encourage local community groups and charities to work together to arrange trips and outings for their service users...it would reduce their costs as they would be shared”

“If they are needed they should be funded so that all have the opportunity to get out”

“More volunteer drivers”

“Clear hiring charges with regular user discounts”

“If a group wish to hire a minibus, then they should pay for it themselves. I have never been in an organisation where this is provided free or cheaply”

“Use is still affected by COVID but that will go up again once people get their confidence back”

“Any charges should rise in line with inflation”

“The service, in some respects, seems to be anti-competitive in that there are numerous coach & minibus operators plus self-drive hire who are providing services without subsidy”

Further comments and suggestions

Further comments and suggestions

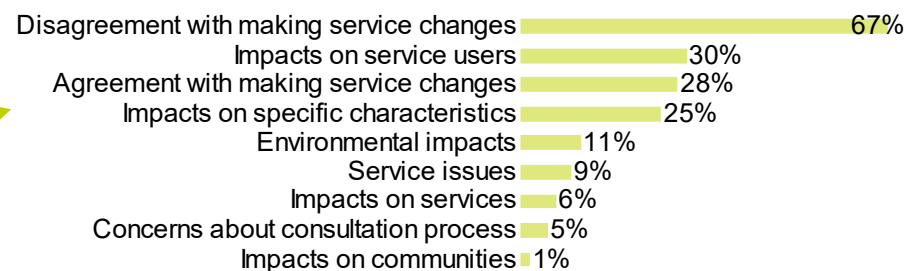
If you would like to tell us more about the impacts of the changes outlined in this consultation, have any further comments, or would like to make any alternative suggestions as to how the County Council could achieve a saving of £10.3 million to its Economy, Transport and Environment budget, then please summarise these in the box here (Multi-code base: 778)

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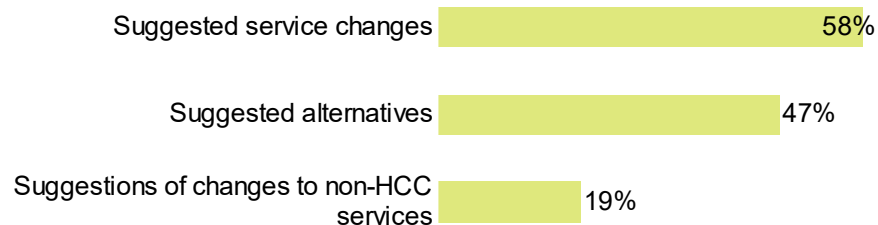
Comments provided 92%

Suggestions provided 63%

Main themes of comments raised (Multi-code base: 716)



Main themes of suggestions raised (Multi-code base: 486)



Further comments and suggestions – Details on the 716 comments provided

Where respondents mentioned **disagreement with proposed changes** they most commonly referred to the value that they placed on public bus services (26%), concessionary bus passes (16%), and community transport services (7%)

Impacts on service users mentioned increased social isolation (13%), loss of independence (11%), reduced mental wellbeing (10%), impacts on service users' finances (8%), difficulty accessing healthcare appointments (6%), impacts on physical health (6%), difficulty accessing shopping (5%), employment (2%) and education (1%)

Where respondents mentioned **agreement with proposed changes** they most frequently noted the need for the Council to deliver a balanced budget (25%), and expressed agreement with the aim to reduce services (2%)

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Where respondents mentioned **impacts on specific characteristics**, these included age (17%), disability (11%), poverty (6%), and rurality (4%)

Environmental impacts related to pollution (3%), carbon emissions (3%), congestion (2%), and noise (1%)

Mentions of current **service issues** included poor service coverage (3%), frequency (3%), reliability (2%) or cost (1%), as well as a perception that passenger numbers had been impacted by the pandemic (2%)

Comments relating to **service impacts** mentioned that passenger demand may increase following the COVID-19 pandemic (3%), that service reductions may increase demand for other transport services (2%), that some services may not be viable without support (1%), and that if reduced, services may not be able to be restored in the future (1%)

Comments about the **consultation process** mentioned views that there was poor awareness of the consultation (2%), that more information was needed to respond (1%), that savings targets may not be deliverable (1%), that decisions were felt to have already been made (1%), and that the consultation period was too short (<1%)

Where respondents expanded on their comments that the proposed changes would **impact communities**, this related to views that new housing or developments would need transport support (1%)

Further comments and suggestions – Examples of comments provided

Disagreement with proposed changes

"The New Forest has very poor bus services which gives greater emphasis on the need for specialist services to avoid rural isolation"

"Dial a Ride is a service which saves people in many ways - it combats isolation, it helps with independence"

"To lose any of the bus times would cause hardship for many elderly who are visiting friends or those in hospital"

"Although savings have to be made, please do not "disregard" people who are not able to travel due to their situation"

"You are picking on the people who will suffer more as a lot rely on affordable transport or they won't hardly see anyone all week"

"I've worked my whole life, now my wife and I both recently get free bus-passes for old age. We don't want to see them become useless before we've really benefited from them"

Agreement with proposed changes

"Statutory provision must remain sacrosanct, extras are not a right and therefore should be charged for generally"

"Charge those that use them so that we can provide a better basic service for all"

"Better that the services exist, even if that means personally paying more"

"People don't like change, even when such change is for wholly justifiable and necessary reasons. We should not shy away from making changes just because some people will complain. We all need to recognise that Central Government and Local Authorities do not have an endless supply of money and that times are hard"

"We have to accept that these proposed changes are inevitable against a background of severe economic hardship the country is going through"

Impacts of proposed changes

"There is no recognition that reducing services reduces demand as the services become less viable"

"I am worried as if the services are removed local I could not get to hospital appointments or shop for food"

"The changes you are planning will have the effect of increasing loneliness and unhappiness in older people and people with disabilities"

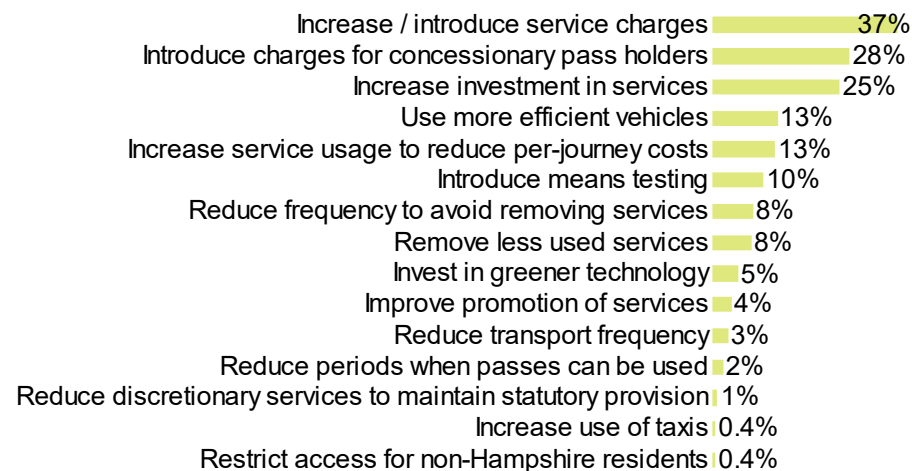
"OAPs and disabled people on lower incomes who rely on public transport will be severely disadvantaged by increased costs"

"I am a full time shift worker paying 40 percent tax, full council tax etc but am unable to drive so buses are a lifeline for me and enable me to travel to and from work"

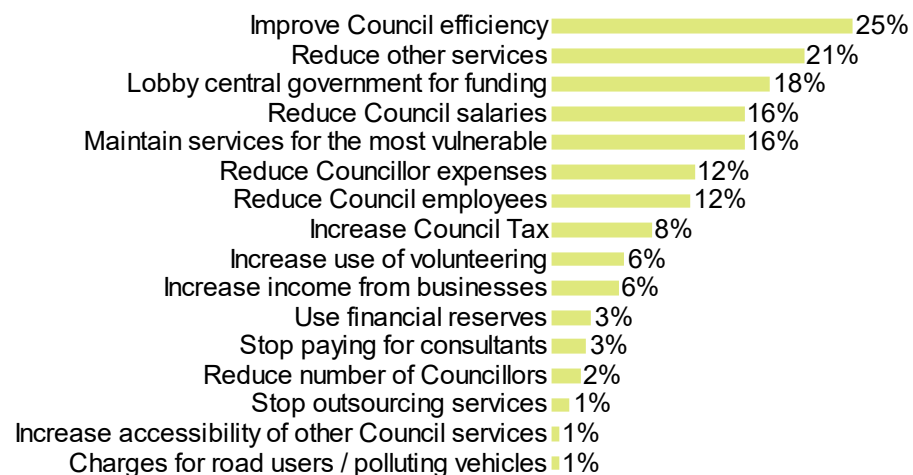
"I rely entirely on local bus services for shopping, visiting family, hospital services, etc"

Further comments and suggestions – Details on the 486 suggestions provided

Suggestions for service changes (Multi-code base: 279)



Suggested alternative approaches (Multi-code base: 218)



Of the 92 suggestions for **changes to non-County Council services**, 80 referred to regionally- or nationally-administered services, while 15 mentioned district-level services.

Suggestions for **regional or national services** included improving motorways, investing in national healthcare, reducing expenditure on Westminster departments, increasing taxation for vehicles and businesses, increasing funding or support for local services, improving national policies on environmental sustainability as a mechanism for investment in public transport, and making legislative changes to the English National Concessionary Travel Scheme to make these schemes means tested or to allow them to generate an income.

Suggestions for **district services** included reducing local beautification and verge trimming, improving tourism services in local areas, reducing the frequency of waste collection, increasing parking charges, and pedestrianising town centres.

Further comments and suggestions – Examples of suggestions provided

Suggested service changes

“Reduce times and days that old people can use their free bus pass”

“Use smaller, more economically viable buses”

“Transport should be means tested so that local people with the lowest income and who most depend on public transport should be subsidised”

“Invest in electric vehicles - oil is not going to get cheaper”

“Our organisation uses the Minibus Group Hire service to take pensioners on day trips that would otherwise not be available to them (seaside resorts, stately homes, cultural attractions etc). The current hire charges have not changed since 2018 and work out at just under £10 a head per passenger for a full day trip. I have discussed this with our members and the consensus is that they would happily pay more to use the service. £15 a head seems to be an acceptable figure, which represents a 50% uplift in pricing”

Suggested alternative approaches

“Would Hampshire County Council consider lobbying Government to introduce say a £1 charge per journey for elderly bus pass users not on benefits?”

“Sell council buildings now that most staff work from home”

“Raise Council Tax in the higher bands”

“Support the Good Neighbours Network more instead of withdrawing their funding”

“Reduce wages and bonus of high paid staff within the Council. This may also reduce the number of staff”

“HCC is a wealthy council. What about using some of its reserves to help people who are so disadvantaged in our community?”

“I think there is a role for volunteer led services, for example the services which provide car transport to GP surgery and hospital appointments”

Suggested changes to non-County Council services

“Introduce novelty attractions to the High Streets to encourage outside the area to come in and spend money thus bringing money into the local economy”

“Start charging cars (and any other polluting vehicle) for miles driven, and invest that money in public transport”

“Rubbish collection could all be fortnightly”

“Put up parking charges”

“Ask Government for more financial support through an increase in taxation”

“Charge cyclists and scooter riders a small annual fee for road tax”

“Remove free bus passes from higher tax payers”

Unstructured responses

Unstructured responses – Comments and questions raised in the unstructured responses

91 'unstructured' responses were submitted as emails, letters, or other means which did not make use of the Response Form. Of these:

- 14 mentioned disagreement with reductions to funding transport services, and 11 mentioned disagreement to service changes, compared with 1 that mentioned agreement with the proposed service changes
- 12 mentioned agreement with additional charges for services, compared with 3 that mentioned disagreement with additional charges
- 2 mentioned agreement with a common fare structure being introduced for Dial-a-Ride and Call & Go services
- 1 mentioned agreement with the Council reducing discretionary benefits for concessionary bus pass holders

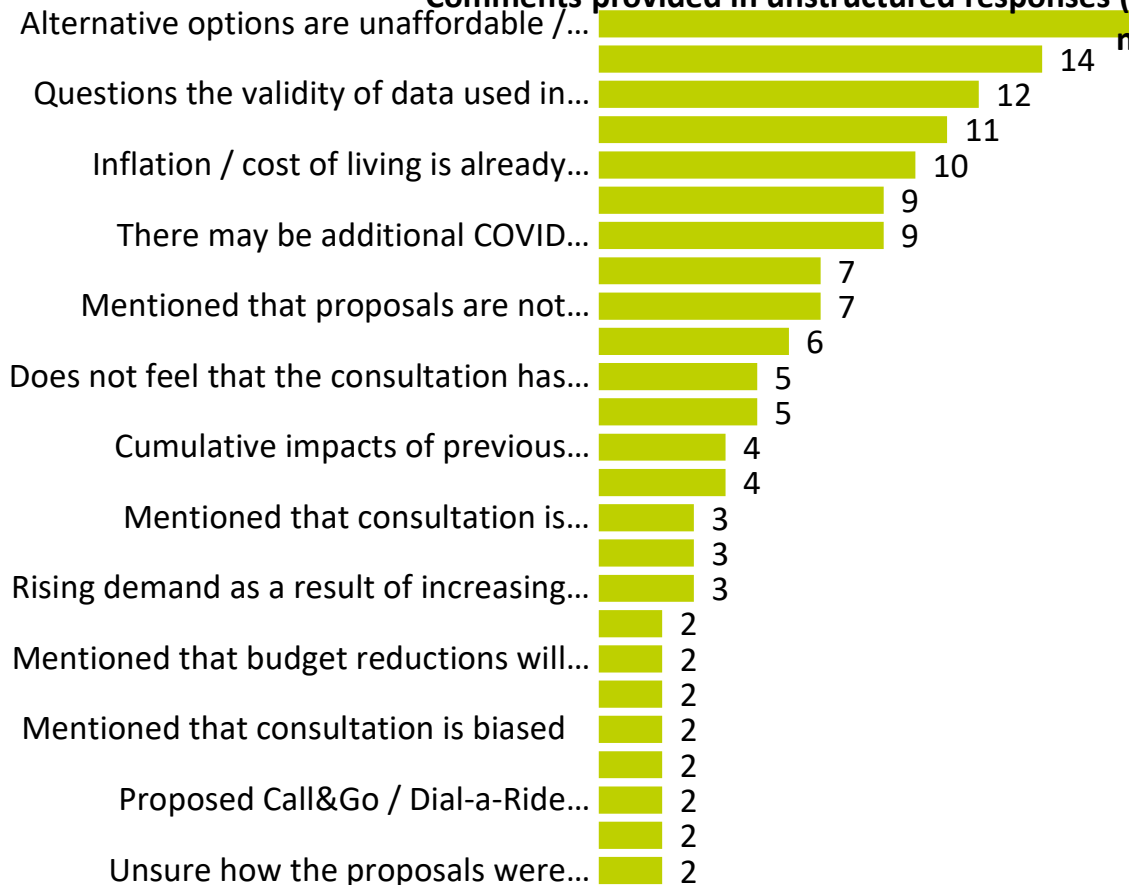
Some questions were raised through the unstructured responses; the County Council responded directly to specific questions on current services and the consultation process:

- Who will make a decision on the consultation proposals?
- Where / when will consultation responses or findings be published?
- How were vulnerable groups engaged in the consultation process?
- How are local developer funds used?
- Which bus routes in Hampshire are supported?
- How would my local service be impacted?

The following pages show more detail on the comments, suggestions, and impacts mentioned

Unstructured responses – Comments raised in the unstructured responses

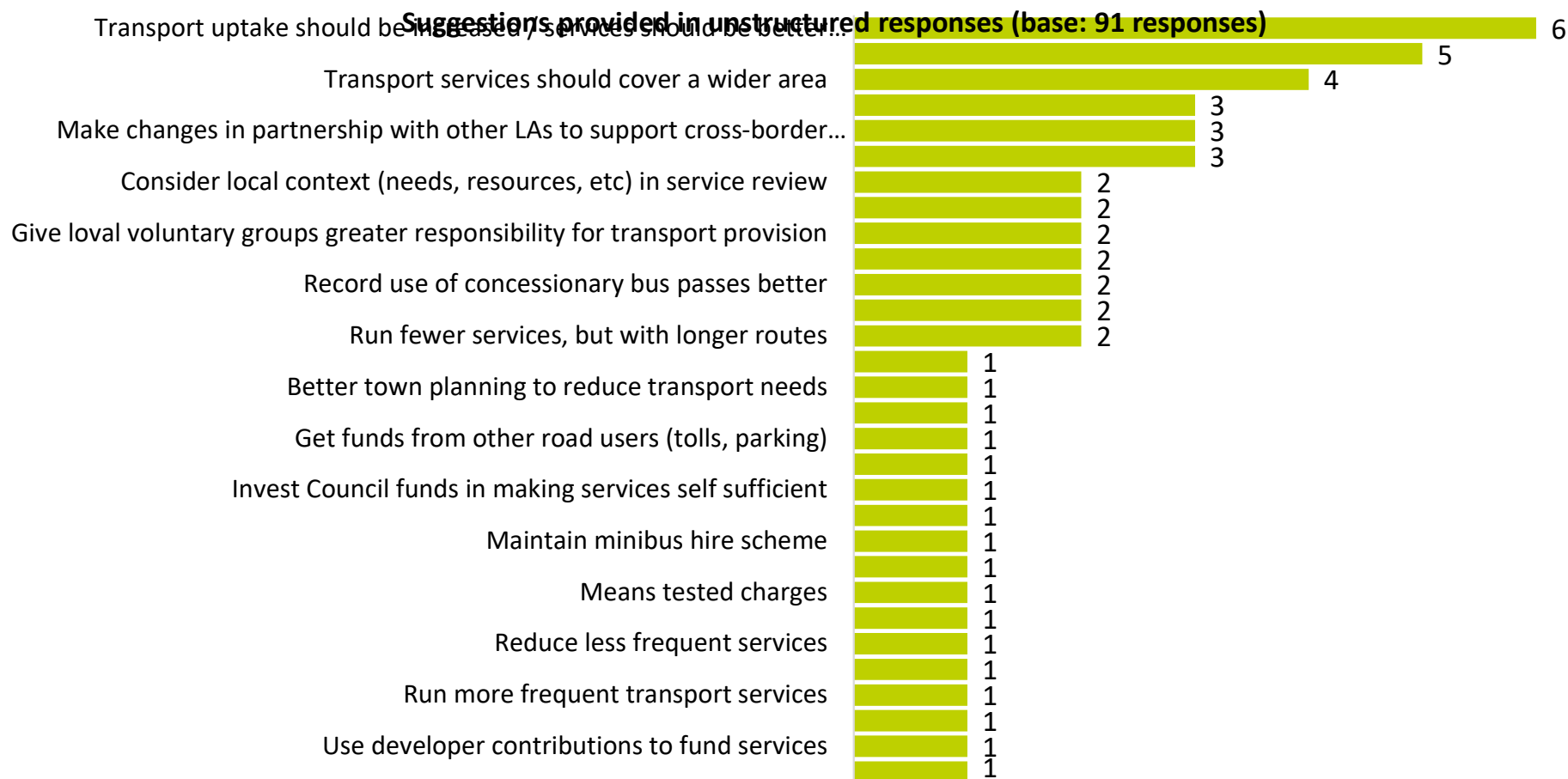
Comments provided in unstructured responses (Multi-code, base: 91 responses). Numbers below refer to



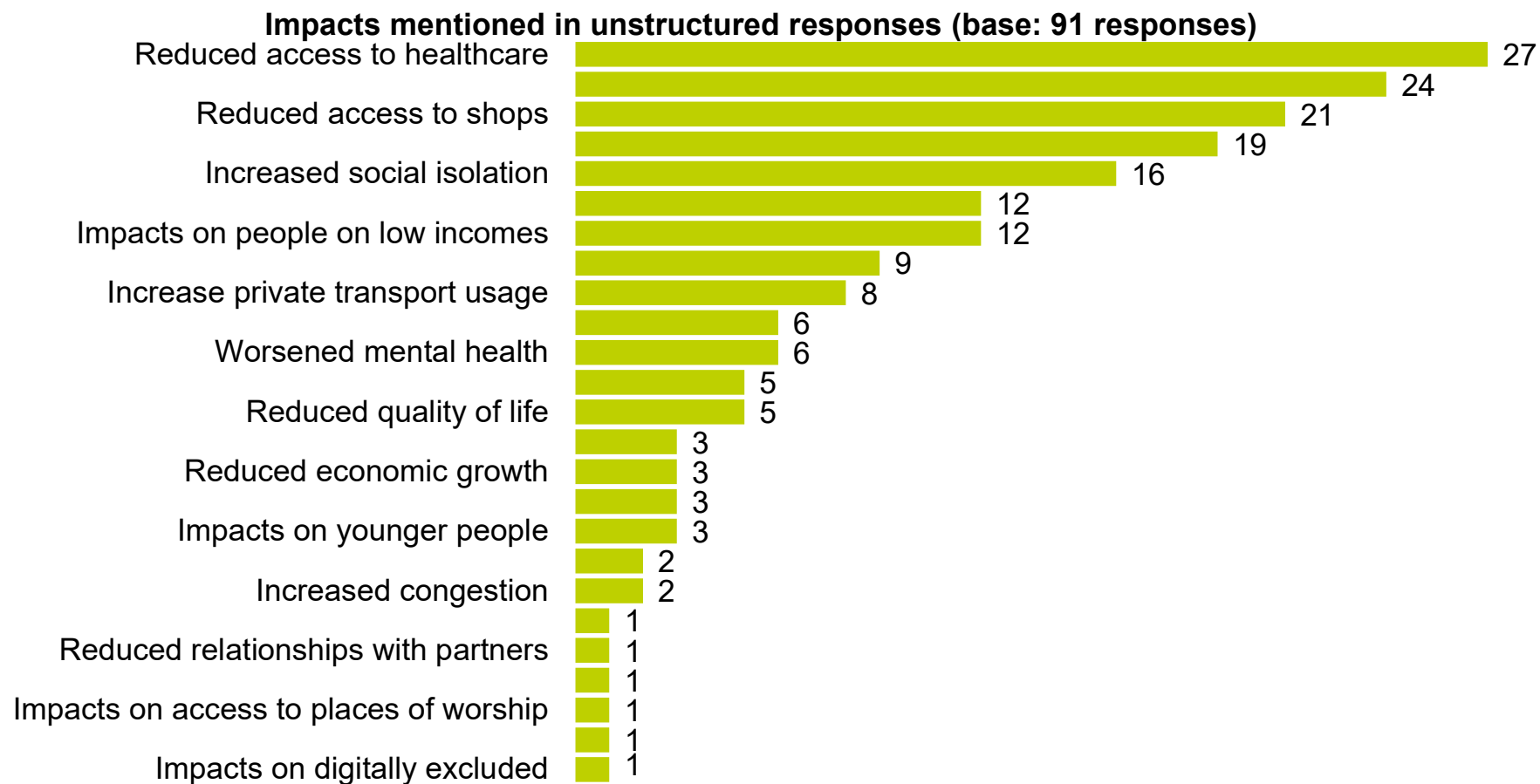
In addition, the following comments were each mentioned once:

- Belief that a decision has already been made
- Community Transport services supported people during the COVID-19 pandemic
- Concerns with legality of the consultation
- Important to understand views of vulnerable people
- Mentioned that efficiencies should be found in other services (unspecified)
- Mentioned that more detail / information is required
- Mentioned that reliability of services should be prioritised during any service changes
- Mentioned that services are poorly connected
- Mentioned that services start too late / finish too early
- Proposed bus pass replacement charge is reasonable
- Proposed Taxishare charge is too high
- Services are necessary in areas without safe walking routes
- Services are supporting the Ukrainian refugee scheme
- View that proposals are discriminatory
- Voluntary and Community Sector struggling to recruit drivers

Unstructured responses – Suggestions raised in the unstructured responses



Unstructured responses – Impacts mentioned in the unstructured responses



Unstructured responses – Speakeasy are a community-based advocacy organisation, who provided feedback on the consultation proposals from two of their meetings during the consultation period

Feedback from a meeting in Basingstoke with 13 attendees indicated that:

- 8 attendees felt that Dial-a-Ride should be prioritised for funding, while 4 felt that local buses should be prioritised
- 9 attendees would be willing to pay more for bus and Dial-a-Ride services, while 4 would not
- 9 of the attendees were Dial-a-Ride users, which they used to attend employment and social activities
 - The majority would rely on taxis or people they know to get around if Dial-a-Ride were unavailable, with only one attendee feeling they could use a bus instead
 - 8 felt that the proposed £6 charge was appropriate for local journeys, 3 felt it was too high and 1 felt it could be higher
 - 5 felt that the proposed £8 charge was appropriate for longer journeys, 5 felt it was too high and 2 felt it could be higher
- 10 of the attendees were local bus users, which they used to attend employment, see family, go shopping, and for social activities
 - When considering changes to bus services, 6 preferred reducing the number of stops, 4 preferred reducing the number of trips per day, and 3 preferred reducing the number of days services operated per week
 - 3 attendees felt that £20 was appropriate for a replacement bus pass, 4 felt that it should stay at £14, and 6 felt that it should be lower than £14

Feedback from a meeting in Aldershot indicated that:

- Attendees travelled from a range of locations including Aldershot, Ash, Farnborough, Farnham, Fleet, and Odiham
- Most attendees used the volunteer Parkside Bus to travel to the meeting, with other buses, taxis, lifts from other people, and walking also used
- None of the attendees used Dial-a-Ride or Fleetlink Community Transport services
- None of the attendees were using travel vouchers
- The majority felt that £14 was too high a charge for a replacement bus pass, only 1 person felt that £20 was acceptable
- Several of the group fed back that applying for a bus pass was a difficult process
- Half the group felt that funding should be prioritised for local buses; the other half felt it should be shared between bus and community transport services
- Impacts of travel not being available included social isolation, an inability to go out to meeting such as the one being attended, and feelings of frustration if they were unable to go out
- One member of the group fed back that they found getting on and off their local bus Fleet link difficult, due to the size of the step to get onto the service

Appendix: Methodology and Respondent Profile

Methodology

The consultation was open from 30 May to 24 July 2022. It was an open consultation, so respondents were self-selecting.

An online Response Form was provided through which respondents could respond as an individual, or in an official capacity on behalf of an organisation, business or group, or in their capacity as a democratically Elected Representative.

Respondents were also able to submit responses via email, letter, or telephone. These are referred to as ‘unstructured responses’.

The consultation was communicated through a range of channels, including:

- Emails, letters and messages to stakeholders, including service users, other local authorities in Hampshire, service providers, and so on – requesting response and onward dissemination;

- media releases that were reported in local press;

- a news article on the County Council website;

- two passenger transport forum events with stakeholders;

- posters, printed materials, and in-person promotion of the consultation on bus services;

- social media posts; and

- internal communications at Hampshire County Council.

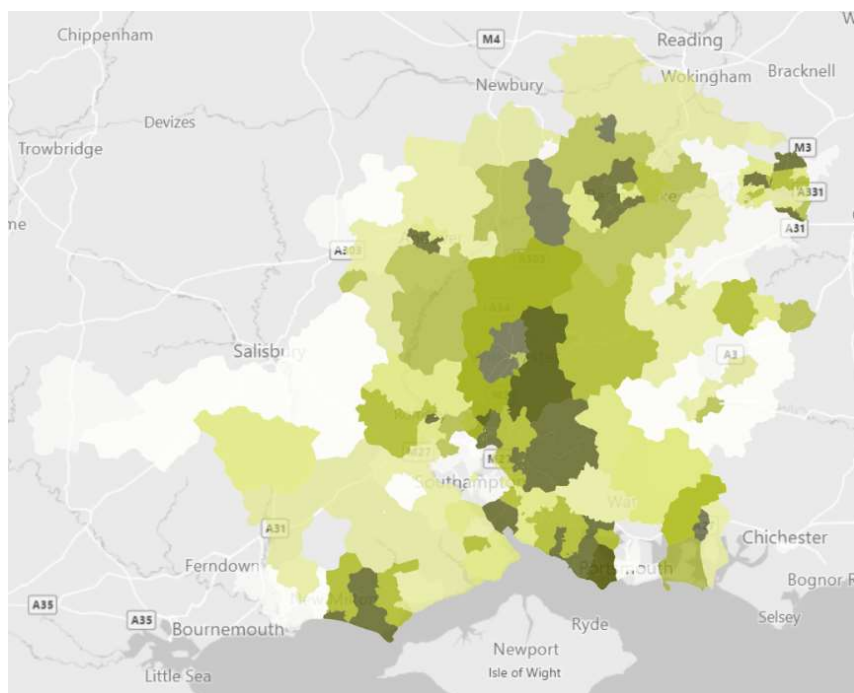
Unstructured responses and open-ended responses were analysed by theme, using an inductive approach. This means that the themes were developed from the responses themselves, not pre-determined based on expectations, to avoid any bias in the analysis of these responses. One individual worked on each codeframe to ensure a consistency of approach for each.

Who responded? *List of organisations, groups and businesses that responded*

4th Aldershot Scout Group
9th Andover Scout Group
Alton Town Council
Andover And District Older Peoples Forum
Andover Stroke Club
Anton U3A
Ash Parish Garden Club
Basingstoke and Deane Disability Group
Basingstoke and Deane Borough Council
Baughurst Parish Council
Blooming Marvellous Supported Adult Gardening Group
Botley Parish Council
Bransgore Parish Council
Buriton Parish Council
Catherington Village Residents Association
Chandlers Ford Parish Council
Citizens Advice New Forest
Communities First Wessex
Copythorne Parish Council
Damerham Parish Council
Durley Parish Council
Eastleigh Borough Council
ESPN
First Bus
First Hampshire & Dorset Limited
Fleet Town Council
Friends of Romsey Abbey
Friends of Romsey Signal Box
Frogmore Junior School
Green Steps
Hamble Parish Council
Hayling Island Residents' Association
Hook Parish Council
Hordle Parish Council
Hordle Volunteer Driver Group
Houghton Parish Council
Hound Parish Council
HYTHE VOLUNTARY CAR GROUP
King's Somborne Primary School
Langstone Good Neighbours Network
Loddon Social Enterprise Ltd
Lymington and Pennington Town Council
MAKE
Natural Basingstoke
New Forest Mencap
New Forest National Park Authority
New Milton Town Council
Odiham Parish Council
One Community
Overton Parish Council
Owslebury Parish Council
Petersfield Voluntary Care Group
Regeneration Team, East Hampshire District Council
Rockbourne Parish Council
Romsey Good Neighbours
Romsey U3A
Rowlands Castle Parish Council
Rural Mental Health Matters Limited
Rushmoor Borough Council
Rushmoor Voluntary Services
Somborne Over-50s
Southern Water Retirement Association
Speakeasy Advocacy
St John the Baptist Catholic Primary School
St Luke's Coffee Morning Group
St. Marys Surgery, Andover
Stagecoach South
Surrey County Council
Sway Parish Council
Sway W.I.
Tadley and District U3A
Tadley Town Council
The Disability Union
U3A travel
Unity Transport
Waitrose Retired Partners
Warsash residents association
Whitchurch Town Council
Wickham Community Care
Winchester Friends of the Earth
Winchester Go LD
Winchester Good Neighbours (affiliated to Good Neighbours Network)
Yelabus Association
Youth Options

Who responded? *Details of locations and household incomes of the individual respondents who completed the consultation form.*

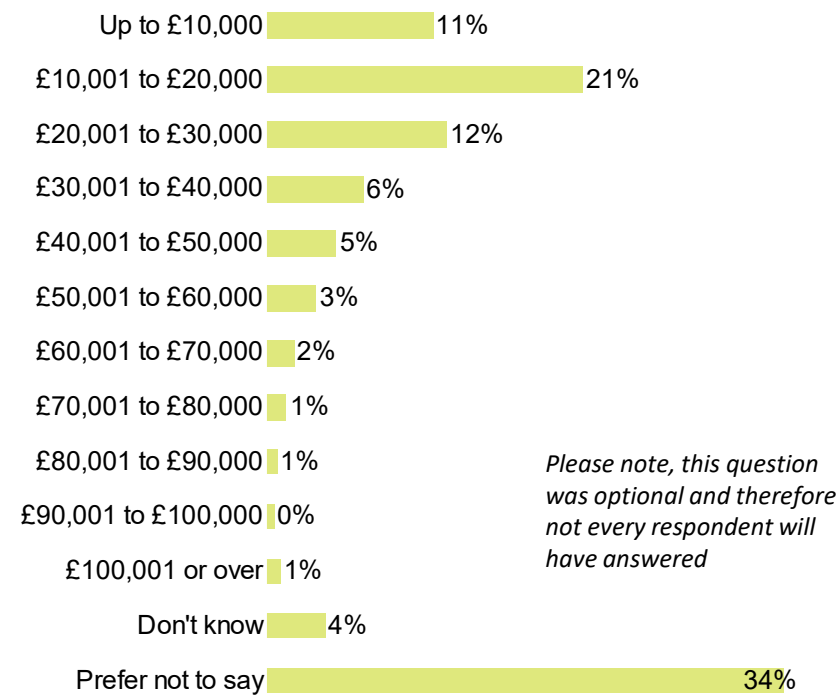
Responses by postcode district



1 response

Over 10 responses

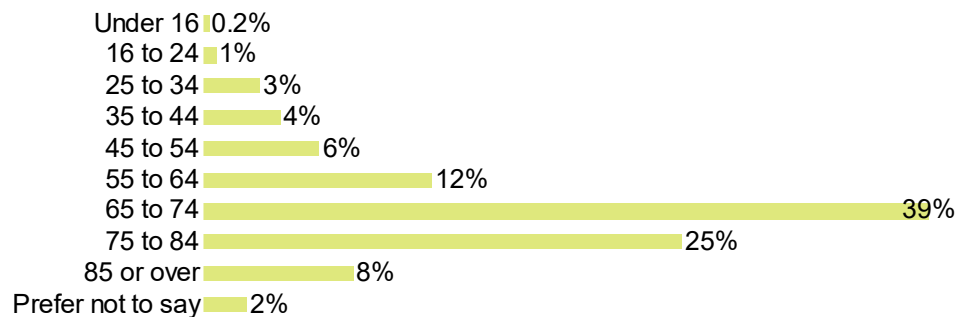
What is your total annual household income, from all sources, before tax and other deductions? (Multi-code base: 2281)



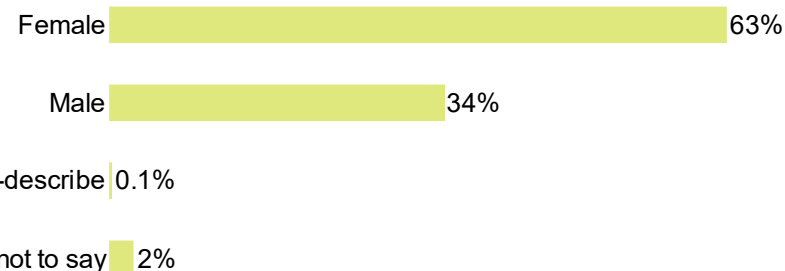
Please note, this question was optional and therefore not every respondent will have answered

Who responded? *Details of the 2,472 individual respondents*

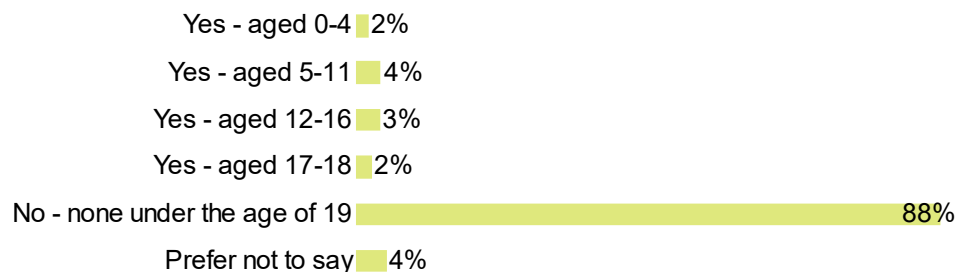
What is your age? (Base: 2379)



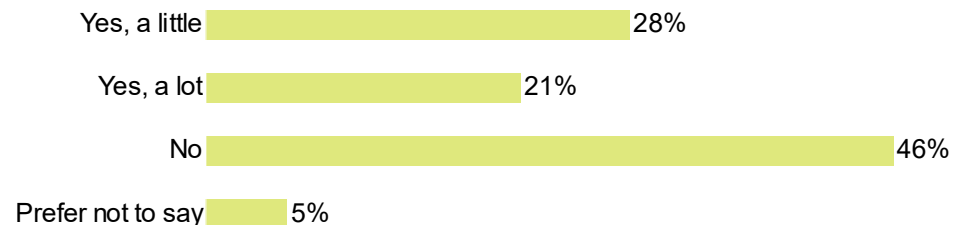
What is your gender? (Base: 2379)



Are there any children or young people under the age of 19 living in your household (including yourself)? (Multi-code base: 2307)

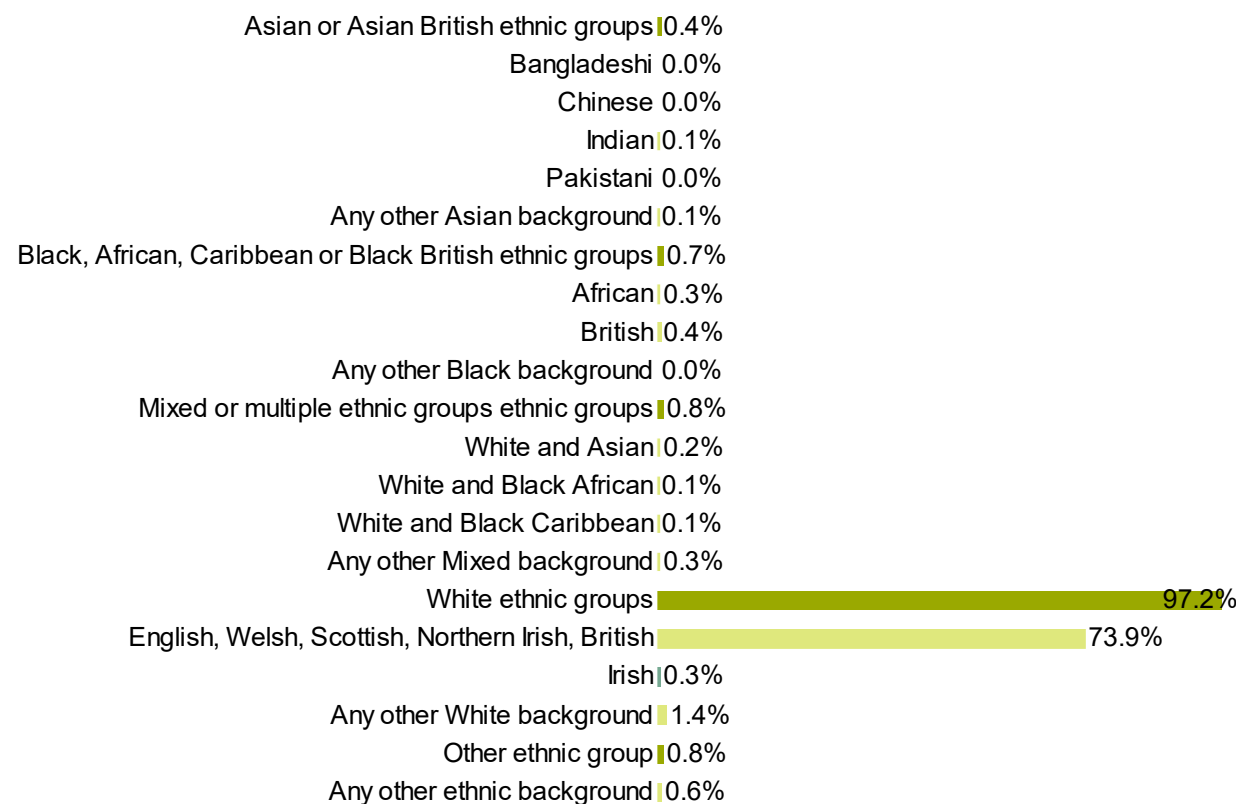


Are your day-to-day activities limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months? (Base: 2353)



Who responded? *Details of the 2,472 individual respondents*

Ethnicity (Base: 2295)



Service Usage

In the previous year:

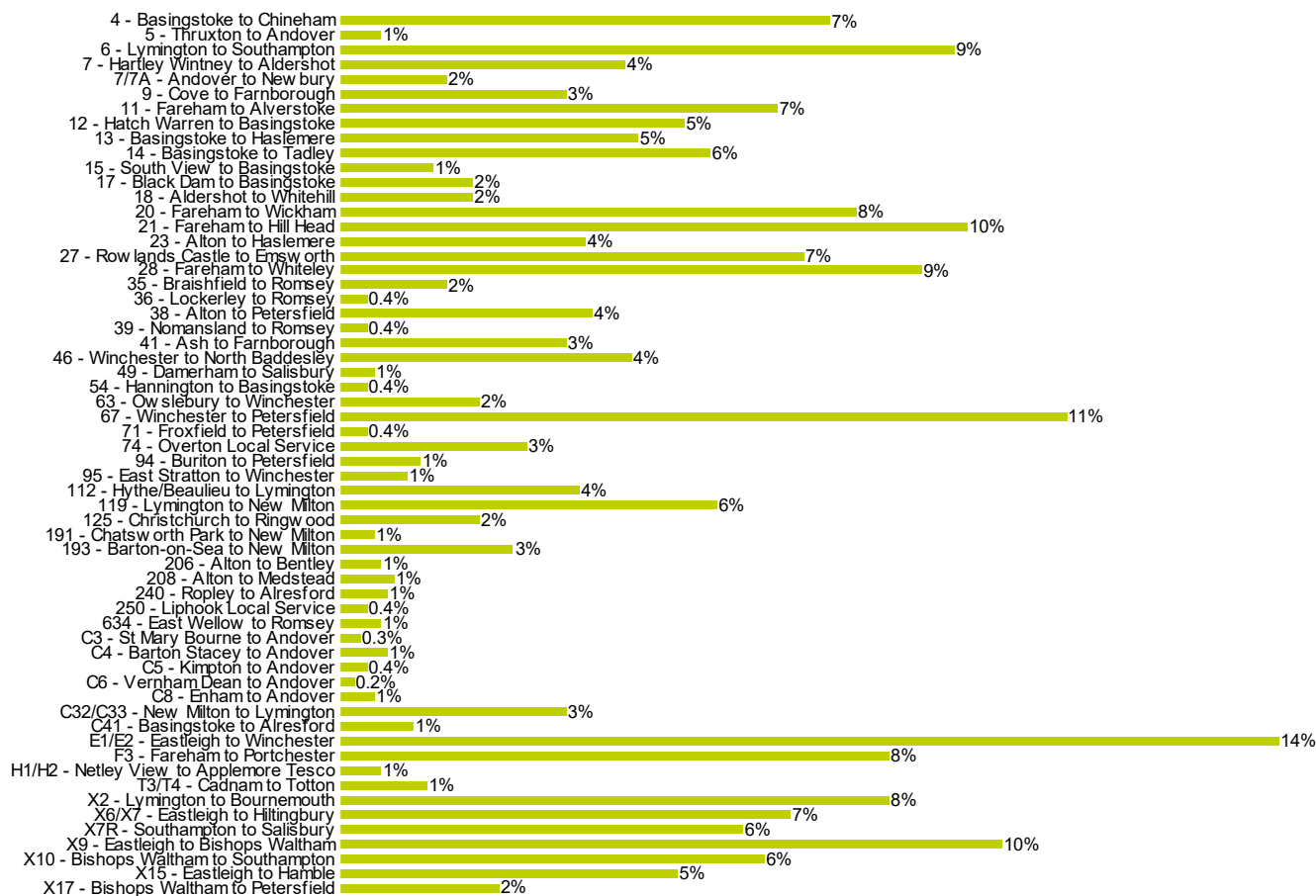
- 2% had used Call & Go services
- 12% had used Dial-a-Ride services
- 74% had used local bus services
- 2% had used Minibus Group Hire
- 2% had used Taxishare services

In addition:

- 65% held an Older Person's Bus Pass
- 11% owned a Disabled Person's Bus Pass (including 3% who owned a Disabled Person with Companion Bus Pass)

Who responded? Supported bus routes used by individual respondents

Supported bus routes used by respondents (base: 1125 users of supported bus services)



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Service	Route	Annual cost to Hampshire 21/22 County Council	Annual passenger journeys 21/22	Annual passenger journeys 19/20	% reduction in passengers	Subsidy	Outcome	Proposed Saving	
Aldershot, Farnborough and Fleet area services	7	Hartley Wintney to Aldershot	£ 162,160	23,437	50,874	-54%	£6.92	Service is now two-hourly. Change took place over pandemic.	£ 32,082
	9	Cove to Farnborough	£ 16,420	11,764	18,840	-38%	£1.40	Voyager loop to be withdrawn as it is funded with time limited funding. No savings proposed	£ -
	41	Ash to Farnborough (part developer contributions and Surrey County Council)	£ 35,122	7,408	14,424	-49%	£4.74	Service proposed to be withdrawn. This would not contribute towards savings as this is currently a pressure	£ -
Andover Area Services	5	Thurxton to Andover (part funded by school transport)	£ 49,617	9587	15736	-39%	£5.18	No savings will be made against this service, however operating costs have significantly increased so from April, it may be that the funding available cannot buy the same level of provision and therefore timetable reductions will be necessary.	£ -
	7/7A	Andover to Newbury	£ 49,162	20,871	32,466	-36%	£2.36	No change proposed in service or contract value.	£ -
	C3/8	St Mary Bourne/Enham to	£ 75,562	9517	13,290	-28%	£7.94	Service proposed to be withdrawn. Demand responsive transport service to be procured as alternative.	£ 45,502
	C4	Barton Stacey to Andover							
	C5	Kimpton to Andover							
C6	Vernham Dean to Andover								
Basingstoke area services	76	Evening service - two journeys	£ 11,918	n/a	n/a	n/a	n/a	Contribution towards the service proposed to be withdrawn. This would not contribute towards savings as this is currently a pressure	£ -
	4	Basingstoke to Chineham (HCC/dev contributions/B&DBC)	£ 72,028	68,392	108,606	-37%	£1.05	It is proposed that a Chineham to Bishop Challoner School diversion is added in place of the current 0820 from Chineham/1520 from Basingstoke	£ 20,000
	12/15/17	Hatch Warren/South View/Black Dam – Basingstoke (part developer contributions)	£ 68,178	89,901	136,674	-34%	£0.76	No savings are proposed against this service, however operating costs have significantly increased so from April, it may be that the funding available cannot buy the same level of provision and therefore timetable reductions will be necessary.	£ -
	14	Basingstoke to Tadley	£ 78,952	40,557	74,016	-45%	£1.95	No savings are proposed against this service, however operating costs have significantly increased so from April, it may be that the funding available cannot buy the same level of provision and therefore timetable reductions will be necessary.	£ -
	54	Hannington to Basingstoke	£ 4,068	283	299	-5%	£14.37	Service proposed to be incorporated into Basingstoke Dial a Ride.	£ 4,068
	74	Overton Local Service	£ 15,124	3,577	3,708	-4%	£4.23	Timetable proposed to be reduced, likely that this would see later journeys reduced.	£ 1,669
	C41	Basingstoke to Alresford	£ 26,305	1,005	1,800	-44%	£26.17	Current timetable will be permanently adopted. No change proposed in contract value.	£ -
Eastleigh area services	X6/X7	Eastleigh to Hiltingbury (part EBC)	£ 17,037	33,050	78,006	-58%	£0.52	Service has been withdrawn by operator. Proposed service being procured in partnership with Eastleigh Borough Council and Chandlers Ford Parish Council.	£ 6,815
	X9	Eastleigh to Bishops Waltham	£ 132,740	73,829	171,636	-57%	£1.80	This service has halved in frequency due to an increase in operator costs. To date, Hampshire County Council has not reduced funding levels. It is proposed that a new route is procured, one option would include combining the E1/E2 route also.	£ -
	X10	Bishops Waltham to Southampton							
	X15	Eastleigh to Hamble (part Eastleigh Borough Council)	£ 16,609	5,455	11,532	-53%	£3.04	Service has been withdrawn by operator. Proposed service being procured in partnership with Eastleigh Borough Council and potentially some local parishes.	£ 6,644
	E1/E2	Eastleigh to Winchester	£ 33,688	29,248	42,294	-31%	£1.15	It is proposed that a new route is procured, one option would combine this route with the X9/X10.	£ -
East Hampshire area services	13/18/23	13 Basingstoke to Haslemere (supported Alton to Haslemere); 18 Aldershot to Whitehill (mostly commercial); 23 Alton to Haslemere (fully supported); Part funded by Home to School Transport.	£ 86,343	17,455	46,842	-63%	£4.95	No savings are proposed against this service, however operating costs have significantly increased so from April, it may be that the funding available cannot buy the same level of provision and therefore timetable reductions will be necessary.	£ -
	X17	Bishops Waltham to Petersfield	£ 8,515	1,080	1,392	-22%	£7.88	Service has been withdrawn by operator. Reduced service to be provided by Meon Valley community bus.	£ 4,515
	38	Alton to Petersfield	£ 100,859	16,954	27,690	-39%	£5.95	No savings are proposed against this service, however operating costs have significantly increased so from April, it may be that the funding available cannot buy the same level of provision and therefore timetable reductions will be necessary.	£ -
	71	Froxfield to Petersfield	£ 6,080	405	1,194	-66%	£5.09	It is proposed that these services are merged.	£ 6,080
	94	Buriton to Petersfield	£ 64,346	8,837	15,738	-44%	£7.28		
	206	Alton to Bentley	£ 17,114	2,552	4,704	-46%	£6.71	No change proposed in service or contract value.	£ -
	208	Alton to Meadstead							
	240	Ropley to Alresford	£ 14,594	2,693	2,269	19%	£5.42	It is proposed that these services are operated by Cresta Coaches to enable Stagecoach to resolve their driver shortage. It is proposed that a tendering exercise will be carried out packaging these services with some other local services.	-£ 1,526
250	Liphook Local Service	£ 11,809	732	1,860	-61%	£16.13	No change proposed in service or contract value.	£ -	

Fareham and Gosport area services	11	Fareham to Alverstoke (Monday to Friday only)	£ 29,297	23,393	29,220	-20%	£1.25	No savings are proposed against this service, however operating costs have significantly increased so from April, it may be that the funding available cannot buy the same level of provision and therefore timetable reductions will be necessary.	£ -
	20	Fareham to Wickham	£ 68,020	25,881	50,706	-49%	£2.63	It is proposed that either the service will reduce the number of days in which it operates, or some journeys removed to reduce the number of journey opportunities.	£ 9,000
	21	Fareham to Hill Head	£ 46,485	22,039	40,896	-46%	£2.11	It is proposed that this service is re-timed around off-peak journeys and the peak provision removed.	£ 25,000
	28/28A	Fareham to Whiteley	£ 75,173	19,665	19,608	0%	£3.82	No savings are proposed against this service due to development in North Whiteley. Operating costs have significantly increased so from April, it may be that the funding available cannot buy the same level of provision and therefore timetable reductions will be necessary.	£ -
	F3	Fareham to Portchester (Wednesdays only)	£ 5,542	2,438	3,594	-32%	£2.27	This service has been withdrawn by the operator, it is proposed that a taxishare is procured to replace this.	£ -
Havant area services	27	Rowlands Castle to Emsworth	£ 68,212	20,587	34,320	-40%	£3.31	It is proposed that this service is re-timed around off-peak journeys and the peak provision removed.	£ 25,000
New Forest area services	H1/H2 T3/T4	Netley View to Applemore Tesco Cadnam to Totton	£ 52,902	8,392	12,390	-32%	£6.30	No change proposed in service or contract value.	£ -
	X2	Lymington to Bournemouth (part DCC) (Gore Road New Milton to Walkford supported)	£ 17,001	3,144	5,850	-46%	£5.41	No change proposed in service or contract value.	£ -
	6	Lymington to Southampton (only certain journeys supported)	£ 43,013	36,242	52,500	-31%	£1.19	No change proposed in service or contract value.	£ -
	C32/C33	New Milton to Lymington	£ 81,805	7,582	14,418	-47%	£10.79	It is proposed that the service after 14:45 and the Saturday service to be withdrawn. It is also proposed that the service becomes a fixed timetable, rather than bookable.	£ 32,200
	49	Damerham to Salisbury (partial Wiltshire Council)	£ 6,210	1,172	1,479	-21%	£5.30	No change in contract or contract value	£ -
	112	Hythe/Beaulieu to Lymington (part funded by school Transport)	£ 36,386	10,166	17,220	-41%	£3.58	No change proposed in service or contract value.	£ -
	125	Christchurch to Ringwood (part Dorset County Council)	£ 27,292	5,692	8,052	-29%	£4.79	No change proposed in service or contract value.	£ -
	119 191	Lymington to New Milton; Chatsworth Park to New Milton;	£ 54,157	40,057	53,712	-25%	£1.35	No change proposed in service or contract value.	£ -
	193	Barton-on-Sea to New Milton (Sat funded by Lymington PC)							
Romsey area services	X7R	Southampton to Salisbury (part Wiltshire Council) (Romsey to Salisbury supported)	£ 14,455	33,262	53,496	-38%	£0.43	No change proposed in service or contract value.	£ -
	35	Braishfield to Romsey (part funded by school transport)	£ 14,436	12,435	17,424	-29%	£1.16	Service to be reduced to one return journey day (plus the 635 at college times).	£ 37,748
	36	Lockerley to Romsey	£ 16,382	326	456	-29%	£50.25	It is proposed that this service is withdrawn.	
	39	Nomansland to Romsey (part funded by Wiltshire Council)	£ 15,021	1,533	2,382	-36%	£9.80	It is proposed that this service is withdrawn.	
	634	East Wellow to Romsey (part funded by school transport)	£ 14,860	8,059	6,732	20%	£1.84	No change proposed in service or contract value.	£ -
Winchester Area Services	63	Owslebury to Winchester	£ 17,328	1,706	5,784	-71%	£10.16	It is proposed that these services are operated by Cresta Coaches to enable Stagecoach to resolve their driver shortage. It is proposed that a tendering exercise will be carried out packaging these services with some other local services.	-£ 1,597
	46	Winchester to North Baddesley (part-commercial)	£ 43,634	4,043	9,072	-55%	£10.79	It is proposed that this service to be funded during the school holidays only, one return per day of operation. Operating costs have significantly increased so from April, it may be that the funding available cannot buy the same level of provision and therefore timetable reductions will be necessary.	£ 20,000
	67	Winchester to Petersfield (part funded by school transport) (some school journeys are commercially operated)	£ 126,026	30,824	59,868	-49%	£4.09	No savings are proposed against this service, however operating costs have significantly increased so from April, it may be that the funding available cannot buy the same level of provision and therefore timetable reductions will be necessary.	£ -
	95	East Stratton to Winchester (only Tuesdays and Thursdays)	£ 10,228	1,021	1,479	-31%	£10.02	No savings are proposed against this service, however operating costs have significantly increased so from April, it may be that the funding available cannot buy the same level of provision and therefore timetable reductions will be necessary.	£ -
Cross Boundary Services	67	Shipton Bellinger - Wiltshire Cross boundary	£ 7,322	N/A	N/A	N/A	N/A	Funding Service proposed to be withdrawn. This would not contribute towards savings as this is currently a pressure	£ -
	54, 91/92/93	Chichester - Petersfield, Midhurst - Petersfield. West Sussex cross boundary	£ 16,934	N/A	N/A	N/A	N/A	Service proposed to be withdrawn. This would not contribute towards savings as this is currently a pressure	£ -
	Route 5 & Kite	Blackwater Valley, Surrey cross boundary (pressure)	£ 6,592	N/A	N/A	N/A	N/A	Service proposed to be withdrawn. This would not contribute towards savings as this is currently a pressure	£ -

Service	Annual Cost to HCC 22/23	Annual Cost to Joint Funders 22/23	Proposed Annual Cost to HCC 23/24	Proposed HCC Spend decrease	Proposed changes to service from 2023	Comments
Basingstoke Dial-a-Ride	£115,533	£156,159	£97,989	6%	6% reduction in service hours.	This reflects what would happen if just Hampshire County Council reduced their funding. The Council's funding partners will be making their own decisions on whether to retain their existing funding levels for these services.
Eastleigh Dial-a-Ride (including Parish Link)	£82,816	£82,816	£69,442	8%	Reduce the number of Dial-a-Ride vehicles operated Monday to Friday from 3 to 2 vehicles. Reduce the number of Dial-a-Ride vehicles operated on Saturdays from 2 to 1 vehicle. Approximately 22% reduction in driver hours (from the current 3 full-time drivers and one part time driver to 2 full-time drivers and one part time driver). Reduction of administrative staff by 1 day a week.	This reflects what would happen if both Hampshire County Council and Eastleigh Borough Council reduce their funding. The Council's funding partners will be making their own decisions on whether to retain their existing funding levels for these services.
New Forest Call & Go	£27,336	£27,336	£23,471	7%	7% reduction in service hours.	This reflects what would happen if just Hampshire County Council reduced their funding. The Council's funding partners will be making their own decisions on whether to retain their existing funding levels for these services.
Rushmoor Dial-a-Ride	£28,823	£28,823	£24,562	7%	Withdraw Monday service. Possible removal of Saturday afternoon service. Remove 1 bus from Friday service. Reduction of booking line hours by 30 minutes per day. Service likely to become semi-scheduled.	This reflects what would happen if Rushmoor Borough Council also reduced their funding. The Council's funding partners will be making their own decisions on whether to retain their existing funding levels for these services.
Winchester Dial-a-Ride	£46,582	£46,582	£40,109	7%	8% reduction in service hours.	This reflects what would happen if just Hampshire County Council reduced their funding. The Council's funding partners will be making their own decisions on whether to retain their existing funding levels for these services.
Fareham Dial-a-Ride	£25,182	£25,182	£21,567	7%	7% reduction in service hours.	This reflects what would happen if just Hampshire County Council reduced their funding. The Council's funding partners will be making their own decisions on whether to retain their existing funding levels for these services.
Gosport Dial-a-Ride	£21,915	£21,915	£18,547	8%	8% reduction in service hours.	This reflects what would happen if just Hampshire County Council reduced their funding. The Council's funding partners will be making their own decisions on whether to retain their existing funding levels for these services.
East Hampshire Call & Go (including Alton Dial-a-Ride)	£21,170	£12,893	£16,701	13%	13% reduction in service hours.	This reflects what would happen if just Hampshire County Council reduced their funding. The Council's funding partners will be making their own decisions on whether to retain their existing funding levels for these services.
Fleet Link	£15,638	£15,638	£15,638	0%	No change proposed in contract value. Service area to expand to cover Church Crookham and Elvetham Heath.	It is proposed that this service absorbs the patronage from the Fleet, Crookham, Crookham Village and Elvetham Heath Taxishare therefore the saving against the Taxishare cost has
Yateley Shopper	£2,224	HCC 100% fund this service	£2,224	0%	No proposed changes as current cost to Hampshire County Council and the level of service provision is minimal.	
Denmead Shopper	£1,243	£1,520	£1,243	0%	No proposed changes as current cost to Hampshire County Council and the level of service provision is minimal.	
Test Valley Call & Go	£11,993	£11,993	£10,571	6%	Merge Tuesday morning Kingsmead/Dunwood Romsey route with Wednesday morning Lockerley and Dean route. Merge Thursday Braishfield route to Monday afternoon Wellow route. Cancel Wednesday Tytherley morning route and move passengers to Wednesday morning Lockerley route.	This reflects what would happen if just Hampshire County Council reduced their funding. The Council's funding partners will be making their own decisions on whether to retain their existing funding levels for these services.
Havant Call & Go	£16,496	£13,496	£16,496	0%	No change proposed in contract value.	It is proposed that this service absorbs the patronage from the Clanfield, Catherington and Lovedean Taxishare therefore the saving against the Taxishare cost has offset the need to make savings against this service.

Minibus Group Hire Services

Service	Annual Cost to HCC 22/23	Annual Cost to Joint Funders 22/23	Annual Cost to HCC 23/24	HCC Spend decrease	Changes to service from 2023	Comments
Eastleigh	£47,258	£4,702	£31,936	29%	Savings could be achieved by replacing four minibuses and increasing hire charges. If these vehicles cannot be replaced, there would need to be a reduction in service level offered. This could take the form of reduced booking hours and reduced driver/vehicle availability.	This reflects what would happen if just Hampshire County Council reduced their funding. The Council's funding partners will be making their own decisions on whether to retain their existing funding levels for these services.
Fareham	£10,220	HCC 100% fund this service	£8,048	21%	Service reductions are likely however these should be minimised through an increase in hire charges and adopting a more 'semi-commercial' operating model which includes widening the eligibility criteria for the service.	This service is solely funded by Hampshire County Council.
Gosport	£11,129	HCC 100% fund this service	£8,323	25%	Service reductions are likely however these should be minimised through an increase in hire charges and adopting a more 'semi-commercial' operating model which includes widening the eligibility criteria for the service.	This service is solely funded by Hampshire County Council.
Havant	£34,265	HCC 100% fund this service	£19,178	44%	Service reductions are likely however these should be minimised through an increase in hire charges and adopting a more 'semi-commercial' operating model which includes widening the eligibility criteria for the service.	This service is solely funded by Hampshire County Council.
New Forest	£13,033	£13,033	£8,422	18%	Service reductions are likely however these should be minimised through an increase in hire charges and adopting a more 'semi-commercial' operating model which includes widening the eligibility criteria for the service.	This reflects what would happen if just Hampshire County Council reduced their funding. The Council's funding partners will be making their own decisions on whether to retain their existing funding levels for these services.
Rushmoor & Hart (including Yateley)	£23,298	HCC 100% fund this service	£17,373	25%	<u>Rushmoor & Hart:</u> Group hire administration hours to be reduced. May need to reduce vehicle fleet if new vehicles cannot be provided by April 2023. Hire charges will be increased. <u>Yateley:</u> 20p increase per mile on the mileage charge. £2/£3 increase on hiring charges.	This service is solely funded by Hampshire County Council.
Test Valley	£25,183	£4,797	£19,403	19%	Increase both the mileage charge for fuel costs and per session vehicle hire charges.	This reflects what would happen if just Hampshire County Council reduced their funding. The Council's funding partners will be making their own decisions on whether to retain their existing funding levels for these services.
Winchester	£18,417	HCC 100% fund this service	£12,163	34%	Service reductions are likely however these should be minimised through an increase in hire charges and adopting a more 'semi-commercial' operating model which includes widening the eligibility criteria for the service.	This service is solely funded by Hampshire County Council.
East Hampshire	£29,372	£15,131	£10,523	42%	Service reductions are likely however these should be minimised through an increase in hire charges and adopting a more 'semi-commercial' operating model which includes widening the eligibility criteria for the service.	This reflects what would happen if just Hampshire County Council reduced their funding. The Council's funding partners will be making their own decisions on whether to retain their existing funding levels for these services.

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Route Description		Contract cost on the consultation 21/22	Passenger trips 19/20 - on the consultation	Passenger trips 21/22 - on the consultation	Subsidy on the consultation	Outcome	Cost saving	New Contract Cost
Basingstoke and Deane	333 Hartley Wespoll - Bramshill to Basingstoke	£2,582.00	102	98	£ 26.35	No changes are proposed	£ -	£ 2,582
East Hants	205 West Tistead to Alton	£1,959.00	177	0	£ 11.07	No changes are proposed	£ -	£ 1,959
	28 Bordon Town	£7,572.00	966	552	£ 13.72	No changes are proposed	£ -	£ 7,572
	36C Clanfield, Catherington & Lovedean	£21,444.00	4592	4004	£ 5.36	It is proposed that passengers who currently use this service move to Havant Call and Go which serves the same area.	£ 21,444	£ -
Hart	210 Long Sutton, South Warnborough, Upton Grey to Basingstoke	£9,516.00	434	228	£ 41.74	It is proposed that this service will operate on Fridays only	£ 4,997	£ 4,519
	200A/B Hart - Crondall, Ewshot to Fleet/Farnham. Long Sutton, South Warn to Alton.	£8,172.00	466	198	£ 41.27	No changes are proposed		£ 8,172
	70 Crondall/Ewshot to Farnham/Fleet	£15,708.00	2515	1235	£ 12.72	It is proposed that Friday journeys to Fleet, the 08.30 journey opportunity, the 13:05 journey opportunity and the 15:45 journey opportunity are withdrawn as the poorest used journeys.	£ 1,944	£ 13,764
	F111/121/131 Fleet, Crookham and Crookham Village	£6,816.00	600	219	£ 31.12	It is proposed that passengers who currently use this service move onto to use Fleet Link which serves the same area and this service is withdrawn.	£ 6,816	£ -
Test Valley	C1 Andover Villages - Ragged Appleshaw and Penton Mewsey to Andover	£7,632.00	669	441		No changes are proposed	£ -	£ 7,632
	46 Chilworth to Lordshill	£3,192.00	816	288	£ 11.08	No changes are proposed	£ -	£ 3,192
	54 Wherwell/Stockbridge - Romsey	£24,696.00	2962	2132	£ 11.58	No changes are proposed	£ -	£ 24,696
	15/17 Over Wallop- Andover- Stockbridge	£2,580.00	N/A	130	£ 19.85	No changes are proposed	£ -	£ 2,580
Eastleigh	43 - Flexford/Valley Park to Chandlers Ford/Eastleigh	£1,368.00	318	0	£ 4.30	No changes are proposed	£ -	£ 1,368
	42 Stoke Common to Eastleigh	£1,308.00	330	50	£ 26.16	No changes are proposed	£ -	£ 1,308
	44 Campbell/Chalvington - area shopper	£6,216.00	1568	670	£ 9.28	No changes are proposed	£ -	£ 6,216
	Hamble, Hound & Bursledon hospital taxishare	£3,829.00	822	727	£ 5.27	No changes are proposed	£ -	£ 3,829
New Forest	31 Fritham to Totton	£5,280.00	260	161	£ 32.80	No changes are proposed	£ -	£ 5,280
	113 Beaulieu - East End - Hythe	£1,716.00	229	70	£ 24.51	No changes are proposed	£ -	£ 1,716
	61/62 Hyde to Fordingbridge	£9,024.00	1194	496	£ 18.19	No changes are proposed	£ -	£ 9,024
	35 Lyndhurst/Burley/Ringwood	£6,264.00	382	272	£ 23.03	It is proposed that the early morning journey is withdrawn due to low use.	£ 2,100	£ 4,164
Fareham	X57 - Linden Lea - Fareham/Porchester	£3,096.00	463	98	£ 31.59	No changes are proposed	£ -	£ 3,096
	57 Warsash - Locks Heath	£1,464.00	413	98	£ 14.94	No changes are proposed	£ -	£ 1,464
	26 Burridge and Curdrige - Hedge End	£3,504.00	188	127	£ 27.59	No changes are proposed	£ -	£ 3,504
	27 Burridge - Swanwick/Park Gate	£1,080.00	0	72	£ 15.00	No changes are proposed	£ -	£ 1,080
Havant	32 Hayling Island to Havant/Mengham	£15,216.00	2931	1704	£ 8.93	It is proposed that the least used outward and inward journeys - 08:50 Hayling Island to Havant; 14:35 Havant to Hayling Island are withdrawn.	£ 1,170	£ 14,046
Winchester	16a Winchester to Littleton, Crawley, Kings Somborne & Stockbridge	£1,530.00	94	0	£ 16.28	No changes are proposed	£ -	£ 1,530
	96 Meon Valley Taxishare - Swanmore, Shirrell Heath, Shedfield and Wickham into Fareham	£15,708.00	904	363	£ 43.27	It is proposed that one return journey opportunity is withdrawn with the second return time likely to be amended.	£ 2,705	£ 13,003
	38 Wickham- Southwick- Cosham - QA hospital	£7,632.00	988	410	£ 18.61	No changes are proposed	£ -	£ 7,632
	95 East Stratton to Winchester	£9,324.00	N/A	325	£ 28.69	It is proposed that this service is withdrawn.	£ 9,324	£ -

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HAMPSHIRE COUNTY COUNCIL

Report

Committee:	Transport & Environment Select Committee
Date:	4 November 2022
Title:	Local Cycling and Walking Infrastructure Plans - Update
Report From:	Director of Economy, Transport and Environment

Contact name: Graham Wright

Tel: 07714 153291

Email: Graham.wright@hants.gov.uk

Purpose of Report

1. For the Transport & Environment Select Committee to pre-scrutinise the proposals for approval of a number of newly developed Local Cycle and Walking Infrastructure Plans (LCWIPs) (see report attached due to be considered at the decision day of the Executive Lead Member for Transport and Environment Strategy at 2.00pm on 7 November 2022).

Recommendation

2. That the Transport and Environment Select Committee:

Either:

Supports the recommendations being proposed to the Executive Lead Member for Transport and Environment Strategy in paragraphs 2.-10. of the attached report.

Or:

Agrees any alternative recommendations to the Executive Lead Member for Transport and Environment Strategy, with regards to the proposals set out in the attached report.

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Lead Member for Transport and Environment Strategy
Date:	7 November 2022
Title:	Local Cycling and Walking Infrastructure Plans – Update
Report From:	Director of Economy, Transport and Environment

Contact name: Graham Wright

Tel: 07714 153291

Email: graham.wright@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to seek approval of a number of newly developed Local Cycle and Walking Infrastructure Plans (LCWIPs). The plans included in this decision are for the boroughs of Eastleigh, Fareham, Gosport, Havant, the Waterside part of New Forest district and the southern part of the Borough of Test Valley.

Recommendations

2. That the Executive Lead Member for Transport and Environment Strategy approves the Local Cycle and Walking Infrastructure Plans (LCWIPs) that have been prepared for the boroughs of Eastleigh, Fareham, Gosport and Havant, together with the Waterside part of New Forest district and the southern part of the Borough of Test Valley.
2. That the Executive Lead Member for Transport and Environment Strategy commends each LCWIP to the respective local authority for endorsement and inclusion within its own policy and plan framework.
3. That the Executive Lead Member for Transport and Environment Strategy notes the progress on the remaining LCWIPs.

Executive Summary

5. This report presents four Local Cycle and Walking Infrastructure Plans (LCWIP) for the boroughs of Eastleigh, Fareham, Gosport and Havant, together with two LCWIPs covering the Waterside part of New Forest District and the southern part of the Borough of Test Valley. These have been prepared by Hampshire County Council in line with Government guidance. The plans prioritise walking and cycling infrastructure measures in each area and have been developed following engagement and consultation with councillors, local residents, stakeholders and the respective local planning authority.

6. The report also provides an update on work currently underway to bring forward LCWIPs to cover the remaining areas of Hampshire.
7. The preparation of LCWIPs is becoming a key requirement for local transport authorities to access Government funding for the delivery of cycle and walking infrastructure in their areas. The Government has made it clear in recent guidance and funding allocations that LCWIPs are seen as key evidence to coordinate investment and are described as forming “a vital part of the Government’s strategy to increase the number of trips on foot or by cycle” within the technical guidance on LCWIP preparation. The work to date on the preparation of LCWIPs has contributed to the County Council’s recent ‘strong’ capability rating on walking and cycling (see paragraph 15 below).
8. Government funding has recently been increasingly directed towards walking and cycling measures, and this trend is anticipated to continue. The adoption of LCWIPs, ultimately across the whole County, is seen as key to the County Council being able to access that funding. Attracting such funding will, in turn, contribute to achieving the objectives of the emerging Local Transport Plan 4 (LTP4).

Background

9. In 2017 the Government published a Cycle and Walking Investment Strategy with the “ambition to make cycling and walking the natural choices for shorter journeys, or as part of a longer journey by 2040”. It set national targets to:
 - increase the percentage of short journeys in towns and cities that are walked or cycled - half of all journeys in towns and cities cycled or walked by 2030;
 - increase walking;
 - double cycling; and
 - increase the percentage of children aged 5 to 10 who usually walk to school.
10. The strategy recommended that new LCWIPs be prepared by local highway authorities. The Government subsequently published technical guidance for local authorities on the preparation of LCWIPs requiring that they should include:
 - a network plan for walking and cycling which identifies preferred routes and core zones for further development;
 - a prioritised programme of infrastructure improvements for future investment in the short, medium and long terms; and
 - a report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and network.
11. The technical guidance sets out further detail on the process that should be followed to develop LCWIPs ([Local Cycling and Walking Infrastructure Plan Guidance \(parliament.uk\)](#)). It prescribed a six-stage process involving scoping the geographical extent, data gathering, auditing of existing routes, identifying improvements required, prioritising and programming improvements and promoting schemes in local policies and delivery plans. It also requires a robust

approach to consultation and engagement. In developing LCWIP's in Hampshire the guidance has been followed.

12. In 2020, Government published Local Transport Note (LTN) 1/20 ([Cycle infrastructure design \(LTN 1/20\) - GOV.UK \(www.gov.uk\)](#)) providing national guidance on design for cycling infrastructure for highway authorities and scheme designers. The guidance marks a step change in achieving higher quality design standards and improved safety for cycle facilities. The Department for Transport also reserved the right to ask for appropriate funding to be withheld or returned for any schemes designed or built in a way which is not consistent with the guidance.
13. "Gear Change", published by the Government in 2020, announced a plan to invest two billion pounds in active travel infrastructure and set out a plan to establish a new active travel inspectorate called Active Travel England (ATE) to oversee standards and support local authorities to deliver quality plans and infrastructure.
14. Active Travel England has now been established by Government to manage the national active travel budget and to inspect and publish reports on highway authorities for their performance. ATE will help local authorities, training staff and spreading good practice in design, implementation and public engagement. It will also be a statutory consultee on major planning applications to ensure that the largest new developments are properly catering for pedestrians and cyclists.
15. ATE recently carried out an audit of the capability and ambition of all Highway Authorities in England with regard to cycle infrastructure. Hampshire County Council has been assessed as level 2, which is described as "strong local leadership and support, with strong plans and emerging work".

Progress in preparing LCWIPs in Hampshire

16. LCWIPs are under development in all parts of Hampshire with the intention that the whole County will be covered by a plan by the end of 2023. This report is related to the plans for Eastleigh, Fareham, Gosport, Havant, the Waterside part of New Forest District and the southern part (south of Romsey) of Test Valley Borough.
17. The work has been undertaken by Hampshire County Council, supported by Sustrans. Sustrans is a national sustainable travel charity that plays an active role in developing such plans and in advising the UK Government on active travel issues.
18. The plan development was interrupted by the Covid pandemic, and they have also been adapted during development to ensure alignment with the new design standards guidance (Local Transport Note LTN 1/20) following its publication in the middle of the LCWIP process. A public consultation was held last year covering all six plans. Comments raised have been considered and plans changed accordingly where necessary. The new LCWIPs are available at this weblink: [Strategic transport - plans and policies | Hampshire County Council \(hants.gov.uk\)](#)
19. Work on LCWIPs for the remaining areas of Hampshire has also commenced with the expectation that these will be finalised in readiness for a decision to approve in due course. The table below provides information on the current status of plan preparation.

Local Authority Area	Status of LCWIP
Basingstoke & Deane Borough	Basingstoke & Deane Borough Council has been working with Hampshire County Council to develop an LCWIP that covers the borough, with the exception of the town centre, an area which is subject to a Town Centre master planning process. The consultation on the draft LCWIP closed on 4 September 2022 and responses are currently being reviewed.
East Hampshire District	East Hampshire District Council (EHDC) commissioned consultants to develop an LCWIP for the district. A public consultation has been undertaken and potential schemes identified. EHDC is working with Hampshire County Council to prioritise the identified schemes.
Hart District	Hart District Council was keen to have an active role and has commissioned Sustrans to develop its LCWIP, with guidance and support from Hampshire County Council.
Rushmoor Borough	Hampshire County Council is working closely with Rushmoor Borough Council to develop an LCWIP. Feedback has been sought on the prioritisation of routes and the consultation closed on 18 September 2022. The feedback collected is currently being reviewed.
Test Valley Borough	Test Valley Borough Council is working with Hampshire County Council to develop an LCWIP for the northern part of the borough (north of Romsey).
Winchester City	Winchester City Council has worked with Hampshire County Council to develop the Winchester Movement Strategy that is supplemented by the Winchester urban area LCWIP. An LCWIP to cover the rest of Winchester District is in development, with the work being led by Hampshire County Council and supported by Sustrans.

Finance and future funding

20. The development of the LCWIPs has largely been done using in house resources within available budgets and over a number of financial years. In many cases the costs of developing them have been shared with district and borough authorities.
21. The County Council is developing options and designs for some of the priority schemes identified in the LCWIPs prior to their formal approval. Finalisation and delivery of these schemes is critically dependent on further Government Funding awards.
22. The Government wrote to all Highway Authority Council Leaders in July 2022. The letter indicated that the Government was planning changes to future funding arrangements for transport, potentially including withholding a proportion of highways maintenance funding depending on the authority's performance on effective development of an LTP and delivery of EV charging facilities and bus and active travel infrastructure. The letter says that the Government will consult on the proposals this year with a view to implementation from 2024/25 onwards. A strong evidence base, of which LCWIPs will form an important part, will be key to delivering against these

objectives and thereby minimising the risk of reductions in future maintenance funding.

23. The Government has also funded Sustrans to work with local authorities across the country to help develop outline designs for schemes prioritised in LCWIPs and this has included some schemes in Hampshire.
24. The County Council submitted a Levelling Up Fund bid for the areas of Gosport and Havant which included active travel infrastructure. It is currently in determination and assessment. Headline details can be found at this link: [Funding bids | Hampshire County Council \(hants.gov.uk\)](#).

Consultation and Equalities

25. The draft LCWIPs for the boroughs of Eastleigh, Fareham, Gosport, Havant, the Waterside part of New Forest district and the southern part (south of Romsey) of Test Valley borough area have been subject to public consultation during September and October 2021. Full details of the consultation responses are available at this weblink: [Strategic transport - plans and policies | Hampshire County Council \(hants.gov.uk\)](#). Each LCWIP also includes a section on the consultation response, summarising the public response, that from the relevant local authority and key stakeholders such as local walking and cycling representative groups.
26. During the consultation period, online briefing sessions were offered to relevant county councillors and stakeholder groups with additional sessions held for the public to provide information on the draft plans and provide the opportunity to answer questions.
27. Overall, the comments received from County Councillors, stakeholders and the public were generally supportive of the plans. However, it was acknowledged that the Government prescribed approach to network definition and prioritisation does not identify localised routes which will need to be further developed when the plans are reviewed as required by Government.
28. Feedback from the consultation has fed into the prioritisation process, been used to demonstrate support for funding bids, provided local input to the design process and identify future areas for network and walking zone development.
29. The consultation used 'Commonplace' an interactive map enabling 'sentiment' maps (how people felt using a particular route) and 'off route' maps (where respondents felt that walking or cycling infrastructure could be improved) to be produced for each area. These maps are included in each LCWIP.
30. A neutral impact on people with protected characteristics has been identified from this decision. However, Local Walking & Cycling Infrastructure Plans aim to add or improve relevant infrastructure and therefore any transport schemes that are identified in the LCWIPs are expected to have positive impacts on a range of protected characteristics such as age, disability, pregnancy & maternity, poverty and rurality by providing improved access and connectivity by non-motorised transport, but will be subject to their own Equalities Impact Assessment.

Climate Change Impact Assessments

31. 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.
32. The preparation and adoption of the LCWIPs will not, in itself, have any discernible impact on climate change. However, in due course, the delivery of walking and cycling schemes will potentially contribute to achieving targets on carbon reduction and will, ultimately and in combination, make a positive impact in helping the switch away from carbon-based transport modes.

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

Section 100 D - Local Government Act 1972 - background documents

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

Document

Location

None

EQUALITIES IMPACT ASSESSMENT:

1. Equality Duty

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

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

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

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

2. Equalities Impact Assessment:

A neutral impact on people with protected characteristics has been identified from this decision. However, Local Walking & Cycling Infrastructure Plans aim to add or improve relevant infrastructure and therefore any transport schemes that are identified in the LCWIPs are expected to have positive impacts on a range of protected characteristics such as age, disability, pregnancy & maternity, poverty and rurality by providing improved access and connectivity by non-motorised transport, but will be subject to their own Equalities Impact Assessment.

HAMPSHIRE COUNTY COUNCIL

Report

Committee:	Transport and Environment Select Committee
Date:	4 November 2022
Title:	Work Programme
Report From:	Chief Executive

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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 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.)

Document

Location

None

IMPACT ASSESSMENTS:

1. Equality Duty

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

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, gender and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

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

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

1.2. Equalities Impact Assessment:

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

2. Impact on Crime and Disorder:

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

3. Climate Change:

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

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

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

Topic	Issue	Reason for inclusion	Status and Outcomes	23 January 2023	13 March 2023	May 2023 (TBC)
Pre-Scrutiny	2022/23 Revenue Budget for ETE	Pre-scrutiny of the revenue programme to go on to Cabinet		✓		
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	Highway Network Recovery Plan		To look further at planned and reactive maintenance		✓	
Pre-Scrutiny	School Streets		Following pilot	✓		
Pre-scrutiny	20mph Speed Limits	Following discussion at Full Council on 4 November 2021	Working group to report back to the Select Committee	✓		

To be added to the work programme when timely:

- County TRO presentation

- Active Travel update (following bid outcomes)