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NOTICE OF MEETING

Meeting	Economy, Transport and Environment Select Committee
Date and Time	Monday, 29th October, 2018 at 10.00 am
Place	Wellington Room, Elizabeth II Court South, The Castle, Winchester
Enquiries to	members.services@hants.gov.uk

John Coughlan CBE
Chief Executive
The Castle, Winchester SO23 8UJ

FILMING AND BROADCAST NOTIFICATION

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

AGENDA

1. 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 the circumstances described in 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 Non-Pecuniary interest in a matter being considered at the meeting should consider whether such interest should be declared, and having regard to Part 5, Paragraph 2 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. PASSENGER TRANSPORT REVIEW 2018 (Pages 11 - 62)

To pre-scrutinise a report regarding proposals to make savings in passenger transport, prior to decision of the Executive Member for Environment and Transport in the afternoon.

7. STREET LIGHTING T19 SAVINGS (Pages 63 - 76)

To pre-scrutinise a report regarding proposed savings from street lighting, prior to decision by the Executive Member for Environment and Transport in the afternoon.

8. T19 MODERNISATION OF THE ON-STREET PARKING SERVICE
(Pages 77 - 88)

To pre-scrutinise a report regarding the on-street parking service, prior to decision by the Executive Member for Environment and Transport in the afternoon.

9. CONSOLIDATION AND REVIEW OF SCHOOL CROSSING PATROL POLICY (Pages 89 - 112)

To pre-scrutinise a report regarding school crossing patrol policy, prior to a decision of the Executive Member for Environment and Transport in the afternoon.

10. CYCLING STRATEGY UPDATE (Pages 113 - 122)

To receive an update on the Cycling Strategy.

11. UPDATE FROM THE DIRECTOR OF ETE DEPARTMENT

To receive an update from the Director of the Economy Transport & Environment Department.

12. WORK PROGRAMME (Pages 123 - 128)

To consider the work programme of topics to be considered by this Select Committee in future.

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 Economy, Transport and Environment Select Committee
of HAMPSHIRE COUNTY COUNCIL held at the castle, Winchester on Tuesday,
5th June, 2018

Chairman:

p Councillor Russell Oppenheimer

Vice Chairman:

p Councillor Graham Burgess

p Councillor John Bennison
p Councillor Roland Dibbs
p Councillor Gary Hughes
p Councillor Rupert Kyrle
p Councillor Derek Mellor
p Councillor Floss Mitchell

p Councillor Stephen Philpott
p Councillor David Simpson
p Councillor Michael Thierry
p Councillor Martin Tod
p Councillor Michael White
a Councillor Bill Withers Lt Col (Retd)

Also present with the agreement of the Chairman: Councillor Rob Humby,
Executive Member for Environment and Transport

46. **APOLOGIES FOR ABSENCE**

Apologies were noted from Cllr Bill Withers. Cllr Jan Warwick, the Conservative Substitute Member attended in his place.

47. **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.

48. **MINUTES OF PREVIOUS MEETING**

The minutes of the last meeting were reviewed and agreed.

49. **DEPUTATIONS**

No Deputations were received.

50. CHAIRMAN'S ANNOUNCEMENTS

Waste Symposium Update

The Chairman announced that the proposed Waste Symposium that had been mentioned at a recent waste briefing had been postponed. The symposium was intended to discuss arrangements for the proposed Super Material Recovery Facility. However, this had been put on hold until there was clarity on the implications of recent Government announcements regarding a Deposit Return Scheme for drinks containers, as announced by Michael Gove in March, and the intention of the Government to transpose into UK legislation the higher recycling targets set out in the Circular Economy Framework that the EU Council adopted on May 22nd.

The Director of Economy, Transport, and Environment and his team were continuing to work with all our waste partners, and would be taking an update on these issues and the finding of their recent 1:1 discussions with all partners at the HIOWLGA AGM on 15th June.

ETE Public Consultation

The Chairman announced that the Economy, Transport, and Environment Department would be conducting an eight week public consultation from the 11th June to the 5th August. This was a secondary consultation, following the initial consultation on proposals for Transformation to 2019 last year. This time, the focus would be on two specific areas, namely on proposals to make savings through the following measures:

- Introducing part night lighting in some areas of the county
- Changes to the support provided by the County Council for public transport
- Changes to the administration of the National Concessionary Fares Scheme in Hampshire.

The County Council would be promoting the consultation with the district and parish councils, and the voluntary sector through targeted letters, engagement sessions and events, and the local transport forums; and the opportunity to respond both online and in hard format was being promoted through press releases and social media.

51. REVIEW OF RESIDENTIAL 20 PILOT PROGRAMME

The Select Committee received a report on behalf of the Director of Economy Transport & Environment, regarding a review of 20mph speed limit pilot schemes (see Item 6 in the Minute Book). The report was due to be considered by the Executive Member for Environment and Transport at his decision day later that day.

Members heard that fourteen 20mph speed limit pilot schemes had been implemented since 2012. The review demonstrated there had been an average reduction in speed in those areas of 0.4mph. This was consistent with national research on signed only speed limits. There had been no impact on casualty rates.

Members asked questions for clarification and discussed the findings of the review. Members heard that in the areas where there were reductions this was likely to be where people were driving close to the 20mph speed limit beforehand. It was noted that these schemes were based on signage only. 20mph Zones were different and involved traffic calming measures.

It was noted that the recommendation to the Executive Member was to leave the existing pilot schemes in place, but not implement further schemes.

It was noted that the Police prioritise enforcement of speed limits based on where there is evidence of risk. The policy of the County Council was also to focus our limited resources on evidence based interventions which would have the greatest impact on casualty reduction. If an area of road was reported by residents as dangerous, officers would look into it and give their professional opinion.

Some Members commented that if residents were concerned about speed, an option available to them was to set up a speedwatch group. Other Members commented that speed limits signal the socially acceptable limit and should be used to encourage a culture of lower speeds.

Cllr Simpson proposed amended recommendations to the Executive Member for Environment and Transport as follows:

That the Executive Member for Environment and Transport notes the evaluation of recent Residential 20mph Speed Limit Pilots and agrees that that the existing schemes will be retained.

That any future speed limit schemes will be prioritised in accordance with the Traffic Management policy approved in 2016.

This was put to the vote but not carried with 4 in favour and 10 against.

The Chairman proposed the recommendation as given in the cover report. This was put to the vote and carried with 4 against and 10 in favour:

RECOMMENDED:

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

52. HIGHWAYS PERMIT SCHEME

The Select Committee received a report and supporting presentation on behalf of the Director of Economy Transport & Environment, regarding proposals to develop a Highways Permit Scheme for managing street works in Hampshire (see Item 7 in the Minute Book). The report was due to be considered by the Executive Member for Environment and Transport at his decision day later that day.

Members heard that the County Council has a duty to co-ordinate works on the highway, and those undertaking the works have a duty to work with the County Council. Central Government was encouraging Councils to move to Permit schemes for managing works rather than noticing schemes. Hampshire County Council currently operated a noticing scheme but was proposing to develop a permit scheme. This would enable the County Council to charge a fee for permits for working on the highway, to cover the additional costs incurred in co-ordinating the works. It was also possible to impose fines if companies fail to comply with the conditions of their permit, whereas if companies don't comply with notices the Council usually have to take them to court for the original offence.

The evidence from other authorities that had moved to permit schemes indicated that it could also result in around a 5% reduction in the overall number of works. The proposed Hampshire scheme would apply to all works, including the County Councils works, but permit charges would be minimal to zero for works that would have little impact on traffic. The intention behind the permit scheme is to manage congestion impacts and minimise traffic disruption. There would also be a discount offered if companies voluntarily offer innovative ways of working to reduce congestion impact.

Members asked questions for clarification and discussed the proposals. It was noted that co-ordinating works of developers could be challenging, as the legislation strictly didn't cover them. It was noted that if approved, it would be planned to roll out the permit scheme in April 2019.

RECOMMENDED:

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

53. FLY TIPPING UPDATE

The Select Committee received a presentation on behalf of the Director of Economy Transport & Environment providing an update on tackling fly tipping (see Item 8 in the Minute Book). It was noted that a strategy regarding fly tipping had been agreed in 2017, and an officer appointed in August 2017 to co-ordinate work on this.

It was reported that overall the tonnage of fly tipped waste had decreased, although reporting of incidents had increased. Due to a successful funding bid the County Council was due to start using covert surveillance cameras to catch fly tippers, with a pilot planned at Yateley Common.

Joint Operations had been run with a range of organisations including the Police where all cars were stopped at a particular stretch of road. A number of misdemeanors were identified with fines issued. The fly tipping officer had a place on the Police Rural Crime Partnership and would use this to increase the profile of fly tipping issues, and would also be attending a national fly tipping prevention group. An Intelligence and Enforcement Working Group had also

been formed including representatives from Hampshire Local Authorities, and Basingstoke and Deane Borough Council had appointed a dedicated fly tipping officer.

The County Council was building a case to prosecute a serial fly tipper and providing training for trading standards officers about fly tipping. A social media video had also been created to promote messages about using reputable waste collection companies.

Members commented on the disparity in flytip tonnage across the districts, and requested future updates include the number of incidents as well as an alternative measure. It was responded that the data on tonnage was more reliable than the data on incidents. Information on the material being fly tipped was also requested.

A Member asked if traders were fly tipping waste due to lack of opportunities for commercial waste disposal. It was responded that there were plenty of places that take trade waste, the motivation was more likely to avoid the cost of disposing of waste that way.

A Member asked if fly tipping had gone up since the introduction of charges for certain types of waste at Household Waste Recycling Centres. It was responded that the evidence to date was that it had gone down.

RESOLVED:

The update be noted, and the topic remain on the work programme for a further update in future.

54. **WORK PROGRAMME**

The Chairman presented the work programme for the Economy Transport & Environment Select Committee and invited Members to email any topic suggestions to himself and the supporting Democratic and Member Services Officer.

Cllr Tod requested an update on the Walking and Cycling Strategies, with a preference for the cycling strategy sooner. The Chairman agreed to look in to it with officers.

RESOLVED:

The Work Programme be agreed, subject to any amendments made at this meeting.

Chairman,

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Environment and Transport
Date:	29 October 2018
Title:	Passenger Transport Review 2018
Report From:	Director of Economy, Transport and Environment

Contact name: Peter Shelley

Tel: 01962 847212

Email: peter.shelley@hants.gov.uk

1. Recommendations

- 1.1 That the Executive Member for Environment and Transport notes the outcome of the Passenger Transport Review.
- 1.2. That the strategy as detailed within this report for reducing the passenger transport budget be approved.
- 1.3. That approval be given to revise supported services in line with the detailed proposals set out in the report and appendices.
- 1.4. That approval be given to reduce the amount of printed material and make better use of electronic information.
- 1.5 That approval be given to discontinue offering the grants set out in 6.4 and 6.5 of this report.
- 1.6 That approval be given to increase the charges to Wheels to Work users as set out in 6.6 of this report.
- 1.7. That approval be given to revise the discretionary discount for the older person's and disabled person's bus pass on Dial-a-Ride and Call and Go services from 50% to 25%.
- 1.8. 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.

- 1.9 That authority is delegated to the Director of Economy, Transport and Environment, in consultation with the Executive Member for Environment and Transport, to make minor variations to the details of proposals on specific passenger transport services provided overall budget savings are maintained and changes are consistent with the approach set out in this report.

2. Executive Summary

- 2.1. The purpose of this paper is to propose a strategy for supporting public transport services to the widest section of the community, ensure that every community with a passenger transport service retains an essential transport link, and revise the support available to reflect residents' priorities within the budget available.
- 2.2. In 2017, the County Council undertook a countywide consultation with residents to seek views on options for managing the anticipated budget shortfall of £140million by April 2019. This shortfall is due to national austerity measures, combined with demographic and inflationary pressures.
- 2.3. In February 2018, Hampshire County Council agreed not to remove the financial support which it provides for supporting passenger transport services across Hampshire. As a direct result of the views expressed by local communities, the proposed savings from this area have been reduced from £4million to £1.1million by April 2019.
- 2.4. Savings of £1million are also proposed from the English National Concessionary Travel Scheme which the County Council administers, of which £650,000 has already been secured. The statutory English National Concessionary Travel Scheme is administered by the County Council and provides for free off-peak travel on local bus services (defined as 0930 and 2300 on Monday to Friday, and at all times at weekends and on Bank Holidays) for eligible older and disabled persons.
- 2.5. The County Council also took the decision to protect the core funding (£900,000) which it provides to frontline community transport services (Dial-a-Ride, Call and Go, Minibus Group Hire and Wheels to Work schemes). whilst also seeking options as to how these services can be made more financially sustainable for the future.
- 2.6. In June 2018 the County Council undertook a further Countywide consultation with residents specifically focussing on the approach towards the £1.1million proposed savings from support for passenger transport services. In addition, it included proposals to help achieve £1million savings from the concessionary travel scheme. This consultation also asked residents for their views on proposals for changes in street lighting which will be the subject of a separate decision report to the Executive Member for Environment and Transport

- 2.7. Some 89% of bus journeys in Hampshire are provided on a commercial basis not controlled or funded by the County Council, whilst others are paid for by time-limited developer contributions or by district councils. Other services are provided as part of statutory Home to School Transport. All of these were outside of the scope of the consultation.
- 2.8. The consultation included those public bus services which receive financial support from Hampshire County Council and also included funding for ferry services, publicity and information, support services, and the use of the older persons' bus pass and disabled persons' bus pass on community transport services and Taxishares.
- 2.9. Residents' views were sought for the idea of a 50p per journey charge for the use of Older Person's Bus Pass on local bus services but this was for information purposes only as such a charge would require a change of the law.

3. Contextual information

- 3.1 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.
- 3.2 Hampshire County Council has a well regarded record of innovation in passenger transport with services such as Taxishare and, in 2017, becoming the first shire authority to roll out contactless payment across the county to make travel easier and reduce congestion due to boarding delays. A vibrant community transport sector provides 500,000 passengers trips a year whilst bus use has been increasing in Hampshire in recent years, contrary to national trends, and is close to a 20 year high, allowing most bus services to be provided commercially, paid for by the fares collected. This positive situation has been achieved by working closely with our district partners and volunteers, and through award-winning partnerships with commercial bus providers.
- 3.3 The consultation looked closely at how access is provided to services for those without their own transport, consulting widely to understand community priorities and inviting ideas for alternative approaches. To this have been added detailed usage data and proposals from commercial bus operators for better ways to deliver services which provide budget savings whilst maintaining key links.
- 3.4 A key aim of the review, as with previous reviews in 2011 and 2014, is that any community which currently has a transport service will retain an essential transport link. The proposals in this report achieve that aim within the budget available.

- 3.5 Areas of public transport that the County Council currently support include subsidising bus services which are not commercially viable but are considered socially necessary (£2.7 million, of which £133,000 is budgeted for ferry services), and community transport services for those unable to use public transport (£0.9million). The concessionary travel scheme costs £13.1 million which includes discretionary enhancements to the national scheme for residents with disabilities (£280,000) and for all passholders on community transport and Taxishare services (£154,000). In addition, the County Council provides electronic and printed information to increase public transport access and use at a cost of £500,000.
- 3.6 Savings of £1.1 million have been identified from a wide range of areas of support for passenger transport services. The largest element of the savings, £449,000, will be realised through renegotiating subsidised local bus services with existing providers and retendering contracts. It is important to note that only the key points are shown here. Proposals are set out in greater detail in Appendix 1 at Passenger Transport Review Area Breakdown.
- 3.7 Concessionary Fares savings of £60,000 are proposed by reducing the discount for concessionary passholders on community transport
- 3.8 The passenger transport review has been a carefully considered process. It has built on previous experience and lessons learnt and the Equalities Impact Assessment.
- 3.9 Consultation took place over an eight week period between June and August 2018, with analysis over the summer, and proposals being presented in this report. Any changes approved could be implemented from early 2019.
- 3.10 Based on previous feedback in 2014 and since, the proposals in the consultation included:
- making operational changes to the current public bus and ferry services which Hampshire County Council supports;
 - replacing some supported public bus services with alternative forms of community transport, such as Taxishares and Call and Go;
 - reducing the amount of printed material and making greater use of electronic information;
 - reducing the amount of support available to organisations that provide, promote or support transport services;
 - removing the use of the Older Person's Bus Pass on Taxishares, Dial-a-Ride and Call and Go services
- 3.11 Respondents, both individuals and organisations, were invited to put forward their own suggestions or identify or provide alternative sources of funding.

4. Consultation Approach

- 4.1 The public consultation was carried out to seek residents' and stakeholders' views on proposals to change street lighting, supported passenger transport

services and the concessionary travel scheme. The aims of the consultation were to ascertain the public's views and the impact each proposal would have on the residents of Hampshire, and to gather the public's views on the introduction of a 50p charge for single journeys made using an Older Person's Concessionary Bus Pass on public bus services.

- 4.2 Public consultation ran from June to August 2018 and responses were received from 111 organisations and over 4,500 individuals. This has been essential to forming the proposals in this report.
- 4.3 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:
<https://www.hants.gov.uk/aboutthecouncil/haveyoursay/consultations/publictransportandstreetlighting>
- 4.4 Some 5,000 printed copies of the consultation Information Pack and Response Form were made available at all libraries and discovery centres in Hampshire, local post offices, and shops; they were also sent to district, parish, and town councils, and distributed at bus stations and key bus stops across the county.
- 4.5 Some 800 copies of the consultation Information Pack and Response Form were sent out to residents on request and large print, audio and braille formats were also made available.
- 4.6 The consultation was promoted through social media, online through Hantsnet and Hantsweb, and through news items on local radio, television and news papers.
- 4.7 The consultation was also the main focus of the Passenger Transport Fora and Parish Council Transport Representative Meetings held over the summer, with information provided to over 1,200 on the mailing list. Posters were provided for almost 1,000 buses across Hampshire and promoted on 380 real time information displays at bus stops and bus stations. How the consultation was promoted in detail is set out in Appendix 2.
- 4.8 The questionnaire included asking which service respondents used, how often they travelled on supported services, and the purposes of their journeys. They were asked what alternatives they had available, how the proposals would affect them if implemented, and their preferences as to the priority for funding. There were also free text questions for respondents to record any other comments or suggestions for alternative savings.
- 4.9 The questionnaire was also used to gather the views on the introduction of a 50p charge for single journeys made using an Older Person's Concessionary Bus

Pass on public bus services. This was for information purposes only as a charge would require a change in the law.

4.10 Consultation responses are set out in Appendix 2.

5. Public Transport

- 5.1. Public Transport forms the largest element of the budget with supported bus journeys accounting for 11% of passenger trips in Hampshire. Bus use in the county has been increasing in recent years against the national trend.
- 5.2. Hampshire County Council has the aim that any community with a passenger transport service should retain an essential transport link and as a result, no community has been left without transport since 2011. The proposals in this report continue that situation.
- 5.3. Taxishare schemes provide services to 60 communities and deliver some 28,000 passenger trips a year. Service patterns have been established over eight years. Budgets have been set at maximum journey levels which have never been achieved so it is proposed to cap the trips to the current level plus 25% which will give a realistic budget saving of £150,000 a year.
- 5.4. 2,421 respondents to the consultation told us that they would prefer fewer journeys a day rather than a reduction in the days of the week a service ran, though almost three quarters could alter their travel plans if services were reduced, with 33% having their own car. Just over half of respondents preferred retaining a bus service to a community transport alternative. In part, this is due to a lack of information as to how the alternatives would operate.
- 5.5. Wherever possible, the priorities of respondents have been reflected in the proposals, with services being reduced rather than withdrawn, and bus services being retained in preference to community transport.
- 5.6. Competitive tendering of the Andover Villages Service (formerly Cango) and the Winchester-Petersfield 67 to maintain the current services whilst the review was taking place have already secured savings of £25,000.

Proposed Local bus service changes in detail by area

See Appendix 1 for further detail.

Aldershot, Farnborough and Fleet Service Areas

- **Bus 7 Hartley Wintney - Aldershot.** This service would be curtailed to generally run between Aldershot and Elvetham Heath. By interworking this route with the commercial route 10 to Farnborough, the daytime frequency between Fleet, Dukes Mead and Elvetham Heath is effectively doubled. One shopper journey each way on weekdays to Hartley Wintney & Phoenix Green will be retained. The existing commercial Reading Buses service 7 will maintain the hourly link between Fleet and Hartley Wintney. Early morning rail commuter journeys reintroduced in 2015 will

no longer run due to poor use. There would be a reduction in the journeys each way on Saturday from 12 to 10; and

- Bus **9** Cove – Farnborough. One journey would no longer run but a similar span of day would be covered.

Andover Area Services

- Bus **5** Thrupton – Andover. The existing 1115 and 1315 round trips would be combined into one trip at 1215. The 1715 trip would no longer run;
- Bus **7/7A** Andover – Newbury. The 1450 7A would no longer run on weekdays. Burghclere would retain one shopper's option with 3 hours in Newbury. All 7As would no longer run on Saturdays and the Service 7 would be diverted via Woolton Hill as a partial replacement for the 7A; and
- Buses **C1, C3, C4, C5, C5A, C6 & C8** Andover Villages Service (formerly Cango). The timetable would be reduced to better reflect the usage.

Basingstoke Area Services

- Bus **12** Hatch Warren to Basingstoke. The span of the day would be kept broadly similar but the early morning and evening inbound journeys would be withdrawn. Black Dam would be withdrawn from the 12 and served by a new service **17**;
- Bus **14** Basingstoke to Tadley. This service would be reduced to every two hours over most of the day;
- Bus **15** Basingstoke to South View. This would become off peak only; and
- Bus **C41** Basingstoke to Alresford. This service would be reduced from three to two days per week.

Eastleigh Area Services

- Bus **X6/X7** Eastleigh to Hiltingbury. A revised service pattern would be developed within the existing budget; and
- Bus **E1/E2** Eastleigh to Winchester. Monday to Friday; the hourly morning service would be maintained but reduced to one peak bus on weekdays. The 0727 Twyford to Eastleigh would be no longer run in addition to the 1340, 1625 and 1820 Winchester to Eastleigh and the 0750, 1435 and 1735 Eastleigh to Winchester services. Saturday Services: the first and last trips in and out of Winchester would no longer run. The journeys to and from Eastleigh would start one hour later and finish one hour later. The 1340 and 1540 Winchester to Eastleigh would no longer run in addition to the 1435 and 1635 Eastleigh to Winchester.

East Hampshire Services

- Bus 13 Liphook - Basingstoke. On weekdays, this service would remain hourly between Basingstoke, Alton & Whitehill. At Whitehill the service

would divide, with services running generally every two hours to Liphook via the current 13 route, extending from Liphook to Haslemere, and every two hours to Headley Down and Haslemere as new service **14** (via the current 18 route). Journeys from Liphook to Haslemere would return to Bordon/ Whitehill as a service 14. Journeys from Haslemere to Liphook (and on to Bordon / Whitehill would be as a service 13. This would preserve the hourly frequency between Bordon/Whitehill and Haslemere. On Saturdays the frequency of the Alton-Whitehill section would be reduced from hourly to two hourly. Saturday journeys would extend to Headley Down & Haslemere as a 14 to replace the Saturday 18 service;

- Bus **18/618** Aldershot - Haslemere. Service 18 would operate commercially between Aldershot and Bordon/Whitehill only at an hourly frequency Monday to Saturday daytimes and approximately a two hourly frequency on Sundays. On Saturdays the frequency of the Alton-Whitehill section would be reduced from hourly to two hourly; and
- Bus **38**. Two journeys in each direction would no longer run. Some extra journeys which were commercial would no longer run due to poor use.

Fareham and Gosport Services

- Bus **11**. Fareham - Alverstoke. This route would be retendered to a reduced timetable. Some early and late journeys would no longer run;
- Bus **20** Fareham – Wickham. Some early and late journeys would no longer run and the Saturday service would be reduced;
- Bus **21/21A** Fareham – Hill Head. This route would be retendered to a reduced timetable. Some early and late journeys would no longer run and the Saturday service reduced; and
- Bus **28/28A** Fareham - Whiteley. Some early and late journeys would no longer run.

Havant Services

- Bus **27** Rowlands Castle – Emsworth. This service would run to a reduced timetable; and
- Bus **D1/D2** Waterlooville to Hambledon. This service would run to a reduced timetable.

New Forest Services

- Bus **H1/H2** Netley View – Applemore. This route would be retimed to operate during the Monday to Friday inter-peak only;
- Bus **T3/T4** Totton – Cadnam. This route would be retimed to operate during the Monday to Friday inter-peak only and the Saturday service would no longer run;

- Bluestar **6** Lymington – Southampton. The existing morning peak journey of this route would be retimed;
- Bus **112** Hythe – Lymington. The Saturday service would no longer run; and
- Bus **C32/33** New Forest Cango. No change to this service, this would be recognised as a community transport service in future and funding transferred to that budget.

Romsey area services

- Bus **5** Romsey – Eastleigh. The journeys supported by Hampshire County Council would become commercial;
- Bus **35** Braishfield – Romsey. Saturday services would no longer run. Taxishare option explored but interworking with busier journeys precludes this; and
- Bus **36** Lockerley – Romsey. Saturday services would no longer run. Taxishare option explored but interworking with busier journeys precludes this.

Winchester Area Services

- Bus **6A** Abbotts Barton – Winchester. Service would be reduced from three days per week (Monday, Wednesday and Friday) to two days per week (Monday and Thursday);
- Bus **63** Owslebury – Winchester. Service would be reduced from three days per week (Monday, Wednesday, Friday) to two days per week (Monday and Thursday);
- Bus **46** Winchester – North Baddesley. The 1003 inbound trip and 1510 outbound trip would no longer run. There would be some timing changes to some other journeys. The commercial **461** journey at 1445 would operate all year (not just on school days); and
- Bus **67** Winchester - Petersfield. The peak time journeys would be largely as now. The two off peak round trips would be retimed and reduced to 3 days a week: Tuesdays, Wednesdays and Fridays. The Saturday service would be retained.

6. Community Transport and Contract Support

- 6.1. At the meeting of the County Council on 24 February 2018, Members decided to retain the core funding of £900,000 for community transport Dial-a-Ride, Call and Go, Minibus Group Hire and the Wheels to Work scheme. The changes below do not affect the level of service provided or the timetables offered.
- 6.2. It is proposed that a total of £240,000 of savings come from elsewhere in the supported public transport budget. This section of the report goes into detail as to how this will be achieved

- 6.3. Contract efficiency savings. £74,465 in contractual savings have been achieved through negotiation with the Community Transport sector whilst retaining current service levels. This positive solution has been achieved by close working between the County Council, the voluntary sector and our district partners.
- 6.4. Discontinue the Community Transport Grant Stream. The grant for YelaBus, £6,500, will be moved from the Grant Stream to the Core Community Transport budget, as was agreed by the Executive Member for Environment and Transport at the September 2018 Decision Day. The remaining payments were largely to Community Rail Partnerships (CRPs) and funded from the Passenger Transport New Initiatives Fund since CRPs were introduced. Rail franchises now place greater responsibility for such support on rail operators. Only 1 in 6 of the organisations which responded to the consultation had used a grant. This would give a saving of £20,000.
- 6.5. Good Neighbours Support Service Contract. The Good Neighbours Support Service (GNSS) is an umbrella organisation that provides advice and support to the voluntary car schemes in Hampshire. Hampshire County Council supports GNSS in a number of ways, principally via the Adult Health and Care Department. Historically, the Economy, Transport and Environment Department made a modest contribution of £5,000 per annum. Adult Health and Care support is unaffected but is proposed that the ETE contribution should cease, enabling a saving of £5000 from the subsidised public transport budget.
- 6.6. Increased Wheels to Work user charges. After a bench-marking exercise with other schemes around the country, it is proposed to increase the bike hire charge by £1 a week and to introduce a charge in the case of own-fault accidents towards either the insurance excess or repair costs of £100. These proposals would provide increased income of £2,300 a year.
- 6.7. Revision to community transport vehicle replacement policy. The Community Transport Operating Model, previously approved by the Executive Member, recommends the use of second hand or ex-demonstration vehicles for vehicle replacement prior to considering a new vehicle. This approach has been strengthened by successful partnership working with Hampshire Transport Management (HTM) which has sourced an increasing proportion of mid-life vehicles. This, combined with an extension of the generally accepted life span of a community transport vehicle, could generate annual savings of £50,000, whilst allowing vehicle replacement to continue as now and maintaining safety and reliability standards using statutory checks and the HTM checks we require of operators.
- 6.8. Revising the way in which we engage with stakeholders. Previously Hampshire County Council has held Passenger Transport Forums either in each district council area, or where more appropriate in combined district council areas e.g. Fareham, Gosport and Havant, or Rushmoor and Hart. Attendance at these meetings has been on the decline over the past few years and therefore a better attendance and use of resources and staff time

would be to replace local forums with countywide events. This, together with the removal of other back office costs, could provide a saving of £9,235.

- 6.9. Through operational efficiencies an additional saving of £75,000 is forecast in the community transport budget whilst maintaining existing service patterns. It is proposed that this saving be accepted as part of the overall transformation programme.
- 6.10. Cost recovery. Recovering administration costs for both the Fleet Minibus Insurance that is arranged for schools and colleges in Hampshire and the provision of training materials for the MiDAS Training Scheme would produce a combined income of £7,000.

7. Concessionary Fares

- 7.1. As part of the consultation, residents were asked to consider the impact of removing concessionary bus pass use from Dial-a-Ride and Call and Go community transport services. Since 2011, holders of older persons and disabled persons bus passes have received a 50% discount for travel on these services – this is a discretionary enhancement to the statutory scheme which is for local buses only.
- 7.2. Dial-a-Ride and Call and Go fares in many areas have not increased for a number of years and now can cover less than 20% of costs – the single most widely used fare is £1.50 single, £3 return for which passholders pay 75p and £1.50. Consultation did not support removing use of the bus pass on community transport so instead it is proposed that the discount offered for holders of older persons and disabled persons passes be reduced from 50% to 25%. This will help make the services more sustainable in line with the Community Transport Operating Model previously approved by the Executive Member and give an annual saving of £60,000.

8. Supported Ferry Services

- 8.1. Hampshire County Council does not have statutory responsibility for ferry services but has supported some services historically making £133,000 available from the budget used to support socially necessary bus services. In recent years it has supported the Hayling Ferry but has provided no funding since the previous operator ceased trading in 2015. Funding has also been provided for the Hythe Ferry, and when a new operator took over in 2017 a £50,000 payment was made to allow for the hire of a vessel in the handover period. A two year grant was made to help the new operator become established of £75,000 in 2017/18 and £77,250 for 2018/19. Current funding expires in March 2019 and it is proposed that allocating funding for ferries is not continued which would produce a saving of £130,000. £3,000 will be retained to meet harbour dues at Southampton in line with the agreement with Associated British Ports. Any future requests for one-off funding can be considered on their merits in the light of funding available at the time.

9. Passenger Information

9.1. Printed Publicity. The County Council produces a range of local travel guides and a countywide map which are provided in print and online. The consultation found that the internet was the first place respondents looked for travel information (49%) – Hampshire County Council provides much of this through the Traveline consortium which provides the data used by Google and many of the Smartphone ‘Apps’ – followed by National Rail, then County Council printed publicity (43%). A further 18% looked at the versions of the printed guides on Hantsweb, meaning that they were used by 61% of the 4,320 who responded. 51% of respondents stated that they had no access to electronic information and a comment was received that ‘information only available on the internet would not be accessible to most service users with a learning disability without 1:1 support’. Most use of the guides was for bus information (43%) so in view of the popularity of the guides and the wider availability of printed railway information, it is proposed to re-focus the guides on bus information which, with further production efficiencies, would allow these to be retained with a saving of £30,000.

Real Time Passenger Information. Hampshire County Council has over 380 electronic displays at bus stops and interchanges and now provides real time information for every stop in the county online and through mobile phones. The introduction of Smartphones has meant that use of the journey planning kiosks introduced from 2005 at some stops has now fallen to zero. It is proposed that these should be removed together with bus stop displays where bus routes have changed, at a saving of £38,000.

10. Finance

10.1. The proposals from negotiations with bus operators, efficiencies, and the other proposals detailed in this report produce full year savings £1,100,000.

Local Buses	£449,000
Taxishares	£150,000
Ferries	£130,000
Travel Guides and Maps	£30,000
Real Time Passenger Information	£38,000
Other Public Transport and Contract Support	£243,000
Concessionary Fares	£60,000
Total	£1,100,000

11. Performance

- 11.1. The careful approach taken in formulating these proposals, which included detailed consultation with residents and user groups, and partnership working with service providers, should help secure a sustainable public transport system in Hampshire which builds upon the success achieved in recent years and operates with the budget available.

12. Equalities

- 12.1. An Equalities Impact Assessment (EIA) on the impact of these proposals on users of supported passenger transport services and the concessionary travel scheme was carried out and published in June 2018 as part of the detailed consultation on these proposals. A further Equalities Impact Assessment has been completed following consultation, and can be viewed here: <http://www3.hants.gov.uk/equality/equality-impact-assessments/cx-pu-eqimpact-envi.htm>

13. Views on the proposed introduction of a 50p charge for single journeys made using an Older Person's Concessionary Bus Pass on public bus services

- 13.1 This question was asked to see whether residents would support the introduction of a charge as this would help retain funding for supported services in the future. It was made clear that the introduction of a charge would require a change in the law. Of current passholders who responded (2,104), 54% would be willing to pay a 50p charge and a further fifth might be persuaded if the funding helped to retain or improve services. 47% of respondents as whole (4,399) favoured the charge and 44% opposed the charge.

14. Future direction

- 14.1. If approved, the recommendations will be implemented between January and March 2019.
- 14.2. New or modified contract arrangements will be in place for local bus until 31 March 2021. Where a route features an element of Home to School Transport, Children's Services Department has been fully engaged
- 14.3. A further round of passenger transport forums will be held in autumn 2018 to communicate the changes.

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:	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>
Report of the meeting of the County Council	20 February 2018
Executive Member for Environment and Transport Revised Community Transport Operating Model 8131	23 March 2017
Executive Member for Economy, Transport and Environment: Passenger Transport Review & Hampshire Concessionary Travel Scheme 2015/16 6029	27 October 2014
Direct links to specific legislation or Government Directives	
<u>Title</u>	<u>Date</u>

Section 100 D - Local Government Act 1972 - background documents

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

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:

The full Equalities Impact Assessment is available to read here:

<http://www3.hants.gov.uk/equality/equality-impact-assessments/cx-pu-eqimpact-envi.htm>

A medium impact has been identified for older and younger people, and people with disabilities, as these individuals are disproportionately dependant on subsidised and other passenger transport services to access amenities and services. A low impact has been identified upon women, who are statistically more likely to use passenger transport services than men. On this basis, these changes would have a disproportionate effect on women.

The County Council will continue to work with bus operators to achieve savings which minimise the impact on the service available. Every community that currently has a transport service will retain an essential transport link once these proposals have been implemented. The County Council has taken the decision to protect its support for an extensive community transport service. A wide reaching network of volunteer car schemes is also available. These will be promoted as widely as possible so that they can form options for affected service users. Where increased charges will take effect as a result of these changes, the increase has been

judged to be reasonable in terms of value for money and the sustainability of the services, thus ensuring that charges are as affordable as possible.

It should be noted that 89% of bus passenger journeys are on services that are provided without subsidy and will not be affected by these proposals.

2. Impact on Crime and Disorder:

2.1. It is considered that the decision will have no impact on crime and disorder.

3. Climate Change:

a) How does what is being proposed impact on our carbon footprint / energy consumption?

The County Council's support of public bus along with Community Transport services provide an alternative to the private car. This is further enhanced by the concessionary travel scheme which provides a financial incentive to use public transport.

b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

The County Council's support of public bus along with Community Transport services and the concessionary travel scheme supports use of public transport which minimises carbon emissions.

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Appendix 1 – List of Supported Bus Services and the Proposed Changes

Service	Route	Annual Cost to Hampshire County Council	Revised Contract cost	Savings	Comments
Aldershot, Farnborough and Fleet Area Services					
7	Hartley Wintney to Aldershot	£168,703	£151,556	£17,147	Service would be curtailed to generally run between Aldershot and Elvetham Heath one shopper journey each way on weekdays to Hartley Wintney & Phoenix Green. (Replaced by new Reading Buses commercial 7). Early morning rail commuter journeys introduced in 2015 withdrawn due to poor use.
9	Cove to Farnborough	£19,396	£15,346	£4,050	One journey withdrawn but similar span of day.
41/42	Ash to Farnborough (part developer contributions & Surrey County Council)	£97,183	n/a	n/a	No change to this service as developer funded.

Service	Route	Annual Cost to Hampshire County Council	Revised Contract cost	Savings	Comments
Andover Area Services					
5	Thrupton to Andover (part funded by school transport)	£55,177	£49,764	£5,413	Existing 1115 and 1315 round trip combined into one trip at 1215. 1715 withdrawn
7/7A	Andover to Newbury	£50,086	45,028	£5,058	1450 7A withdrawn on weekdays. Burghclere retains one shoppers option with 3 hours in Newbury. All 7A's withdrawn on Saturdays and Service 7 diverted via Woolton Hill as a partial replacement for the 7A
10	Picket Twenty to Andover (developer contributions)	£85,527	n/a	n/a	No change to this service as developer funded.
12	Sheep Fayre to Andover (developer contributions)	£80,034	n/a	n/a	No change to this service as developer funded.
13	Picket Piece to Andover (developer contributions)		n/a	n/a	No change to this service as developer funded.
14	East Anton to Andover (developer contributions)	£227,602	n/a	n/a	No change to this service as developer funded.
15	Stockbridge to Andover (developer contributions)	£82,279	n/a	n/a	No change to this service as developer funded.

16	Broughton to Winchester (not school journeys) (dev cons)		n/a	n/a	No change to this service as developer funded.
87	Salisbury to Andover (developer contributions - Middle Wallop to Andover Supported)		n/a	n/a	No change to this service
C1/C5/C5A	Cango – Kimpton to Andover	£115,693	£80,645	£35,048	Andover Villages Service (formerly Cango). Timetable to be reviewed to reflect usage. Savings: £13,523 achieved through retendering. Further efficiencies of £21,525 will be made on this service
C3/C8	Cango – St Mary Bourne to Andover				
C4	Cango – Barton Stacey to Andover				
C6	Cango – Vernham Dean to Andover				
86	Whitchurch to Winchester (Journeys via Barton Stacey during school holidays)	£7,681	n/a	n/a	No change to this service

Service	Route	Annual Cost to Hampshire County Council	Revised Contract cost	Savings	Comments
Basingstoke Area Services					
4	Basingstoke to Chineham (developer contributions)	£233,303	n/a	n/a	No change to this service as developer funded.
12 / 15	12 Hatch Warren to Basingstoke & 15 Basingstoke to South View	£48,583	24,381	£24,202	Service 12 has been withdrawn from Black Dam to speed journey times, replaced by new service 17. Spread of the day has been kept broadly similar, but with early morning & evening inbound journeys withdrawn. The 15 becomes off peak only
14	14 Basingstoke to Tadley	£132,737	66,230	£66,507	14 has been reduced to every two hours over most of the day, over the whole length of the route.
74	Overton Local service	£13,648	n/a	n/a	No change to this service
76	Andover to Basingstoke (late evening journeys supported)	£11,387	n/a	n/a	No change to this service

C41	Basingstoke to Alresford	£36,490	£24,490	£12,000	Reduction from three to two days per week
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Service	Route	Annual Cost to Hampshire County Council	Revised Contract cost	Savings	Comments
Eastleigh Area Services					
X6/X7	Eastleigh to Hiltingbury (partial Eastleigh Borough Council) supported Chandlers Ford to Hiltingbury	£13,133	n/a	n/a	Revised service pattern to be developed within existing budget.
X9	Eastleigh to Bishops Waltham (supported Allbrook to Waltham Chase)	£123,120	n/a	n/a	No change to this service
X10	Bishops Waltham to Southampton (supported Bishops Waltham to Moorgreen)				
X15	Eastleigh to Hamble (partial Eastleigh Borough Council)	£27,958	n/a	n/a	No change to this service
E1/E2	Eastleigh to Winchester	£70,568	£31,485	£39,083	Monday to Friday ; Maintain hourly morning service but reduce to one peak bus on weekdays. Withdraw 0727 Twyford to Eastleigh. Withdraw 1340, 1625 and 1820 Winchester to Eastleigh and 0750, 1435 and 1735 Eastleigh to Winchester services. Saturday Services ; first and last trips in and out of Winchester withdrawn, journeys to and from Eastleigh start one hour later and finish one hour later. 1340 and 1540 Winchester to Eastleigh withdrawn and 1435 and 1635 Eastleigh to Winchester withdrawn.

Service	Route	Annual Cost to Hampshire County Council	Revised Contract cost	Savings	Comments
East Hampshire Services					
13	Liphook to Basingstoke (supported Liphook to Alton on Monday to Friday)	£40,428	38,349	£2,079	Route 13 to remain hourly between Basingstoke, Alton & Whitehill Mon- Fri At Whitehill the service will divide, with services running generally every 2hrs to Liphook via current 13 route and every 2hrs to Headley Down & Haslemere as a service 14 (via current 18 route).

18/618	Aldershot to Haslemere (part funded by school transport) (supported Whitehill to Haslemere)	£130,002	£72,510	£57,492	Service 18 would operate commercially between Aldershot and Bordon/Whitehill only (hourly Monday to Saturday daytimes + approx 2-hourly on Sundays). Bordon/Whitehill to Haslemere part of new 13/14. On Saturdays the frequency of the Alton-Whitehill section would be reduced from hourly to 2-hourly.
X17	Bishops Waltham to Petersfield	£7,695	n/a	n/a	No change to this service
28	Bordon Local Service (funded by Government Grant)	£52,134	n/a	n/a	No change to this service as external funding.
38	Alton to Petersfield	£109,095	94,700	£14,395	Removal of two journeys in each direction with a reduced timetable as a result. Some extra journeys which were commercial will cease due to poor use.
71	Froxfield to Petersfield	£5,575	n/a	n/a	No change to this service
94	Buriton to Petersfield	£58,657	n/a	n/a	No change to this service
206	Alton to Bentley	£16,207	n/a	n/a	No change to this service
208	Alton to Medstead		n/a	n/a	No change to this service
240	Ropley to Alresford	£13,954	n/a	n/a	No change to this service
250	Liphook Local Service	£10,828	n/a	n/a	No change to this service

Service	Route	Annual Cost to Hampshire County Council	Revised Contract cost	Savings	Comments
Fareham and Gosport Services					
11	Fareham to Alverstoke (Monday to Friday only)	£91,709	£71,809	£19,900	This route would be retendered to a reduced timetable. Some early and late journeys would no longer run and where Saturday service are contracted they would be reduced
21/21A	Fareham to Hill Head				
20	Fareham to Wickham	£78,396	£66,396	£12,000	Some early and late journeys withdrawn and reduced Saturday service.
28/28A	Fareham to Whiteley	£99,993	£80,985	£19,008	Some early and late journeys withdrawn

Service	Route	Annual Cost to Hampshire County Council	Revised Contract cost	Savings	Comments
Havant Services					
27	Rowlands Castle to Emsworth (developer contributions)	£79,912	£65,557	£14,355	Reduced timetable
D1/D2	Waterlooville to Hambledon (developer contributions)	£120,989	£80,985	£40,004	Funded by developer contributions.

Service	Route	Annual Cost to Hampshire County Council	Revised Contract cost	Savings	Comments
New Forest Area Services					
H1/H2	Netley View to Applemore Tesco	£79,105	£51,605	£27,500	Retimed to operate during the Monday to Friday inter-peak only. The Saturday service on T3/T4 would be withdrawn
T3/T4	Cadnam to Totton				
X2	Lymington to Bournemouth (partial Dorset County Council) (Gore Road New Milton to Walkford supported)	£20,785	n/a	n/a	No change to this service
6	Lymington to Southampton (certain journeys only)	£68,904	£41,959	£26,945	Retiming of existing morning peak journey and a reduction in contract cost from Operator
C32/C33	New Milton to Lymington	£96,770	n/a	n/a	No change to this service, funding transferred to the community transport budget.
49	Damerham to Salisbury (partial Wiltshire County Council)	£3,368	n/a	n/a	No change to this service
112	Hythe/Beaulieu to Lymington (part funded by school Transport)	£74,570	£68,070	£6,500	Saturday services to be withdrawn
125	Christchurch to Ringwood (partial Dorset County Council)	£27,189	n/a	n/a	No change to this service
119	Lymington to New Milton	£62,356	£52,356	£10,000	Reduction in contract price by the operator. No change to these services.
191	Chatsworth Park to New Milton				
193	Barton-on-Sea to New Milton				
Hythe Ferry	Hythe Pier to Southampton	£77,250	£0		Time-limited funding. Saving shown separately. Funding for port dues retained.

Service	Route	Annual Cost to Hampshire County Council	Revised Contract cost	Savings	Comments
Romsey Area Services					
5	Romsey to Eastleigh (certain AM and PM journeys only)	£8,721	n/a	£8,721	This service will become commercial

X7R	Southampton to Salisbury (partial Wiltshire County Council) (Romsey to Salisbury supported)	£24,111	n/a	n/a	No change to this service
35	Braishfield to Romsey (part funded by school transport)	£57,046	£54,046	£3,000	Saturday services to be withdrawn. Taxishare option explored but interworking with busier journeys precludes this.
36	Lockerley to Romsey	£18,981	15981	£3,000	
39	Nomansland to Romsey (partial Wiltshire County Council)	£18,981	n/a	n/a	No change to this service

Service	Route	Annual Cost to Hampshire County Council	Revised Contract cost	Savings	Comments
Winchester Area Services					
6A	Abbots Barton to Winchester	£19,372	£16,195	£3,177	Reduced from three days (MWF) to two days a week (Monday and Thursday)
63	Owslebury to Winchester				
46	Winchester to North Baddesley	£46,148	40,781	£5,367	1003 inbound trip and 1510 outbound trip withdrawn, timing changes to some other journeys. 1445 461 to operate all year
67	Winchester to Petersfield (part funded by school transport) (some school journeys are commercially operated)	£196,200	£165,648	£21,408	Peak time journeys largely as now. Two off peak round trips retimed and reduced to 3 days a week (TWF). Saturday service retained. Savings: revised timetable £11,327 through retendering and £10,081 from timetable revision. The remaining savings from the annual cost to the revised contract cost are related to home to school transport and therefore outside the scope of this report.
95/96	East Stratton to Winchester (T & Th Only)	£16,006	n/a	n/a	No change to this service

The above savings proposed, or in the case of recent tenders already secured, total £503,359 less efficiency savings to developer funded services D1/D2 of £40,004 and to 27 £14,355, result in a net saving of £449,00

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Passenger Transport Review 2018 Consultation

1. Distribution and Promotion

The following were invited to respond and 'spread the word':

- All District, Borough & City Councils in Hampshire
- All Neighbouring Councils
- All Parish & Town Councils in Hampshire
- All Hampshire County Council Councillors
- All bus operators in Hampshire
- All community transport operators (DAR, Call and Go and Taxishare)
- All Council's of Voluntary Service
- Authority maintained schools
- Voluntary care groups in Hampshire
- Disability/access groups in Hampshire

In addition consultation packs, response forms and flyers were sent to:

- Post offices
- Hospitals
- Doctors surgeries
- Dentist surgeries
- Taxi companies
- Care homes
- Day centres

Consultation packs and response forms for distribution to the public were sent to:

- All Hampshire Libraries

The consultation was promoted using:

- Posters on buses and at bus stations
- Electronic posters on the digital bus stop displays

- School communications
- Posters at libraries, post offices and some high street shops
- Facebook, twitter and yammer
- Press releases, radio and local newspaper articles
- Plasma screen displays in Hampshire County Council's EII Court
- Hantsnet and Hantsweb features
- Hantsnet Poll for staff engagement
- 8 Passenger Transport Forums
- 1 Parish Council Transport Representative Meeting
- Posters for all Councils to display in their communities
- Surveyors on the buses/ at bus stations
- Hampshire County Council's Community Transport Bulletin
- Articles in CVS newsletters/bulletins and social media accounts
- An exhibition stand in 'The Street' in EII Court

2. Consultation Metrics

- Consultation was promoted through 8 Summer Passenger Transport Forums.
- 1,244 stakeholders are on the mailing lists – 151 attended a meeting. All those on the mailing list were invited to respond.
- Passenger Transport Representatives Meeting – 97 invitees, 20 attended.
- Written to 891 Organisations – including Councils and Transport Operators.
- 252 A5 promotional flyers handed out to residents/ service users
- 403 A3, A4, A5 posters supplied to bus operators for promotion on buses
- 281 full graphic digital poster displays at bus stations and bus stops
- 100 digital text based poster displays at bus stations and bus stops
- 520 colleagues engaged with the Hantsnet Poll
- 64,952 people were shown the 3 (1 week long) Facebook adverts
- 4,480 people engaged with the 3 (1 week long) Facebook adverts
- 5159 consultation packs distributed:
 - 210 to residents at bus stations and to passengers on services we fund
 - 174 to 58 Post Offices across the county

- 2353 to 47 Libraries and Discovery Centres
- 130 to 65 GP Surgeries
- 164 to 41 Hospitals and Health Centres
- 596 to 149 Dental Surgeries
- 236 to 118 Taxi Companies
- 866 to Individuals on request
- 60 to Passenger Transport Forums
- 176 to Citizen Advice Bureau's
- 110 to District Councils
- 104 to Day Centres

Consultation responses could be returned by email, post or online.

3. Responses

Overall, 5,585 responses to the consultation (responding to both the street lighting and passenger transport proposals) were submitted from across Hampshire and beyond. The highest concentration of individual responses being from the Winchester, Basingstoke / Fleet and Gosport / Fareham district areas, and the highest concentration of organisational responses, of which there were 111 in total, from groups operating across the central core of Test Valley, Winchester and East Hampshire.

The following organisations responded to the consultation;

- Gosport Voluntary Action
- Kempshott Neighbourcare
- Save new forest buses
- Valley Park Parish Council
- Samaritans
- Itchen Abbas Parish Council
- Fareham Good Neighbours
- Havant Borough Council

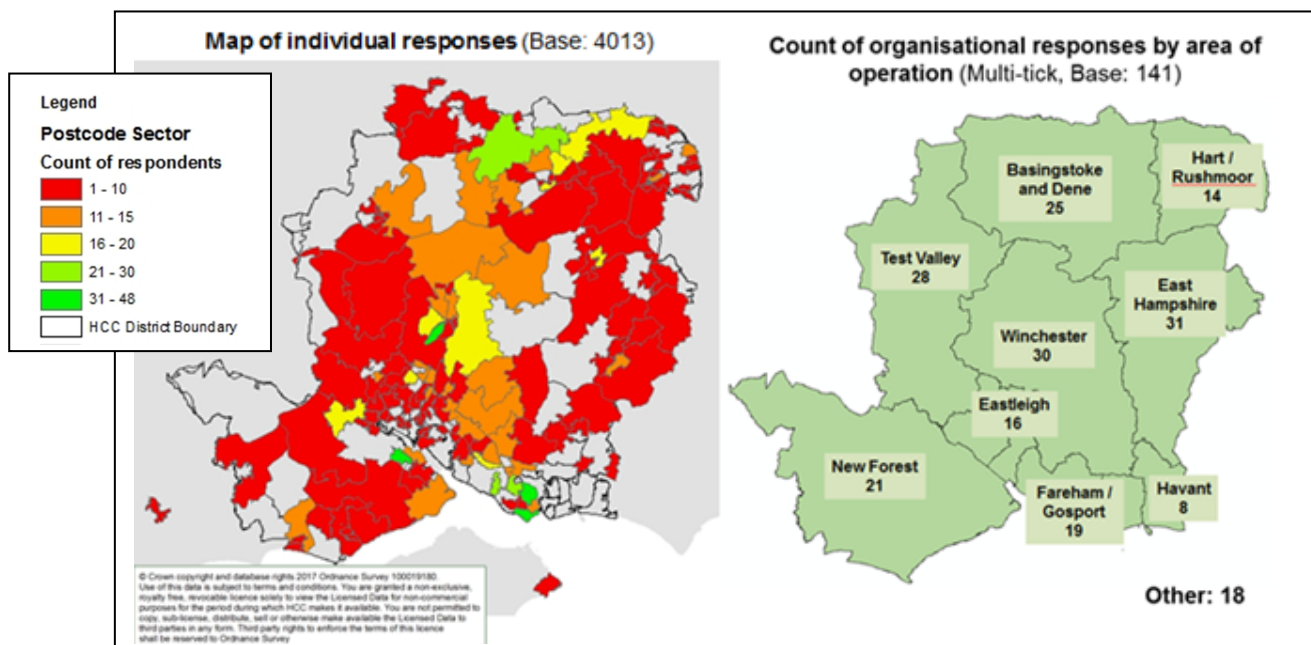
- East Hampshire District Council
- The University of Winchester
- Yelabus Association
- Hythe Pier Heritage Association
- Tadley Town Council
- Nether Wallop Parish Council
- Development Manager at Homestead House Romsey
- SPECTRUM Centre for Independent Living CIC
- Perins school
- Abbey Cars Romsey Ltd
- Bransgore Community Care Group
- Waterloo U3A Bus trippers
- Hawkley Parish Council
- Fawley & District Voluntary Care Group
- Chineham Parish Council
- Petersfield Town Council
- Wealers Social Club
- Whitchurch Town Council
- Whitchurch Town Council
- Riverbank Kindergarten Pre-school
- Sherfield on Loddon Parish Council
- Save our No 12 bus (on behalf of 865 signatories to our Feb 2018 petition)
- Eastleigh Borough and Romsey Mencap
- East Hampshire District Council
- Damerham Parish Council
- Amanda Jobling

- Bursledon Parish Council
- Overton Parish Council
- Wickham Parish Council
- Whitehill Town Council
- Longparish Parish Council
- Bramley Parish Council
- Bransgore Parish Council
- Warsash Residents Association
- Silchester Parish Council
- Transport Services Team, West Berkshire Council
- Fair Oak & Horton Heath Parish Council
- Botley Parish Council
- Beaulieu Parish Council
- Fareham Borough Council
- Colden Common Parish Council
- Grove ward residents, Basingstoke
- Bramdean and Hinton Ampner Parish Council
- The South View Residents Association
- Tichborne Parish Council
- Baughurst Parish Council
- Four Marks Parish Council
- Barton Stacey Parish Council
- North Baddesley Parish Council
- Sherfield English Parish Council
- Bradley Parish Meeting
- Awbridge Parish Council
- BUS 71

- Stargazers Lounge
- Hants Astro
- The Five Bells, Buriton
- Compton and Shawford Parish Council
- King's Somborne Parish Council
- Office for National Statistics
- Buses in Fleet
- WinACC Built Environment and Transport Group.
- Tuesday's Place for Older Folks
- Warnford Parish Meeting
- Neighbourcare New Milton
- Buriton Parish Council
- Andover Town Council
- Wickham Community Care
- Hampshire Astronomical Group
- Greatham Parish Council
- Brockenhurst Parish Council
- South Wonston Parish Council
- New Forest National Park Authority
- Gosport Voluntary Action
- Southern Water Retirement association Meets at Otterbourne Village Hall
- Alton Town Council
- Fordingbridge Town Council
- Ampfield Parish Council
- Gosport Access Group and Disability Forum
- Rushmoor Borough Council
- Allbrook & North Boyatt Parish Council

- Stroud Parish Council
- Friday Network
- Unity
- Wednesday Network
- New Milton Town Council
- Leaside Way Tenants & Residents Association
- Boarhunt Parish Council
- East Meon Parish Council
- Fareham Constituency Labour Party
- Eastleigh Borough Council
- Totton and District Three Score Clun
- Hear Us Self Advocacy Group - Winchester Go LD
- Hampshire Chamber of Commerce
- Winchester city council
- Grayshott Parish Council
- Civil Service Pensioners Alliance - East Solent Group
- Laverstoke & Freefolk Parish Council
- Farnborough Self Advocacy Group
- Liss Parish Council
- Hampshire Unison Retired Members group
- Citizens Advice Havant
- NHS West Hampshire Clinical Commissioning Group
- HealthWatch Hampshire
- Gosport Borough Council

4,525 individual responses were submitted for the proposals regarding supported passenger transport services and the concessionary travel scheme in Hampshire. 3718 of these were submitted online with the remaining 807 submitted on paper.



5. The demographics of respondents

Q.42 Are you?

Female	Male	Other	Prefer not to say
55%	40%	0.4%	3%

Q. 43 Age on last birthday

Under 16	16 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 to 74	75 to 84	85 or over	Prefer not to say
0.1%	2%	6%	10%	15%	18%	31%	11%	3%	3%

Q44. Are your day-to-day activities limited because of a health related problem or disability which has lasted, or is expected to last, at least 12 months?

Yes, a lot	10%
Yes, a little	17%
No	67%
Prefer not to say	6%

Q.45. Does your disability restrict your use of public transport?

Yes, a lot	4%
Yes, a little	7%
No	83%
Prefer not to say	6%

Q. 46 What is your total household income, from all sources, before taxes and other reductions?

Up to £10,000	8%
£10,001 to £20,000	14%
£20,001 to £30,000	11%
£30,001 to £40,000	9%
£40,001 to £50,000	7%
£50,001 to £60,000	5%
£60,001 to £70,000	3%
£70,001 to £80,000	3%

£80,001 to £90,000	2%
£90,001 to £100,000	1%
£100,001 or over	3%
Don't know	3%
Prefer not to say	32%

Proposal 1 : Relates to Street Lighting and is the subject of a separate report to the Executive Member.

Proposal 2 : To make operational changes to the current public bus and ferry services which Hampshire County Council supports

Q.7 Do you or your members currently use any of these services?

Yes	65%
No	35%

Q.8 Which service do you or your members use most often?

Which service do you or your members use most often?

Service	Number of respondents	Service	Number of respondents
11 - Fareham to Alverstoke	101	X17 - Bishops Waltham to Petersfield	11
67 - Winchester to Petersfield	90	H1/H2 - Netley View to Applemore Tesco	10
Hythe Ferry - Hythe to Southampton	88	74 - Overton Local Service	9
E1 - Eastleigh to Winchester	74	125 - Christchurch to Ringwood	8
7 - Hartley Wintney to Aldershot	72	18/618 - Aldershot to Haslemere	8
21/21A - Fareham to Hill Head	65	12 - Sheep Fayre to Andover	7
X6/X7 - Eastleigh to Hiltingbury	64	208 - Alton to Medstead	7
76 - Andover to Basingstoke	58	71 - Froxfield to Petersfield	7
6 - Lymington to Southampton	53	C32/C33 - New Milton to Lymington	7
94 - Buriton to Petersfield	52	13 - Liphook to Basingstoke	6
X2 - Lymington to Bournemouth	51	16 - Broughton to Winchester	6
20 - Fareham to Wickham	48	C3/C8 - Cango - St Mary Bourne to Andover	5
9 - Cove to Farnborough	45	5 - Romsey to Eastleigh	4
119 - Lymington to New Milton	39	5 - Thruxton to Andover	4
X9 - Eastleigh to Bishops Waltham	38	87 - Salisbury to Andover	4
4 - Basingstoke to Chineham	36	191 - Chatsworth Park to New Milton	3
D1/D2 - Waterlooville to Hambledon	31	28 - Bordon Local Service	3
12 - Hatch Warren to Basingstoke	28	49 - Damerham to Salisbury	3
14 - Basingstoke to Tadley	28	6A - Abbotts Barton to Winchester	3
28/28A - Fareham to Whiteley	27	C4 - Cango - Barton Stacey to Andover	3
38 - Alton to Petersfield	27	14 - East Anton to Andover	2
27 - Rowlands Castle to Emsworth	26	15 - Basingstoke to South View	2
10 - Picket Twenty to Andover	23	193 - Barton-on-Sea to New Milton	2
46 - Winchester to North Baddesley	22	95/96 - East Stratton to Winchester	2
63 - Owslebury to Winchester	22	15 - Stockbridge to Andover	1
86 - Whitchurch to Winchester	20	21 - Fareham to Wickham	1
7/7A - Andover to Newbury	17	240 - Ropley to Alresford	1
X10 - Bishops Waltham to Southampton	16	250 - Liphook Local Service	1
35 - Braishfield to Romsey	15	36 - Lockerley to Romsey	1
41/42 - Ash to Farnborough	15		
T3/T4 - Cadnam to Totton	15		
X7R - Southampton to Salisbury	15		
206 - Alton to Bentley	14		
112 - Hythe/Beaulieu to Lymington	12		
39 - Nomansland to Romsey	12		
C41 - Basingstoke to Alresford	12		
X15 - Eastleigh to Hamble	12		
13 - Picket Piece to Andover	11		
E2 - Eastleigh to Winchester	11		

Q.9 How often do you or your members use it?

Average number of times a Week	Average number of times a month	Average Number of times a year
4	6	72

Q.10 What is you or your members primary reason for travel?

Food Shopping	21%
Medical / Healthcare	16%
Leisure / Recreational facilities	16%

Employment / Training	13%
Non-food shopping	10%
Visiting friends and family	8%
School / education	4%
Community / day centres	1%
Other	9%

Q.11 Which days do you or your members usually travel?

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
62%	66%	67%	65%	68%	42%	11%

Q.12 Which times of day do you or your members usually travel on this particular service?

Up to 0929	0930 – 1229	1230-1529	1530-1829	1830 onwards
24%	78%	49%	48%	14%

Q.13 How would you or your members make your journeys if this service was reduced?

Own vehicle	33%
No alternative available	28%
Travel less frequently	27%
Walking	17%
Lift with friends / relatives or neighbours	15%
Private taxi	14%
Train	6%
Use internet/online shopping services	5%
Use local services	5%
Cycling	4%
Alternative Community Transport Services	3%
Car sharing scheme	1%
Other	5%

Q.14 Thinking about the service you use most often, would you or your members prefer either:

A frequent service to one major location	65%
A less frequent service to more than one major location	35%

Q.15 Thinking about the service you use most often, would you or your members prefer either:

A less frequent service that operates on more days	72%
A frequent service that operates on fewer days	28%

Q.16 To what extent do you agree or disagree with the proposal to reduce the number of times per day that a supported service operates?

Strongly disagree	Disagree	Neither agree nor disagree	Agree	Strongly agree	Not sure
48%	28%	10%	10%	2%	2%

Q17. To what extent do you agree or disagree with the proposal to reduce the number of days per week / days of the week that a supported service operates

Strongly disagree	Disagree	Neither agree nor disagree	Agree	Strongly agree	Not sure
53%	30%	8%	6%	2%	2%

Q.18 If Hampshire County Council reduced either the frequency or the days on which supported services operate, what would the impact be on you, or your organisation or group?

Comments included;

- Difficulty / cannot get to destination (28%)
- Need to use alternative (16%)
- Isolation / Housebound (14%)
- Cannot travel as frequently (9%)
- Financial implication (7%)
- Loss of independence (4%)
- Other impact on user (24%)

Q.19 If the law was changed, to what extent would you agree or disagree with the introduction of a 50p charge for single journeys made using an Older Person's Concessionary Bus Pass on public bus services?

Strongly disagree	Disagree	Neither agree nor disagree	Agree	Strongly agree	Not sure
32%	12%	8%	25%	22%	1%

Q.20 Do you have a concessionary bus pass / vouchers?

No	Older Persons Bus Pass	Disabled Persons Bus Pass	Companion Pass	Travel Vouchers
44.7%	49.8%	4.7%	0.5%	0.3%

Q.21 If you currently travel free using an Older Person's Concessionary Bus Pass on public bus services would you be willing to pay 50p per single journey, if the County Council was allowed to ask you to do this?

Yes	No
54%	46%

Q.22 Would you be willing to pay 50p per single journey when using your Older person's Concessionary Bus Pass on a public bus service, provided that the money raised from this was used to:

	Yes	No
Retain public bus services which would otherwise be reduced because of the need to make savings	18%	82%
Allow the use of Older Person's Bus Pass on public bus services from 0900	22%	78%
Retain the use of the Older Person's Bus Pass on Taxishares, Dial a Ride and Call and Go services	19%	81%

Q.23 If the law changed, and the County Council was able to introduce a 50p charge for single journeys made using an Older Person's Concessionary Bus Pass on public bus services, what would the impact be on you or your members?

Comments included;

- Financial implication (40%)

- Cannot travel as frequently (25%)
- Isolation / Housebound (10%)
- Need to use an alternative (10%)
- Cannot get to destination (4%)
- Loss of independence (1%)
- Other impact on Bus Pass Holder (10%)

Proposal 3: To replace some supported public bus services with alternative forms of community transport such as Taxishares and Call and Go

Q.24 To what extent do you agree or disagree with the proposal to replace some supported public bus services with alternative forms of community transport, such as Taxishares and Call and Go?

Strongly disagree	Disagree	Neither agree nor disagree	Agree	Strongly agree	Not sure
32%	23%	22%	14%	5%	5%

Q.25 If the County Council replaced the supported public bus service that you or your members use with an alternative form of community transport, what would the impact be on you, or your organisation or group?

Comments included;

- Forward Planning needed (19%)
- Financial implication (13%)
- Wouldn't use the service (12%)
- Isolation / housebound (8%)
- Cannot travel as frequently (7%)
- Cannot get to destination (6%)
- Need to use alternative (6%)
- Loss of independence (3%)
- Safety concerns (2%)
- Other impact (22%)

Proposal 4 : To reduce the amount of printed material and make better use of electronic information

Q.26 To what extent do you agree or disagree with the proposal to reduce the amount of printed material and make better use of electronic information?

Strongly disagree	Disagree	Neither agree nor disagree	Agree	Strongly agree	Not sure
10%	13%	14%	30%	32%	2%

Q.27 How do you or your members currently find out information about bus and train services?

Printed travel publications	43%
Google transit website	22%
Travel guides, maps and timetables on Hantsweb	18%
Traveline website/ mobile app	22%
Traveline phone line	4%
Bus operator mobile app	19%
Contacting bus operator directly	10%
My Journey Hampshire website	8%
National Rail website	45%
South Western Railway website	29%
Internet search engine	49%
Train Tracker (call or text)	3%

Other	8%
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Q.28 Which of the following publications produced by the County Council have you or your members used in the past year?

Alton, Bordon and Petersfield travel guide	8%
Andover travel guide	4%
Basingstoke map	11%
Eastleigh and Hedge End travel guide	7%
Farnborough and Fleet travel guide	6%
Hampshire map	17%
Havant travel guide	6%
New Forest travel guide	10%
Romsey map	4%
Winchester and Alresford travel guide	12%
Other	4%
None of these	49%

Q.29 Which sections of the travel guide produced by Hampshire County Council do you or your members use?

Bus times	91%
Taxishare times	2%
Train times	43%

Coach times	8%
Other community transport information	6%
Ferry information	14%
None of these	5%

Q.30 If the County Council reduced the amount of printed material and made better use of the electronic information, what would be the impact be on you, or your organisation?

Comments included;

- No access to electronic information (51%)
- Would use internet / alternatives (16%)
- Rely on friends / family (5%)
- Travel less (2%)
- Other including financial impact, increased difficulty and impact on tourists (26%)

Proposal 5 : To reduce the amount of support available to organisations that provide, promote or support transport services

Q.31 To what extent do you agree or disagree with the proposal to reduce the amount of support available to organisations that provide, promote or support transport services?

Strongly disagree	Disagree	Neither agree nor disagree	Agree	Strongly agree	Not sure
26%	28%	26%	10%	5%	6%

Q.32 To what extent do you agree or disagree with the proposed reduction of the following types of services available to organisations that provide, promote or support transport services?

	Strongly disagree	Disagree	Neither agree nor disagree	Agree	Strongly agree	Not sure
Passenger transport grants	29%	27%	24%	10%	4%	7%
Advice and information on legal matters and good practice	17%	20%	34%	15%	7%	8%
Training provided by Hampshire County Council's Passenger Transport Group	14%	19%	36%	15%	7%	9%

Q.33 Has your organisation or group ever made use of any of the following support?

Yes - Passenger transport grants (either applied for or received)	14%
Yes - Advice and information on legal matters and good practice (either face to face, over telephone, email or publications)	14%
Yes - Training provided by Hampshire County Council's Passenger Transport Group (including community transport)	16%

No	70%
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Q.34 If the County Council reduced the amount of support available, what would the impact be on your organisation or group?

Comments included;

- Financial concern 31%
- Less support would be received 24%
- Other 45% (these did not fit into common themes)

Q.35 Please indicate which of the following proposals, relating to supported passenger transport services, is your first, second, third and fourth choice

	First choice	Second choice	Third Choice	Fourth Choice
Proposal 2: to make operational changes to the current public bus and ferry services which Hampshire County Council supports	15%	15%	23%	47%
Proposal 3: To replace some supported public bus services with alternative forms of community transport such as Taxishares and Call and Go	8%	25%	45%	22%
Proposal 4: To reduce the amount of printed material and make better use of electronic information	64%	19%	10%	7%
Proposal 5: To reduce the amount of support available to organisations that provide, promote or support transport services	13%	41%	22%	24%

Proposal 6 : To remove the use of the Older Person's Bus Pass on Taxishares, Dial a Ride and Call and Go Services.

Q.36 To what extent do you agree or disagree with the proposal to remove the use of the Older Person's Bus Pass on Taxishares, Dial-a-Ride and Call and Go Services?

Strongly disagree	Disagree	Neither agree nor disagree	Agree	Strongly agree	Not sure
30%	22%	20%	15%	9%	4%

Q.37 Which of the following services do you currently use?

Taxishare	1%
Dial-a-Ride	2%
Call and Go	0.8%
None of the above	93%
Other	5%

Q.38 If the County Council removed the use of the Older Person's Bus Pass on Taxishares, Dial-a-Ride and Call and Go services, what would the impact be on you or your organisations or group?

Comments included;

- Isolation / housebound (26%)
- Financial implication (26%)
- Other impact (15%)
- Cannot travel as frequently (13%)
- Cannot get to destination (10%)
- Need to use an alternative (5%)

- Loss of independence (4%)

Please note: throughout this report, some totals may not add up to 100%. This is due to rounding of figures.

Local Buses	£449,000
Taxishares – cap trips at 125% of current levels	£150,000
Ferries	£130,000
Travel Guides and Maps	£30,000
Real Time Passenger Information	£38,000
Other Public Transport and Contract Support comprising:	£243,000
Contract efficiency savings negotiated with Community Transport sector retaining existing service levels	£74,465
CT Grants Scheme, transfer grant for Yelabus service to CT operating budget, cease grants for community rail (funded by NIF budget)	£20,000
Discontinue Good Neighbours Support service contract	£5,000
Revise annual CT vehicle replacement contributions to reflect new operating model	£50,000
Replace stakeholder forums with countywide event and remove other back office costs	£9,235
Remove CT budget underspend	£75,000
Recover admin costs for minibus fleet insurance and MiDAS training materials	£7,000
Increased Wheels to Work user charges	£2,300
Concessionary Fares - Dial-a-Ride and Call and Go discount for concessionary passholders at 25%	£60,000
Total	£1,100,000

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HAMPSHIRE COUNTY COUNCIL

Report

Committee:	Economy, Transport & Environment Select Committee
Date:	29 October 2018
Title:	Street Lighting T19 Savings
Report From:	Director of Economy, Transport and Environment

Contact name: Andy Wren

Tel: 01962 847500

Email: andy.wren@hants.gov.uk

1. Purpose of Report

- 1.1. For the Economy, Transport & Environment Select Committee to pre-scrutinise the proposals for implementing part-night lighting for three hours on residential roads in Hampshire from 1 April 2019 (see report attached due to be considered at the decision day of the Executive Member for Environment and Transport at 2.00pm on 29 October 2018).

2. Recommendation

That the Economy, Transport and Environment Select Committee:

2.1. Either:

Support the recommendations being proposed to the Executive Member for Environment and Transport in section 1 of the attached report.

Or:

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

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Environment and Transport
Date:	29 October 2018
Title:	Street Lighting T19 Savings
Report From:	Director of Economy, Transport and Environment

Contact name: Andy Wren

Tel: 01962 847500

Email: andy.wren@hants.gov.uk

1. Recommendations

- 1.1. That the Executive Member for Environment and Transport approves the implementation of part-night lighting for three hours on residential roads in Hampshire from 1 April 2019.
- 1.2. That authority is delegated to the Director of Economy, Transport and Environment to exceptionally exclude specific roads (e.g. higher crime areas) or to vary the periods of part-night lighting in these locations.
- 1.3. That, in light of the preferences expressed in the recent public consultation, authority is delegated to the Director of Economy, Transport and Environment, in consultation with the Executive Member for Environment and Transport, to extend the period of part night lighting on residential roads to four hours where appropriate and consistent with the overall saving strategy.

2. Executive Summary

- 2.1. The purpose of this paper is to seek approval to implement part-night lighting following the Council's public consultation entitled "Consultation on proposals to change street lighting, supported passenger transport services and the concessionary travel scheme" that ran from 11 June 2018 to 5 August 2018.

3. Contextual information

- 3.1. Under the Highways Act (1980), Highways Authorities have the power to light the highway, but are not obliged to do so. Where street lighting is present, the Authority must ensure it is safely operated and maintained.
- 3.2. Street lighting in Hampshire is maintained and operated under a Private Finance Initiative (PFI). The PFI commenced in December 2009, and included a Core Investment Programme (CIP) to replace and/or upgrade all street lighting in Hampshire.
- 3.3. As part of the CIP, all street lighting units have been fitted with a remote monitoring and control system that enables the County Council to identify defective street lighting units and to control the light output from these units.

- 3.4. The street lighting units installed through the CIP are more energy efficient than the units they replaced, helping to reduce energy consumption and costs for the County Council. The original PFI contract also required 25% dimming from midnight until 05.00 as a further energy saving. This dimming level was varied in 2012 to dim street lights by 25% from switch on until midnight.
- 3.5. Since the beginning of the Government's austerity programme, councils across the country have faced substantial financial pressures and have needed to seek savings from services to balance budgets. Dimming street lights was identified as a preferred way for the County Council to make savings in the Shaping Hampshire Spending Review consultation (carried out between 26 May and 6 July 2015). This opportunity was subject to a second stage of consultation in November 2015 when additional savings options were offered, including turning off street lights between certain hours.
- 3.6. Following this consultation, the dimming level was varied in 2015 to dim street lights on residential roads by 35% from switch on until midnight, 60% from midnight until 05.00, and then back to 35% until switch off. In 2016 dimming levels on residential roads were further increased to 45% from switch on until midnight, 65% from midnight until 05.00, and then back to 45% until switch off.
- 3.7. The County Council's Medium Term Financial Strategy requires overall savings of £140m to be achieved through the Transformation to 2019 (Tt2019) programme. As part of that programme the Economy, Transport and Environment (ETE) Department has a savings target of £15.8million. As part of developing proposals to achieve these essential savings, a further saving of £525,000 from the operation of street lights was identified. Of this, £148,000 has been secured through further dimming.
- 3.8. The period of maximum dimming on residential roads was increased by one hour to operate from 23.30 until 05.30. The maximum dimming on principal roads also operates 23.30 until 05.30.
- 3.9. To summarise the current position, on residential roads, the dimming level is 45% from switch on until 23:30, 65% from 23:30 until 05:30 and then back to 45% until switch off. On principal roads current dimming is 25% from switch on to 23:30, 50% 23:30 to 05:30, and 30% from 05:30 until switch off. This is the dimming level currently in operation for street lighting in Hampshire, with the exception of Cosmopolis light sources (approximately 18,000 units) which can only be dimmed by a maximum of 40%, and are currently dimmed by this full 40% continuously from dusk (switch on) to dawn (switch off).
- 3.10. By the end of 2018, the County Council will have more than halved its energy consumption compared with 2010, saving approximately £2million per year.
- 3.11. A further £147,000 has been secured through operational savings, including: PFI contract savings of £87,000, reviewing recharges to PFI partner authorities of £32,000, LED lighting maintenance of £21,000, and the de-accrual of illuminated signs due to changes in legislation of £7,000, with a target of £230,000 for part-night lighting on residential roads.
- 3.12. There is limited scope to save more money by dimming street lights further, and the County Council has therefore proposed the introduction of part-night lighting. Many other authorities, including those with Public Finance Initiative (PFI) contracts, have introduced part-night schemes successfully without

adverse effects and have made significant savings. With rising energy costs and reduced budgets these types of changes to street lighting are becoming more common

- 3.13. In June 2018, the County Council sought residents' and stakeholders' views in an eight-week consultation on proposals to initially save £230,000 per annum by switching off street lights for a minimum of two or more hours on residential streets from April 2019. The response to the consultation is described in section 6 of this report, but in summary over two thirds of respondents supported the County Council's proposal to turn street lights off for a minimum of two hours at night.

4. Proposed Criteria for Part-night Lighting

- 4.1. It is proposed to switch street lights off in residential areas for three hours every night from 1a.m. to 4a.m.
- 4.2. Street lights on roads with vertical traffic calming will not be switched off. Street lights in the vicinity of controlled pedestrian crossings (Zebra and light controlled crossings) will also not be switched off.
- 4.3. Illuminated road signs and bollards are unaffected by the proposal.

5. Finance

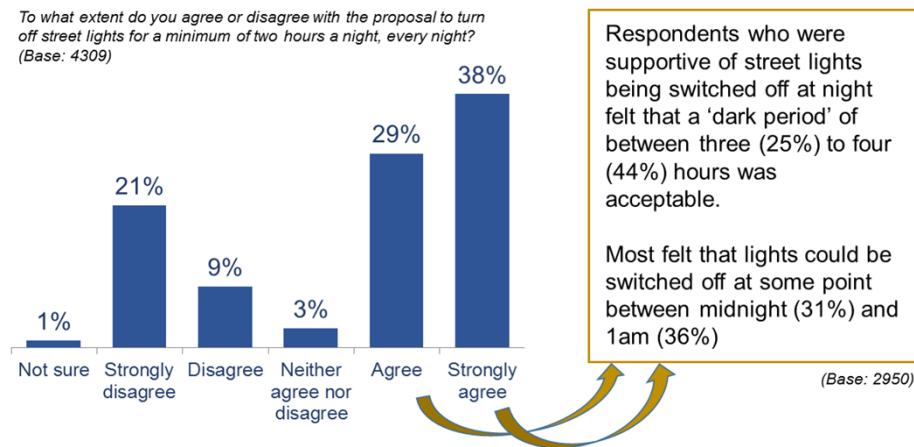
- 5.1. Introducing part-night lighting is expected to deliver savings of £230,000 in energy costs. This represents an 8.1% saving on the County Council's street lighting energy budget, which is approximately £2.8million.
- 5.2. A reduction in carbon dioxide (CO₂) output by 720 tonnes per annum will contribute to the Council's objective to reduce its CO₂ impact and achieve a further £12,960 per annum in avoided carbon tax.
- 5.3. The part night lighting periods can be updated in the "Mayflower" street lighting central management system, so there is no specific cost for implementing the changes.

6. Consultation

- 6.1. A public consultation was published via the County Council's website from 11 June 2018 to 5 August 2018. This was promoted through a variety of routes including social media, posters on local buses, day centres, libraries and local press. 5,585 respondents completed the consultation response form, comprising 5,444 individuals and 141 organisations, groups or businesses. 4338 respondents gave views on proposed changes to street lighting. In addition, 69 unstructured responses were received, comprising 49 from individuals and 20 from group or organisations.
- 6.2. Key findings:
- Over two thirds of respondents supported the County Council's proposal to turn street lights off for a minimum of two hours at night.
 - A dark period of between three and four hours, starting between midnight and 1a.m. was widely supported.

- The geographic comparison of agreement versus disagreement with the proposal shows widespread acceptance across Hampshire.
- Respondents were most supportive for street lights being switched off in residential areas.
- Almost half of the respondents would prefer lights to stay on at night in town and city centres.
- The preferred single option was for part night lighting to last for a four hour period.

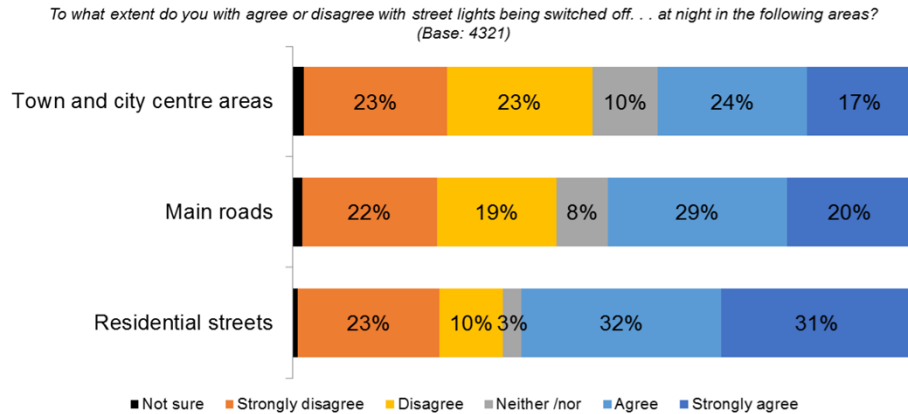
6.3. Respondents were asked “to what extent do you agree or disagree with the proposal to turn off street lights for a minimum of two hours a night, every night?” 67% of respondents either agreed (29%) or strongly agreed (38%), 30% either disagreed (9%) or strongly disagreed (21%). See Appendix 1 question 1 for further detail.



6.4. Respondents who were supportive of street lights being switched off at night felt a “dark period” of between three (25%) to four (44%) hours was acceptable. Most felt that lights could be switched off at some point between midnight (31%) and 1:00 a.m. (36%). Also see Appendix 1 questions 2 and 3.

6.5. Respondents were further asked “to what extent do you agree or disagree with street lighting being switched off at night in the following areas; town and city centres, main roads, residential areas.

6.6. The majority of respondents (63%) were in favour of switching lights off in residential areas, 49% for main roads and 41% town and city centres. Also see Appendix 1 question 4.



6.7. A more detailed analysis of all the consultation results can be found in Appendix 1 to this report.

7. Equalities

7.1. Impacts on accessibility, and specifically for people with protected characteristics, are likely to be minimal as the majority of changes will affect street lighting after midnight when fewer people are travelling. Town and city centres, where people are most likely to be active beyond midnight, will not be affected.

8. Crime rates and road accidents

- 8.1. In 2015 the London School of Hygiene and Tropical Medicine published a paper on research they carried out referred to as the LANTERNS report. The researchers obtained data from numerous local authorities, including Hampshire County Council, and compared this to published data on both crime and road accidents. The study found no link between dimming and switching lights off with any increase in crime or road accidents. Full details of the study can be found at the following link: <http://lanterns.lshtm.ac.uk>.
- 8.2. These findings are reinforced by reports from other local authorities (such as Essex, Kent and Lincolnshire) where no direct link between part-night lighting operation and crime has been established. In view of this it is not expected the proposals of this report will increase the likelihood of crime in affected areas.

9. Information for the public

- 9.1. Subject to approval, details of those lights to be included in part-night lighting will be published on the Council's PFI Service Provider's website. (www.lightsonhampshire.co.uk).

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:	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>
Street Lighting Dimming Policy	6 Mar 2012
Street Lighting Part-Night Lighting Trials	11 Jul 2014
Street Lighting	3 Mar 2015
Street Lighting Dimming Policy Review	31 Mar 2016
Street Lighting Private Finance Initiative Contract Variations	19 Sep 2017
Direct links to specific legislation or Government Directives	
<u>Title</u>	<u>Date</u>

Section 100 D - Local Government Act 1972 - background documents

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

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

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:

For those with disabilities, there is the potential that these changes could have a disproportionately negative impact in terms of travel either as pedestrians or as motorists on affected streets.

New infrastructure delivered by the Private Finance Initiative has increased the County Council's ability to be flexible about lighting and dimming regimes. Brighter lighting can be provided at specific times, and full switch-off will be limited to the middle of the night when road users are scarce on affected streets. These measures should minimise this potential impact.

2. Impact on Crime and Disorder:

2.1 Available evidence from other UK local authorities and published research indicate that these proposals will have little, or no, impact on crime and disorder. Town and city centres, where people are most likely to be active beyond midnight, will not be affected.

3. Climate Change:

- (a) How does what is being proposed impact on our carbon footprint / energy consumption?

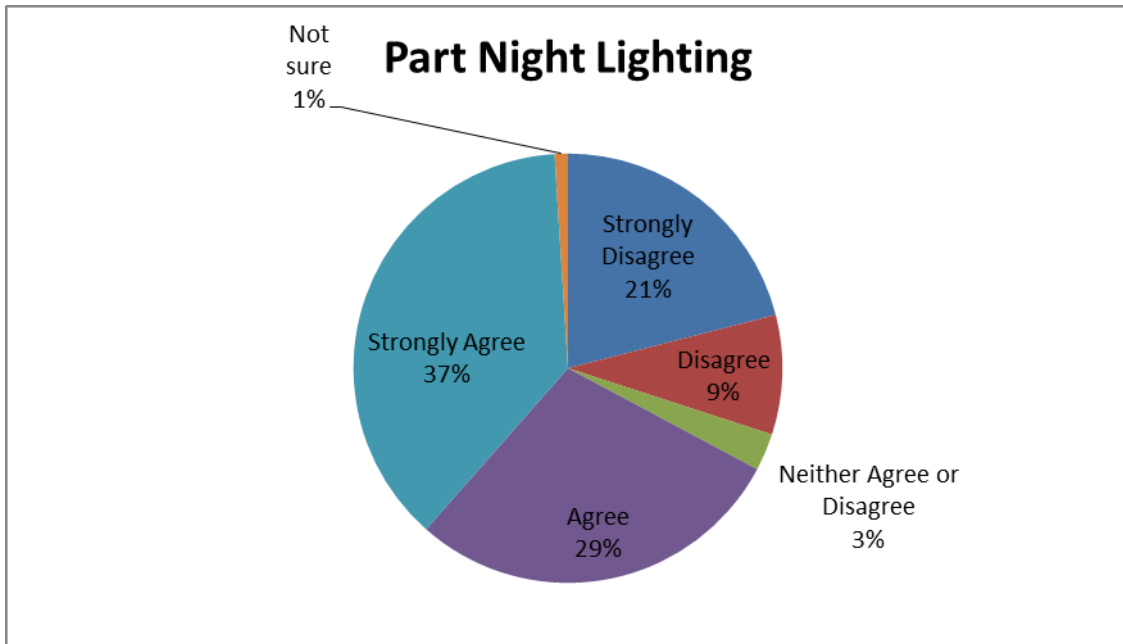
Street lighting generates approximately 8,885 tonnes of CO₂ annually. These proposals are expected to reduce output by 720 tonnes per annum.

- (b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

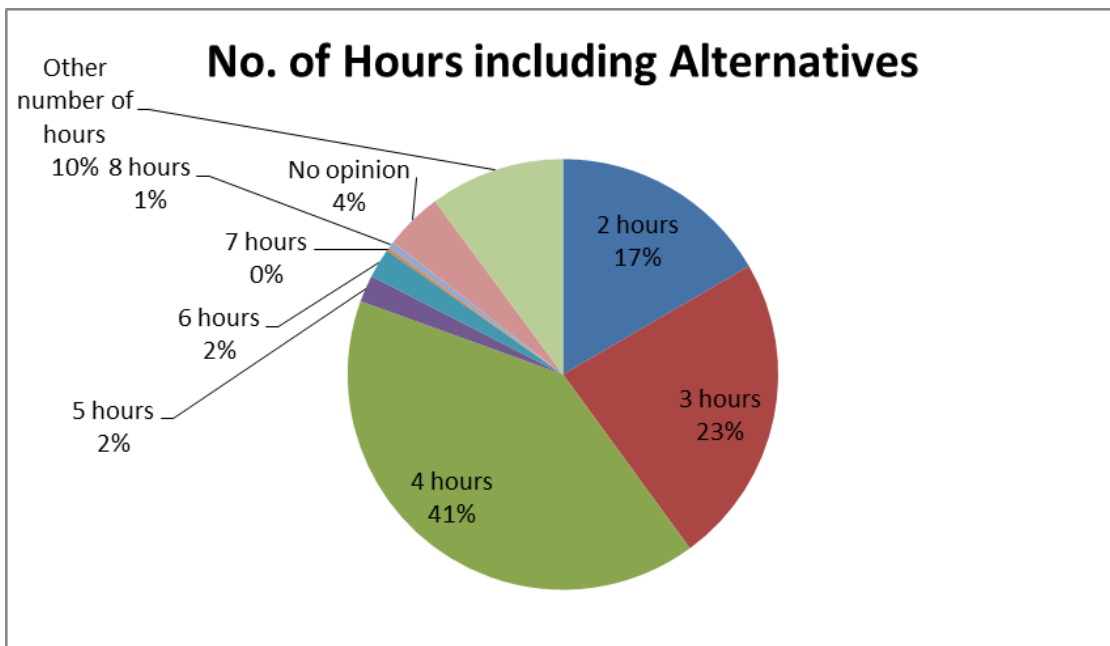
Reducing CO₂ emissions is a key measure in helping to mitigate the effects of climate change. Since 2010 the Council has reduced its CO₂ emissions from 26,383 to 8,885 tonnes (66%).

Public Consultation Responses

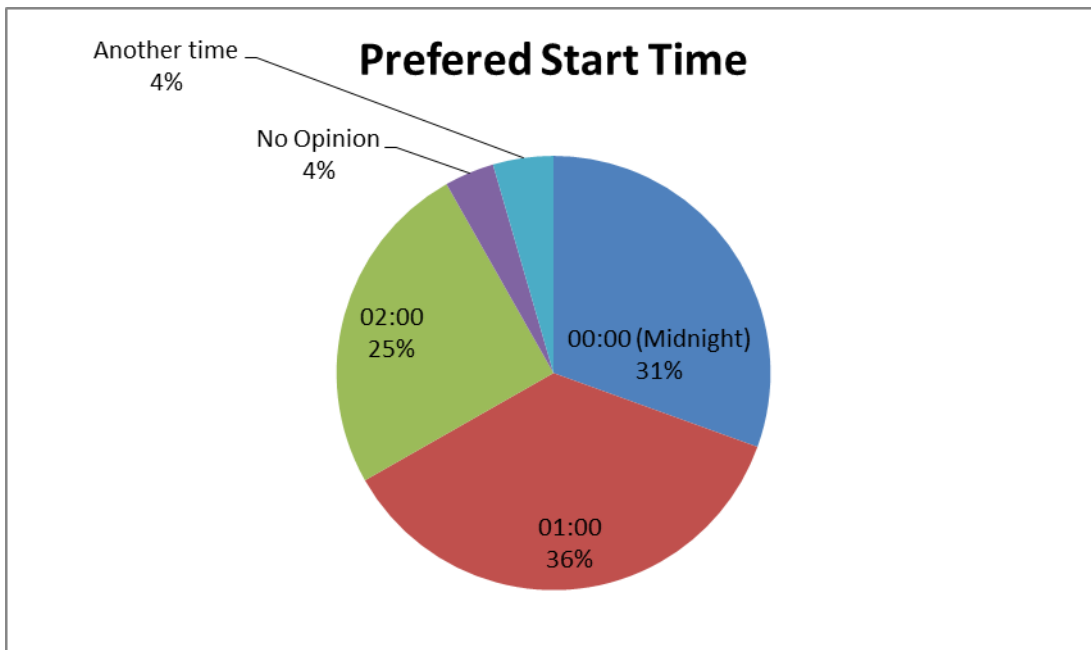
Question 1: To what extent do you agree or disagree with the proposal to turn off street lights for a minimum of two hours a night, every night?



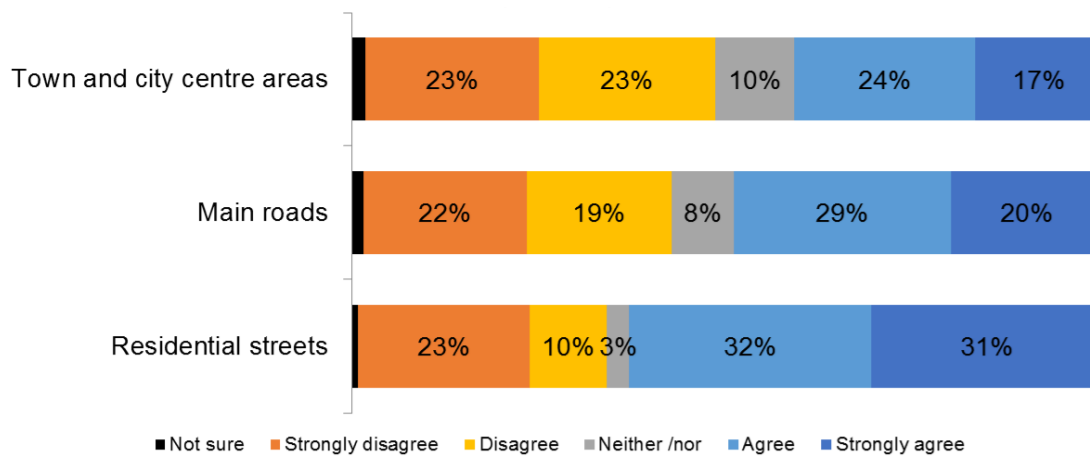
Question 2: For how many hours would you prefer street lights to be switched off during the night?



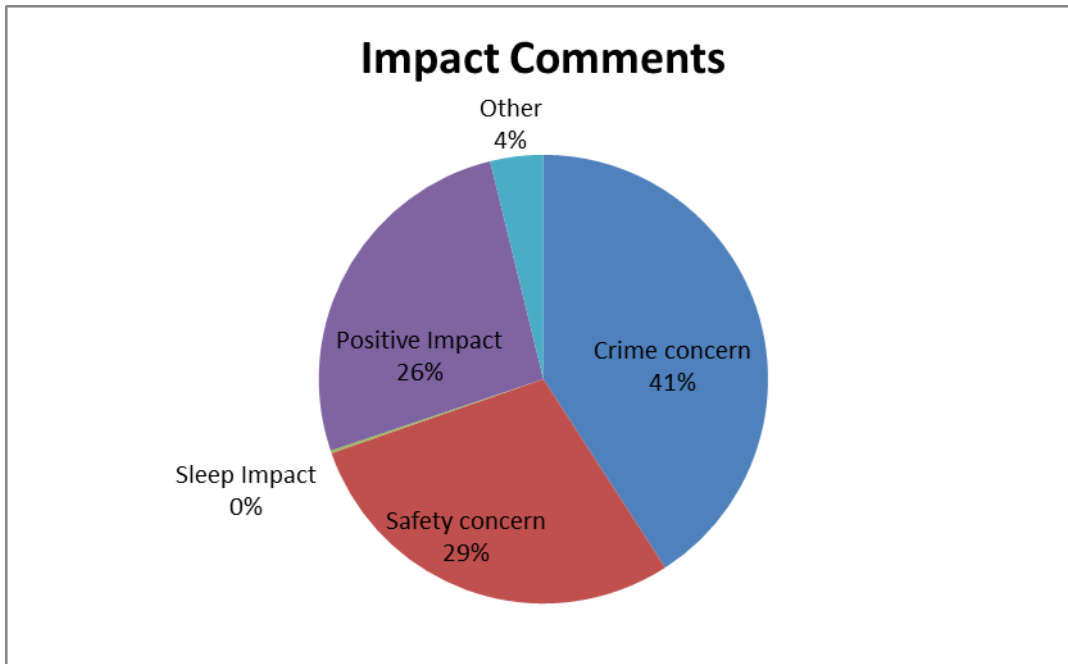
Question 3: What is your preferred switch off time?



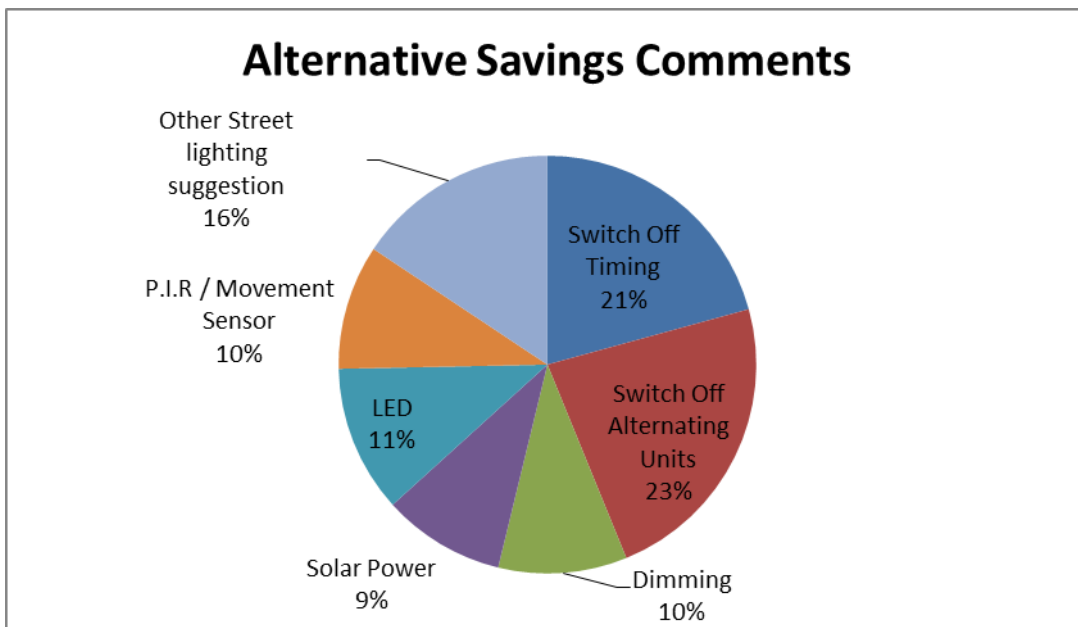
Question 4: To what extent do you with agree or disagree with street lights being switched off for a minimum of two hours per night in the following areas in the county?



Question 5: Please describe what, if any, impact, the proposals contained in this consultation could have on: you or your family, people you know or work with, your organisation or group.



Question 6: If you have any alternative suggestions to the proposals in this consultation on how the County Council could make savings from street lighting services.



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HAMPSHIRE COUNTY COUNCIL

Report

Committee:	Economy, Transport & Environment Select Committee
Date:	29 October 2018
Title:	T19 Modernisation of the On-Street Parking Service
Report From:	Director of Economy, Transport and Environment

Contact name: Marc Samways

Tel: 01962 832238

Email: marc.samways@hants.gov.uk

1. Purpose of Report

- 1.1. For the Economy, Transport & Environment Select Committee to pre-scrutinise the Transformation to 2019 proposals for modernisation of the on-street parking service. The proposals are set out in the attached report which is due to be considered at the decision day of the Executive Member for Environment and Transport at 2.00pm on 29 October 2018.

2. Recommendation

That the Economy, Transport and Environment Select Committee:

2.1. Either:

Support the recommendations being proposed to the Executive Member for Environment and Transport as set out in the attached report.

Or:

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

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Environment and Transport
Date:	29 October 2018
Title:	T19 Modernisation of the On-Street Parking Service
Report From:	Director of Economy, Transport and Environment

Contact name: Marc Samways

Tel: 01962 832238

Email: marc.samways@hants.gov.uk

1. Recommendations

- 1.1. That the Executive Member for Environment and Transport approves the principles as set out in the report of revised, financially robust district agreements for the delivery of on-street Civil Parking Enforcement that reflect the requirement for the County Council and the district partners to operate the on-street parking service on a full cost recovery basis.
- 1.2. That the Executive Member for Environment and Transport delegates authority to the Director of Economy, Transport and Environment in consultation with the Head of Legal Services to finalise negotiations and enter into any necessary contractual arrangements with those district and borough councils who have expressed a desire to continue to operate on-street Civil Parking Enforcement on the County Council's behalf.
- 1.3. That the Executive Member for Environment and Transport approves the principles of a County Council operational policy for Residential Parking Zones aimed at ensuring existing and future schemes operate on a full cost recovery basis.
- 1.4. That the Executive Member for Environment and Transport approves the principle of introducing pilot on-street electric vehicle (EV) charging bays, subject to the availability of funding, suitable areas being identified and the outcome of the Traffic Order process.
- 1.5. That the Executive Member for Environment and Transport approves the principle of future parking controls being implemented on a full cost recovery basis.

2. Executive Summary

- 2.1. This report provides an overview of the County Council's proposals aimed at modernising the on-street parking service across Hampshire as part of the Transformation to 2019 Parking Project. The report seeks approval for a number of changes to the way services are currently provided to ensure on-street parking services are delivered on a full cost recovery basis.

- 2.2. The report seeks approval of the terms of new agreements for those districts and boroughs wishing to continue to deliver on-street Civil Parking Enforcement on the County Council's behalf. It also seeks approval of a new operational policy for residential parking zones to help ensure the costs incurred by the district and borough councils of operating schemes of this type, together with the County Council's associated costs, are fully recovered.
- 2.3. The report also seeks approval for the principle of introducing on-street electrical vehicle charging (EV) charging bays, where suitable, in those areas currently being put forward for 'paid for' on-street parking.

3. Contextual Information

- 3.1. The introduction of on-street parking controls together with civil parking enforcement are, in most cases, currently delivered by the district and borough councils on the County Council's behalf. In the majority of cases these councils report annual losses from their on-street parking accounts meaning that the cost of providing the service is some way above their reported operating costs.
- 3.2. When Civil Parking Enforcement (formally known as Decriminalised Parking Enforcement) was first introduced by the County Council on a district by district basis, financial modelling showed that the service across each district should operate on at least a cost neutral basis.
- 3.3. The County Council also incurs costs associated with the on-street parking service, including funding and management of the district Traffic Management and parking agencies, maintenance of parking related signs and lines, developing policy, and responding to correspondence. The County Council also incurred set up costs when Civil/Decriminalised Parking was first introduced, and these costs have not been recouped.
- 3.4. The County Council, as the Highway Authority, is ultimately responsible for on-street Civil Parking Enforcement. It is important that the services operate on a full cost recovery basis.

District Agreements for Civil Parking Enforcement

- 3.5. Notice has been served to terminate the current district Civil Parking Enforcement agreements with the function due to come under County Council control as of 1st April 2020. However a number of district and borough councils have expressed a willingness to continue to operate on-street Civil Parking Enforcement on the County Council's behalf under revised terms.
- 3.6. In order that the County Council has sufficient time to ensure that there are arrangements in place for civil parking enforcement across the county, those district and borough councils who currently deliver these services through an agency arrangement must confirm their intention to carry on and sign a new agreement before 1st April 2019. Any areas not covered by an agency agreement by this time will revert to direct management by the County Council.
- 3.7. Where district and borough councils decide to continue to deliver the on-street Civil Parking Enforcement function they will be required to operate the service under the terms of revised agreements aimed at ensuring the service operates

on a full cost recovery basis. Full cost recovery includes the County Council's costs associated with the on-street parking service.

3.8. The key terms of the proposed revised district Civil Parking Enforcement Agreements are as follows:

- (i) A requirement for the district/borough to operate on-street parking enforcement in the most efficient way to ensure full cost recovery is achieved (including the County Council's associated costs).
- (ii) Where surplus income is achieved from the enforcement service this will be shared equally between the district and County Council.
- (iii) The district/borough must produce an Annual Parking Report with the financial figures for the on-street fund agreed with the County Council prior to publication.
- (iv) The on-street parking account must show true operational costs of running the service fairly apportioned on a pro-rata basis in relation to the off-street service. The County Council will produce a template to help ensure costs are apportioned using a common methodology. Where costs for the on-street operation appear excessively high, the County Council reserves the right to undertake an audit certification of the annual financial returns relating to the service.
- (v) The district/borough council must be willing to work in partnership with the County Council to deliver pilot on-street electric charging points and targeted areas of 'paid for' parking.
- (vi) The County Council will have overall responsibility for on-street 'paid for' chargeable parking in those areas without such measures in place as of 1st January 2018.
- (vii) Districts that have established on-street chargeable parking as of 1st January 2018 will be required to share surplus income equally with the County Council. This will enable the County Council, as the Highway Authority, to recover its associated costs.
- (viii) Due to the link between the introduction of new parking controls and their enforcement, districts who deliver on-street enforcement will also be required to have a Traffic Management Agency agreement with the County Council.
- (ix) Districts must conform to policies and standards for operation of the service as laid down by the County Council including the newly developed Operational Policy for Residential Parking Schemes (see report section 3.8).

Residential Parking

- 3.9. A number of the district and borough councils have introduced residential parking zones in areas where dwellings have little or no off-street parking. These schemes are aimed at increasing the likelihood of residents being able to find a convenient place to park near to their home by restricting non-residential parking. Whilst schemes of this type can be highly beneficial to residents they are costly to develop, implement, administer and enforce.

- 3.10. Investigations have shown that the majority of districts run residential parking schemes at a loss as a result of setting permit charges some way below the level where full cost recovery can be achieved resulting in the operational costs being subsidised through the districts' on-street parking account. The County Council also incurs costs associated with the residential parking schemes including maintaining the associated signs and carriageway lining.
- 3.11. National research undertaken in 2016 identified that the average annual residential permit cost across the United Kingdom was £64. Currently the Hampshire district and boroughs make charges of between £15 and £40 for annual residential parking permits. An assessment of the true cost of operating residential parking schemes coupled with regional local authority benchmarking indicates that a minimum annual permit charge of £1 per week (reduced to £50 per annum) would appear appropriate.
- 3.12. Examples of other local council charges for Residential Parking permits in the south and south-east region are shown below:
- Waverley BC in Surrey charges £50 for first permit and £75 for the second;
 - Surrey Heath charges £50 for first permit and £75 for the second;
 - Guildford BC charges £50 for first permit and £80 for the second;
 - Woking BC charges £50 for first permit and £75 for the second;
 - Dorset CC charges £70 for first permits;
 - Bournemouth BC charges between £50 and £200 depending on the area;
 - Salisbury (Wiltshire Council) charges between £50 and £80 for first permits and £70 to £100 for second permits; and
 - Chichester DC charges between £41 and £160 for first permits and between £72 and £200 for second permits.
- 3.13. The permit charging structure for households with multiple cars wishing to apply for more than one residential parking permit varies between districts with some charging a flat nominal rate for each permit and not limiting the number of permits that can be purchased by a single household. This approach can result in oversubscribed schemes whereby significantly more permits are issued in relation to the amount of on-street parking available.
- 3.14. The districts currently rely on the County Council to replace missing or defective signs and worn carriageway lining associated with parking controls to ensure that they are clear to motorists and can be enforced. Where parking controls are unclear this may mean that they cannot be enforced. The County Council has no dedicated budget for the maintenance of parking controls meaning that other types of highway defect, particularly those that compromise safety, are often given priority.
- 3.15. It is therefore recommended that the County Council, as the Highway Authority, introduces an Operational Policy for Residential Parking schemes that the district and borough councils will be required to follow.
- 3.16. The key elements of the proposed Operational Policy are as follows:
- (i) District/borough councils must operate Residential Parking Schemes on a full cost recovery basis. The on-street parking account must not be used to subsidise the operational costs of Residential Parking schemes.

- (ii) Schemes must be self financing with income from permits covering the full cost of scheme operation including permit administration, scheme management, IT costs, enhanced CEO enforcement time and the ongoing revenue costs associated with the maintenance of the associated signs and lines.
 - (iii) It is proposed that a minimum first Permit charge of £1 per week, which will be rounded to an annual minimum payment of £50, will be introduced. Permit charges in smaller zones may need to be higher to cover operating costs. Permit charges must also be subject to inflation and annual charging reviews. However, where a district or borough council decides to keep permit charges below a level where full costs are recovered, they will be required to credit the on-street parking account with a payment equal to the lost income.
 - (iv) Charges for second permits must be set at a level that will help ensure schemes are not oversubscribed with excessive permits issued in relation to the available parking within an area.
 - (v) Charges for subsequent permits (subject to local policy and where sufficient kerb space exists) must also be charged at a level that will discourage an excessive proportion of the available on-street parking being taken by individual properties.
 - (vi) Charges for visitor and trade permits also need to be set at a level to recover costs and manage demand.
 - (vii) Some districts and boroughs do not charge residents who were living in areas before Residential Parking schemes were first introduced. Given the ongoing revenue costs associated with the operation of schemes of this type the districts must ensure all residents within RP areas who request a permit be required to pay for them.
- 3.17. Where the proposed new minimum charge is significantly in excess of the existing arrangements it is further proposed that a transitional arrangement will operate to move towards the adoption of the minimum charge in incremental steps, recognising the potential impact of the increase being introduced in a single year.

Electric Vehicle On-street Charging Points

- 3.18. Recent forecasts have shown that the UK is on course for 1 million electric vehicles by 2022 and for 60% of new cars being electric by 2030. It is therefore important that the County Council begins to look at the opportunities to meet both initial and growing demand for Electric Vehicle (EV) charging points.
- 3.19. Whilst the majority of Hampshire districts and boroughs have been implementing small scale off-street electric charging points in a number of local authority owned car parks there is no current on-street provision across Hampshire.
- 3.20. It is therefore suggested that officers leading on the Transformation to 2019 On-street Parking project work with colleagues within the Culture, Communities and Business Services department to investigate current demand and potential for a

number of pilot on-street EV charging points subject to suitable funding being sourced.

On-Street Parking Controls

- 3.21. At the Decision Day on 5 June 2018 the Executive Member approved the principle for the introduction of chargeable on-street parking with authority delegated to the Director of Economy, Transport and Environment and the Head of Legal Services to take the necessary measures and steps to implement the changes, including the progression and approval of any associated Traffic Regulation Orders and any works necessary to support the introduction of chargeable on-street parking.
- 3.22. Where new parking controls are deemed to be required, they will need to be introduced on the basis that income from parking charges will cover their full costs, including enforcement, maintenance and support activity.
- 3.23. Areas of limited waiting introduced to allow convenient short term parking while preventing overstaying will generally be implemented as chargeable parking, which both generates revenue to support the associated costs, increases parking turnover, and simplifies enforcement. Areas of existing free limited waiting in urban and residential locations are being identified for potential paid for parking as the first step in providing parking controls on a full cost recovery basis, and to avoid continuing to subsidise parking provision and enforcement from limited highway budgets. An initial period of free parking to support local convenience shopping for example, will be provided in appropriate cases, but with each location looked at on its individual merits.

4. Finance

- 4.1. Income from on-street parking is currently held by the district and borough councils in their 'On-Street Parking Account' and this is generated from two areas:
 - (i) Income from chargeable on-street parking (if operated) and other charges (e.g. Residential Parking permits, trade and visitor permits); and
 - (ii) Surplus or Deficit from on-street Civil Parking Enforcement.
- 4.2. Income generated through a modernised on-street parking provision should be used to cover direct service costs incurred by the district and borough councils as well as the associated costs currently funded by the County Council.
- 4.3. Where a district or borough council that already has established on-street chargeable 'paid for' parking wishes to enter into a new Civil Parking Enforcement agreement with the County Council, they will be required to share this income with the County Council on an equal share basis.
- 4.4. Where a district or borough council does not currently have established 'paid for' parking, the County Council shall have direct control for the chargeable parking element with all income coming direct to the County Council.

5. Performance

- 5.1. It is anticipated that some minor variation in the agreements for future operation of on-street Civil Parking Enforcement will be required to reflect the individual

nature of districts and boroughs in Hampshire. It is anticipated that those districts with established on-street parking will be able to continue to run on-street chargeable parking whilst sharing the associated revenue with the County Council. It is intended that any changes introduced in areas where on street parking is managed by the County Council, will respect the local off street parking arrangements, such as whether charges are levied in the evening or on Sundays and Bank Holidays.

6. Consultation and Equalities

- 6.1. Replacing the current Civil Parking Enforcement agreements with revised, financially robust arrangements will not affect the fundamental provision of the services, and therefore no specific public consultation is required.
- 6.2. Where new parking controls are proposed they will be subject to statutory consultation as part of the Traffic Regulation Order process, which provides an opportunity for members of the public to submit representations, including objections to specific proposals on a case by case basis.
- 6.3. Changes to annual charges and the charging structure for Residential Parking schemes will not affect the fundamental provision of the services. It is recognised, however, that there will be a need for the changes to be considered by individual districts and boroughs as part of their decisions over the future of their Civil Parking Enforcement and Traffic Management agency arrangements with the County Council.
- 6.4. Formal consultation will be undertaken for the introduction of pilot on-street Electric Vehicle charging points as part of the Traffic Order process. An equalities impact assessment will be undertaken on individual proposals as appropriate.

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:	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>
T19 Parking Project Update	5 th June 2018
Countywide Civil Parking Enforcement Services	14 th November 2017
Direct links to specific legislation or Government Directives	
<u>Title</u>	<u>Date</u>

Section 100 D - Local Government Act 1972 - background documents

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

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

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:

It is considered that the proposal will have a neutral impact on groups with protected characteristics. Measures provided in response to specific needs e.g. disabled parking bays, will continue to be provided where appropriate. An Equalities Impact Assessment will be undertaken for any specific parking proposals progressed as part of the project.

2. Impact on Crime and Disorder:

2.1. Unregulated parking can cause disputes. An effective parking enforcement service will help reduce conflict. Civil Parking Enforcement can help reduce demand for police resources to respond to parking related issues, freeing up those resources for other crime and disorder issues.

3. Climate Change:

(a) How does what is being proposed impact on our carbon footprint / energy consumption?

Proposals involving the introduction of new on-street electrical charging points will have a positive impact on climate change.

- (b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

Proposals involving the introduction of new on-street electrical charging points will have a positive impact on climate change.

HAMPSHIRE COUNTY COUNCIL

Report

Committee:	Economy, Transport & Environment Select Committee
Date:	29 October 2018
Title:	Consolidation and Review of School Crossing Patrol Policy
Report From:	Director of Economy, Transport and Environment

Contact name: Adrian Gray

Tel: 01962 846892

Email: adrian.gray@hants.gov.uk

1. Purpose of Report

- 1.1. For the Economy, Transport & Environment Select Committee to pre-scrutinise the proposals for consolidating the policy guidance for the School Crossing Patrol Service in Hampshire in order to provide clear and transparent criteria for managing the service, including establishing new sites and maintaining or relocating existing sites (see report attached due to be considered at the decision day of the Executive Member for Environment and Transport at 2.00pm on 29 October 2018).

2. Recommendation

That the Economy, Transport and Environment Select Committee:

2.1. Either:

Support the recommendations being proposed to the Executive Member for Environment and Transport in section 1 of the attached report.

Or:

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

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Environment and Transport
Date:	29 October 2018
Title:	Consolidation and Review of School Crossing Patrol Policy
Report From:	Director of Economy, Transport and Environment

Contact name: Adrian Gray

Tel: 01962 846892

Email: adrian.gray@hants.gov.uk

1. Recommendations

- 1.1. That the Executive Member for Environment and Transport gives approval to consolidate the School Crossing Patrol (SCP) policy in Hampshire to provide clear and transparent criteria for establishing new sites and maintaining or relocating existing SCP sites.
- 1.2. That the Executive Member for Environment and Transport gives approval for the offer of a Service Level Agreement (SLA) to schools where a location does not meet the criteria for a County Council funded SCP, to enable schools and local communities to fund a SCP that would otherwise not be provided.
- 1.3. That authority is delegated to the Director of Economy, Transport, and Environment to enter into contractual arrangements, in consultation with the Head of Legal Services, to secure the Service Level Agreements as necessary.

2. Executive Summary

- 2.1. The purpose of this paper is to consolidate the policy guidance for the School Crossing Patrol Service in Hampshire in order to provide clear and transparent criteria for managing the service, including establishing new sites and maintaining or relocating existing sites.
- 2.2. This paper seeks to provide an opportunity for schools to purchase a Service Level Agreement (SLA) for the provision of a SCP where sites do not meet the current criteria to be funded by Hampshire County Council.

3. Contextual information

- 3.1. Responsibility for the SCP service passed from Education Services to the Economy, Transport & Environment (ETE) Department in 2002. The processes and procedures in place to manage the SCP service have not been substantially amended since this time.
- 3.2. The SCP service in Hampshire is managed in accordance with the Road Safety Great Britain (RSGB) School Crossing Patrol guidelines which are periodically updated. These national guidelines are endorsed and supported by the Royal

Society for the prevention of Accidents (RoSPA). The guidelines have been compiled based on existing legislation, best practice, health and safety and case law. The guidelines cover managing the SCP Service and the criteria for assessing SCP sites.

- 3.3. Hampshire currently has funding for 266 SCP sites, located throughout the County, excluding the unitary authorities of Southampton and Portsmouth. This is one of the largest SCP services in the UK.
- 3.4. Despite the comparative scale of the SCP service in Hampshire, the County Council regularly receives and assesses requests for new SCPs. Where a location meets the County Council's assessment criteria a SCP is recruited.
- 3.5. Given the scale of the SCP service in Hampshire, vacancies regularly occur. A vacant site is re-assessed before commencing recruitment to ensure the site continues to meet the County Council's assessment criteria. Where a location does not meet the County Council's assessment criteria a SCP is not recruited.
- 3.6. This assessment and re-assessment process ensures County Council funding is directed as a priority to locations where SCPs provide the greatest benefit.
- 3.7. When a new request or a vacant site does not meet the assessment criteria for County Council funding, a school or community group may seek to fund a SCP.
- 3.8. Currently Alverstoke Junior School in Gosport and Brookfield Community School in Fareham are funding a SCP under a Service Level Agreement (SLA) with the County Council, with further SLAs being developed for Brockenhurst Primary School in the New Forest and Hatherden Primary School in Test Valley.
- 3.9. Requests to self-fund SCPs are anticipated to continue as schools and local community groups seek more choice in managing access to their school sites. More guidance is needed to assist schools and local community groups understand the process for funding SCPs and to ensure road safety considerations continue to be adequately assessed for non-County Council funded SCPs.

4. The proposal

- 4.1. The consolidated School Crossing Patrol (SCP) policy is attached in Appendix 1.
- 4.2. The policy describes the criteria for the provision of a school crossing patrol, the process for assessing a request for a school crossing patrol, the process for decommissioning of sites, and the process for externally funded sites.
- 4.3. The policy consolidates the processes and procedures in place to manage the SCP service in Hampshire to provide clear and transparent criteria for establishing new sites and maintaining or relocating existing SCP sites. The policy does not change the assessment criteria, which is based on RSGB guidance.
- 4.4. The policy further provides a formal process for offering a sold service via a Service Level Agreement (SLA) to schools where sites do not meet the required criteria.

5. Finance

- 5.1. There are no financial implications for the SCP service arising from the policy itself where it relates to County Council funded SCPs, which consolidates the processes and procedures already in place to manage the SCP service in Hampshire.
- 5.2. It is anticipated the number of SCPs in Hampshire will be increased through the adoption of a formal process to offer a sold service to schools by way of a Service Level Agreement where sites do not meet the required criteria.
- 5.3. The current cost of a Service Level Agreement for a SCP is £5,500 per annum. This covers the employment costs of the SCP officer along with the supervision, training and provision of uniform and equipment.
- 5.4. The future charge for a SLA will increase in line with the County Council's costs to move towards fully recovering the direct costs of providing the service such that financial implications for the County Council will be minimised. It is anticipated that the charge will increase to £6,000 for new SLAs from 1 April 2019, with existing SLA charges increasing at their respective renewal dates.
- 5.5. Some costs may be incurred in establishing a site and maintaining fixed equipment e.g. advisory signs and flashing amber lanterns. These costs are anticipated to be broadly comparable with the costs of establishing and maintaining an informal crossing location without a SCP.
- 5.6. Some non-recoverable costs may also be incurred in terminating a SLA. These costs are anticipated to be minimal and will be met from existing resources.

6. Performance

- 6.1. The policy is anticipated to improve public perception of the SCP service by consolidating the processes and procedures in place to manage the SCP service in Hampshire and to provide clear and transparent criteria for establishing new sites and maintaining or relocating existing SCP sites.
- 6.2. The policy will further provide clarity for schools and local communities regarding funding a SCP where the County Council's assessment criteria are not met.

7. Consultation and Equalities

- 7.1. No specific consultation has been carried out in developing this policy, which consolidates the processes and procedures already in place to manage the SCP service in Hampshire without changing the assessment criteria, which is based on RSGB guidance.

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:	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

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:

It is considered that the proposal will have a neutral impact on groups with protected characteristics. The School Crossing Patrol service in Hampshire is managed in accordance with the Road Safety Great Britain (RSGB) School Crossing Patrol guidelines which are periodically updated. These national guidelines are endorsed and supported by the Royal Society for the prevention of Accidents (RoSPA). The guidelines have been compiled based on existing legislation, best practice, health and safety and case law. The guidelines cover managing the SCP Service and the criteria for assessing SCP sites. The purpose of the proposal is to consolidate this guidance into a policy and no changes are proposed beyond formalising the process for offering School Crossing Patrol on a paid for basis where they do not meet the criteria for HCC funding.

2. Impact on Crime and Disorder:

2.1. The proposal in itself has no impact on crime and disorder.

3. Climate Change:

- a) How does what is being proposed impact on our carbon footprint / energy consumption?

The proposal in itself has no impact on climate change. School Crossing Patrols may encourage walking to school, and the service as a whole may reduce carbon emissions from vehicles used to transport children to schools.

- b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

It is considered that the proposal will have no impact on the need to adapt to climate change and be resilient to its longer term impacts.



School Crossing Patrol Service



Hampshire
County Council

Contents

Supporting Information

1. Background
2. Criteria for the provision of a school crossing patrol
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5. Implementation of criteria
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Supporting Information

1. Background

School crossing patrols were established by the School Crossing SCP Act 1953 and instituted on 1 July 1954 through the School Crossing SCP Order 1954. The Road Traffic Regulation Act 1984 (Sections 26-28) gave Appropriate Authorities (defined as county councils, metropolitan district councils, the Commissioner of the Metropolitan Police and the Common Council of the City of London) the power to appoint school crossing patrols to help children cross the road on their way to or from school, or from one part of the school to another, between the hours of 8am and 5:30pm.

Section 270 of the Transport Act 2000, which came into force 30 January 2001, amended the 1984 Regulations to permit school crossing patrols to operate at such times as the authority thinks fit and to stop traffic to help anyone (child or adult) to cross the road, whether or not they are travelling to or from school.

The law gives a school crossing patrol officer, appointed by an appropriate Authority, wearing a uniform approved by the Secretary of State and by displaying a prescribed sign, the legal power to stop traffic.

The Education and Inspection Act 2006 (section 508A) puts a duty on schools to promote sustainable travel to school. School crossing patrols are one option that can contribute to this duty.

The responsibility for ensuring the safety of children travelling to and from school is a parental one.

2. Criteria for the provision of a school crossing patrol

2.1 Road Safety GB has published advice on school crossing patrols that has been widely adopted by local authorities. The School Crossing Patrol Service Guidelines (Sept 2016) outline assessment criteria for establishing a school crossing patrol, conditions of service and guidance on administration. Road Safety GB is a nationally recognised road safety organisation and leading authority on the provision of school crossing patrols, and the guidelines form the basis of the County Council's assessment of whether a school crossing patrol would operate satisfactorily.

2.2 The assessment will indicate whether a school crossing patrol would operate safely and also justify the associated costs. A location that meets the minimum threshold may not necessarily be established, but may be added to a list of justified sites waiting funding. Sites assessed as providing the greatest benefit in terms of the assessment methodology will be a priority for funding.

2.3 It may be possible for schools and other bodies to directly fund the cost of establishing and operating a school crossing patrol provided that a school crossing patrol would operate safely. This opportunity to pay for the provision of a school crossing patrol includes sites not meeting the minimum threshold.

2.4 All established school crossing patrols are reassessed when they become vacant to verify that funding remains justified. Sites that no longer meet the minimum threshold will be decommissioned if not directly funded by the school(s) it serves or another body. The funding released from sites assessed as being no longer justified enables sites waiting funding to be established.

2.5 The assessment methodology and ranking of sites ensures that the locations with the greatest justification are funded as a priority. The review of vacant sites provides a means of reallocating funding to meet the County Council's priorities, while the opportunity for schools and other bodies to directly fund non-justified and lower priority locations provides a means for the community to establish a school crossing patrol where desired.

2.6 The following criteria are applied to assess the justification of a site within Hampshire:-

- The crossing location achieves a PV² value of at least 4 million in accordance with National Criteria identified in the Road Safety GB guidelines (see 2.1 below).
- The crossing location does not serve a secondary school alone.

- The crossing location is not located in the vicinity of a controlled crossing i.e. zebra, pelican etc.
- The crossing location is not located at a pedestrian refuge island, unless site factors indicate that a SCP can operate safely and a single carriageway meets the PV² criteria, as above.

3. Process for assessing a request for a school crossing patrol

- 3.1 Upon receipt of a completed request form for a school crossing patrol, a School Crossing Patrol Supervisor will visually verify that the location is suitable for a school crossing, and that there are no factors that would preclude establishing a school crossing patrol e.g. not serving a primary school or existing controlled crossing e.g. zebra, pelican etc. The request form should be completed by the relevant school's Head Teacher and Chair of Governors, prior to conducting a site survey.
- 3.2 Where there are no barriers to establishing a school crossing patrol, a School Crossing Patrol Supervisor will carry out an initial traffic and pedestrian count (PV^2 where P=Pedestrian, V=Vehicles) at the proposed site against set criteria, applying the relevant adjustment factors as necessary (Appendix A). The assessment takes into account both the number of children crossing and the volume of traffic using the road, typically between 8am – 9am, in five minute segments. The busiest six consecutive segments and the relevant adjustment factors are then applied to calculate the outcome i.e. justified or non-justified.
- 3.3 Following the above assessment methodology and the application of the relevant criteria (see section 2), should a site be justified, but does not receive any suitable applicants, then the operational guidelines for Managing SCP Vacancies will be followed (Appendix B) in line with corporate recruitment procedures.
- 3.4 Should a site be assessed as unjustified, a further site survey may exceptionally be carried out to confirm the assessment where there is concern the original survey was unrepresentative.

4. Decommissioning of Sites

- 4.1 If a school crossing patrol position becomes vacant, a School Crossing Patrol Supervisor will review the provision and reassess the need to recruit for a patrol officer. Should the crossing location not meet the above criteria, then recruitment to that position will not proceed and the site will be decommissioned.
- 4.2 School crossing patrol sites may be reviewed from time to time to assess their continuing benefit and to ensure the school crossing patrol service is applied consistently and provides best value. Consideration will be given to decommissioning a school crossing patrol site where the criteria listed above are no longer met. The school crossing patrol officer will be given the opportunity to be redeployed to any vacant nearby school crossing patrol sites that may be suitable.
- 4.3 Where a new controlled crossing facility is installed in the vicinity of an established school crossing patrol site, and that facility provides an appropriate alternative crossing facility to the school crossing patrol, then consideration will be given to decommissioning the school crossing patrol site. The school crossing patrol officer will be given the opportunity to be redeployed to any vacant nearby school crossing patrol sites that may be suitable.
- 4.4 Decommissioning a site when the assessment criteria is no longer met or where an appropriate alternative crossing facility has been provided, ensures that a higher priority location awaiting funding may be established at the earliest opportunity.

5. Externally funded sites

Local communities (such as schools) may fund a school crossing patrol site where that site would not be a priority for County Council funding provided that a school crossing patrol will operate safely. A Service Level Agreement will be established that provides funding to the County Council to meet the salary and associated on-costs, including national insurance and pension scheme, recruitment, uniform and supervisory costs relating to the role of the school crossing patrol officer. The County Council will recruit, train and supervise a school crossing patrol officer, and undertake such site maintenance costs as may be required.

The County Council will recruit to a vacancy provided that a commitment to funding remains in place. The County Council will not provide an interim school crossing patrol officer while recruitment to a vacancy takes place. The funder will not be charged while a site is vacant.

Where the funder does not wish to continue the Service Level Agreement, sufficient notice must be provided to the County Council to progress any applicable redundancy procedures in line with Hampshire County Council policy.

Where a new site is to be established, a contribution towards the cost of engineering works will be agreed, and charged for, on an individual site basis. The following measures may be considered:

- Warning signs
- Flashing Amber Lights (FALS)
- Dropped kerbs, tactile paving
- Additional footway
- Pedestrian guard rails
- Parking restrictions (Traffic Regulation Order)

This list is not exhaustive

Volunteer School Crossing Patrol Officers

Powers enabling School Crossing Patrol Officers to stop traffic are granted under the Road Traffic Regulation Act 1984, amended by the Transport Act 2000, and these state the

School Crossing Patrol Officer must be appointed by an appropriate authority. A volunteer would not be considered a formal County Council appointment.

Community appointed School Crossing Patrol Officers

Only a local authority has powers to recruit and train School Crossing Patrol Officers. The law gives a School Crossing Patrol Officer appointed by an appropriate authority and wearing a uniform approved by the Secretary of State the power, by displaying a prescribed sign, to require drivers to stop. School Crossing Patrol Officers operating outside these conditions have no legal power to stop traffic.

6. Implementation of criteria

In determining the suitability of a school crossing patrol site, a site survey will take place as detailed in section 2.


The County Council has a typical detail for school crossing patrol sites (Appendix C). This is a guide only, as measures have to be designed on a site specific basis dependent on the outcome of the initial site survey and risk assessments.

Having established the site and successfully recruited a patrol officer, a start date will be agreed. The local County Council Member and the relevant school(s) will be notified by the School Crossing Patrol Supervisor after successful induction and training has been completed.

7. Site and Personnel Records

Site specific records will be kept in accordance with Hampshire County Council Policy.
Personnel records will be maintained in line with the relevant corporate policies.

Appendix A - SCP Site survey (p.1/2)

 Hampshire County Council									
School Crossing Patrol Survey Report									
Type of survey:					Site No:				
Surveyed by:					Date:				
Location:					Weather conditions:				
Schools served:									
Time Period	Busiest 30 minute totals		Child pedestrians attending educational establishment		Passenger Car Units (PCUs)				
	Peds	Vehs	Primary - up to 11 years	Secondary - 12+	Car / light goods <3.5T 1 PCU	Bus / med goods >3.5T 2 PCUs	Large goods >7.5T 3 PCUs	M/Cs 0.5 PCU	P/Cs 0.3 PCU
07:45	0	0							
07:50	0	0							
07:55	0	0							
08:00	0	0							
08:05	0	0							
08:10	0	0							
08:15	0	0							
08:20	0	0							
08:25	0	0							
08:30	0	0							
08:35	0	0							
08:40	0	0							
08:45	0	0							
08:50	0	0							
08:55	0	0							
09:00	0	0							
09:05	0	0							
09:10	0	0							
TOTALS	0	0							

PV² Calculation

V x V x P = 0 = PV2 of 0.00
 x Adjustment factor of 1 = PV2 of 0.00

Site not justified as less than 15 primary school aged children crossed in busiest 30 minute period

SCP site survey continued (p.2/2)

SCHOOL CROSSING PATROL SURVEY ADJUSTMENT FACTORS			
1	Single carriageway width in excess of 10m		+2
2	Single carriageway width between 7.5 & 10m		+1
3	Footpath width less than 2m		+1
4	Down gradient steeper than 12.5% (1 in 8)		+2
5	Down gradient less than 12.5% but greater than 5% (1 in 20)		+1
6	85%ile Speed¹	Visibility (metres)^{2, 3}	
(a)	Travelling between 30 and 40 mph	Less than 50m	+3 **
(b)	" " "	Between 50 – 75m	+2
(c)	" " "	Between 75 – 100m	+1
(d)	Travelling between 40 and 50 mph	Less than 60m	+3 **
(e)	" " " " "	Between 60 – 100m	+2
(f)	" " " " "	Between 100 – 150m	+1
7	No street lighting		+3
8	Visibility obstructed within 100m of site by signs, street furniture, trees etc.		+1
9	Site complicated by road markings ie turning lanes etc within 50m		+1
10	If the Site is on a major road and is within 20 metres of a road junction.....		+2
11	If the Site is on a minor road and is within 20 metres of a road junction.....		+1
12	Pedestrian accidents on weekdays between 0800 and 1730 within 50m of site		+1 ***
13	Where pedestrian flows are light, the vehicle flows are heavy and the criteria are not satisfied, then at 800 passenger-carrying units per hour (two way, or one way on dual carriageway) it is recommended to add a further +1 factor.....		+1
14	Average Age Range		
(a)	Primary (up to 11 years).....		+5
(b)	Secondary (12+ years).....		+1
TOTAL FACTORS			0

1 Of at least 100 vehicles during patrol period: factor = (85%ile speed – 30)/3 Example: (36–30)/3 = Factor +2.

** NB: less than stopping distances in adverse weather

*** One point per pedestrian injured per year on a 3 year average, rounded down.

Number of factors	Multiplier	Number of factors	Multiplier
1	1.1	8	2.144
2	1.21	9	2.358
3	1.331	10	2.594
4	1.464	11	2.853
5	1.61	12	3.139
6	1.772	13	3.453
7	1.949	14	3.798

Notes:

- Sites having fewer than 15 primary school aged children crossing the road in the busiest 30-minute period should not be considered for establishing an SCP.
- It is recommended that SCP sites are not established on roads with speed limits greater than 40 mph.
- Record the numbers of children who cross the road at (for existing staffed sites) or within 50 metres of the site (for unstaffed or new sites).
- Identify the busiest consecutive 30-minute period (note that vehicles form the most significant part of the equation).

Appendix B

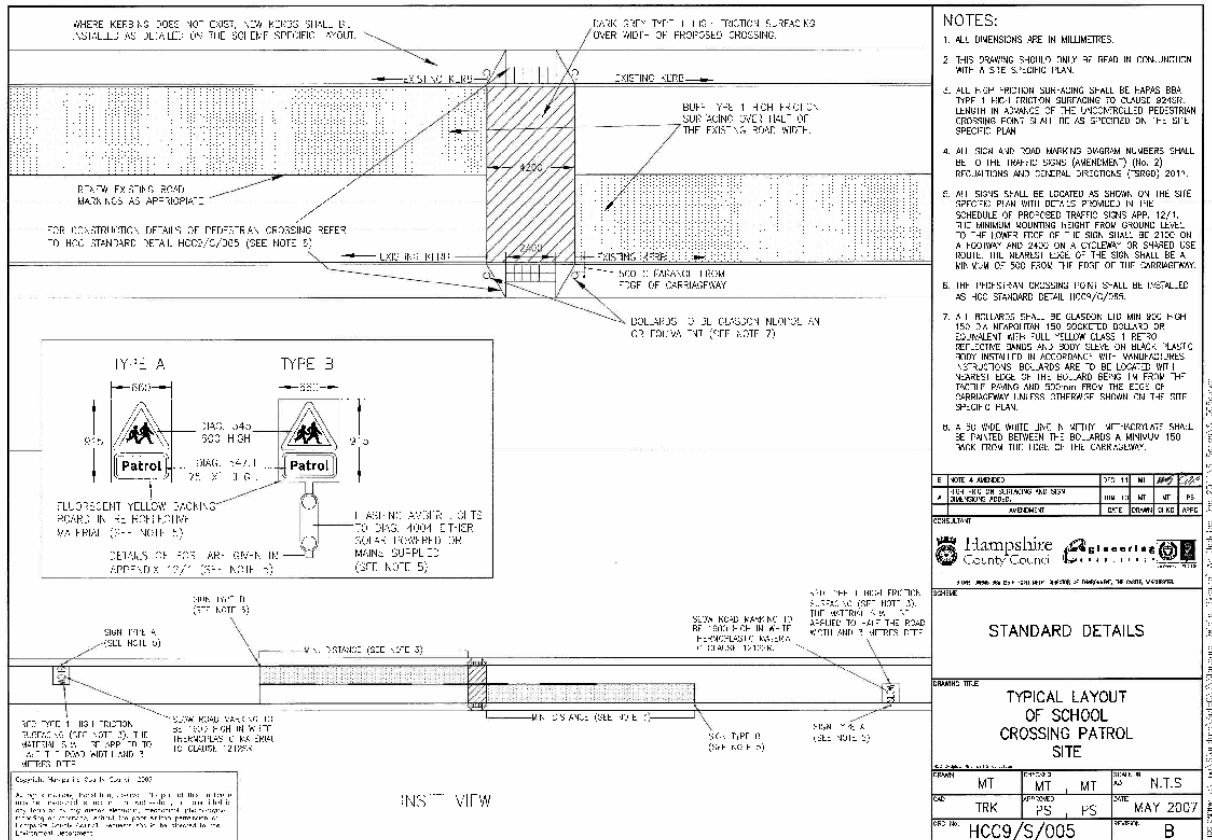
Overview for Managing SCP Vacancies

Should a SCP site be vacant for over 12 months a new site survey will be carried out to determine the PV². If the site remains vacant for a continuous period of 18 months i.e. no suitable applicants are recruited, the site will be surveyed again and if the position is not filled during the following 6 months, the site will be considered for some low cost enhancements, where possible, and the relevant school offered free Road Safety education programmes.

Site becomes vacant	Survey outcome – Non-justified	Survey outcome – Justified	0-6 months	7-12 months	12 months	13-18 months	18 months	19-24 months	24 months
Survey to establish if site meets criteria i.e non-justified or justified (PV ²)	Inform relevant County Cllr., Head Teacher and Chair of Govs at relevant school site to be decommissioned	Initiate recruitment process	Actively recruit	Actively recruit	Resurvey (follow outcome steps for non-justified or justified)	Actively recruit	Resurvey (follow outcome steps for non-justified or justified)	Actively recruit	If still vacant, site will benefit from low cost enhancements where possible and pupils benefit from free Road Safety education programmes.

Appendix C

SCP Typical Site Details



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HAMPSHIRE COUNTY COUNCIL

Report

Committee:	Economy, Transport and Environment Select Committee
Date:	29 October 2018
Title:	Cycling Strategy Update
Report From:	Director of Economy, Transport and Environment

Contact name: Graham Wright

Tel: 01962 845148

Email: graham.wright@hants.gov.uk

1. Purpose of Report

- 1.1 The purpose of this report is to provide an update on the progress of the Hampshire County Council Cycling Strategy, adopted in September 2015, at the request of the Economy, Transport, and Environment Select Committee.

2. Contextual Information

- 2.1 The Cycling Strategy was developed in tandem with Hampshire County Council's Walking Strategy adopted in January 2016. Links to both strategies can be found here:
<https://www.hants.gov.uk/transport/strategies/transportstrategies>
- 2.2 Taking a high level approach, both strategies were adopted in order to provide a clear statement on Hampshire County Council's overall aspirations to support walking and cycling in the short, medium and longer term, covering the period up to 2025.
- 2.3 The aims of the Cycling Strategy are:
- to provide a means to prioritise available funding for cycling to the best value for money investments;
 - to provide a strategic framework to support the planning and development of cycling measures with local partners, including District Councils; and
 - to support the County Council in attracting new investment from funding partners for cycling and other associated sustainable transport measures.
- 2.4 It was recognised that both strategies support many aspects of the Hampshire County Council Strategic Plan and were created to complement and support a range of cross-cutting policy areas. This approach takes into account a range of corporate priorities such as the *Hampshire Local Transport Plan (2011-2031)* (in which encouraging active and sustainable

travel is a key theme), the *Healthy Weight Strategy*, and the *Countryside Access Plan 2015-2025*.

- 2.5 The approach of the cycle strategy itself was divided up into key themes in order to reflect the services provided by the County Council, in relation to cycling. Progress on each is detailed in section 3 below.

3. Monitoring of the Strategies (2015-2018)

Progress to Date

- 3.1 Keeping Hampshire's roads safe and well maintained is a priority for the County Council. Road Safety improvement is achieved by directing the County Council's resources towards those locations where there is evidence accidents are occurring and the introduction of traffic and safety measures are most likely to reduce these. Having well maintained roads and footways is especially important to cyclists who are especially vulnerable to highway defects, such as potholes, carriageway edge erosion and loose drainage gully and services metal work.
- 3.2 The County Council's approach to scheme design makes provision for multi modal improvements and takes opportunities, where possible, to secure improvements for cycling (and walking) within highway schemes. Just as the Walking and Cycling Strategies work in tandem, transport schemes take a holistic approach, in order to incorporate the needs of all highway users.
- 3.3 Since the Cycling and Walking Strategies were adopted, the following examples of schemes that include walking and cycling provision are as follows (links provided where available):
- Newgate Lane south scheme in Fareham (completed April 2018) - <https://www.hants.gov.uk/transport/transportchemes/newgatelanesouth>. This has enabled the repurposing of the original Newgate Lane carriageway as a low trafficked, residential access, incorporating a link for cyclists between shared path facilities on Newgate Lane (north) and the BRT corridor to similar facilities to the south at Peel Common, Broom Way and Rowner Road;
 - The proposed 'Green Loop and Green Grid' within the Whitehill and Bordon Healthy New Town project <http://whitehillbordon.com/transport/> aims to provide a comprehensive network of walking and cycling connections between the existing and new town development and a range of schools, sports and recreational facilities and natural green spaces, Successful bids were submitted (2018) to the EM3 Local Enterprise Partnership (LEP), in support of East Hampshire District Council;
 - The County Council has secured funding from the Department for Transport 'Safer Roads Fund' (June 2018) to develop a scheme aimed at addressing cycle casualties (amongst other objectives) at the roundabout junction of Castle Street/A27, Portchester. This will also improve cycle access to the town centre and to the nearby railway station;

- The County Council is currently working with developers to provide a new cycle facility at Norris Hill that will assist in linking Fleet to Farnborough;
- Full funding has now been secured for the Stubbington Bypass <https://www.hants.gov.uk/transport/transportchemes/stubbingtonbypass> (September 2018) which will have full cycle-lane provision on both sides and will also improve connectivity to the existing cycle network and local destinations;
- Proposed improvements to the A30/Brighton Hill Road junction aim to improve safety and provide people with more opportunities to walk and cycle with measures identified by a trained Non Motorised User (NMU) Assessor <http://documents.hants.gov.uk/consultation/2018-08-29A30SWCorridorBrightonHillconsultationDisplayBoards.pdf>; and
- The County Council is also working in collaboration with Highways England to secure provision for non-motorised users in its proposals for the M3, Junction 9 at Winnall, Winchester. This has been a significant barrier to access for pedestrians and cyclists between the City of Winchester and South Downs National Park. <https://highwaysengland.co.uk/projects/m3-junction-9-improvements/>.

3.4 It is worth noting that these are just some examples of activity across the county since the cycle strategy has been adopted by the County Council.

Hampshire County Council Cross Departmental Working Group

3.5 Monitoring of the strategy is being achieved through the measuring and review of a number of data sources to assess progress within the county (links to this data included within section 3). As many of the themes and key actions of the Cycling Strategy bore strong relationships to those of the Walking Strategy, the County Council has set up a cross-departmental implementation group for both strategies. This group consists of officers from Economy, Transport, and Environment (Transport Policy and Delivery), CCBS (Rights of Way), Public Health, The Active Travel Team and also Energise Me (a charity that works in partnership with the County Council).

3.6 As well as monitoring key actions against the strategies, the cross departmental working group provides an opportunity to share any relevant updates on walking and cycling across different departments within the county, and to highlight examples of best practice in order to move the strategies forward and help identify any new active travel opportunities.

Local Cycling and Walking Infrastructure Plans

3.7 Since the adoption of Hampshire's Walking and Cycling Strategies the Department for Transport (DfT) has published its own *Cycling and Walking Investment Strategy* in April 2017. This sets out its vision to make walking and cycling a normal part of everyday life.

- 3.8 Local Cycling and Walking Infrastructure Plans (LCWIPs), as set out in the Government's Strategy, are a new approach to identifying cycling and walking improvements required at the local level. The County Council recognises that a successful approach to funding walking and cycling can be achieved at a more local level, giving more scope to local bodies in their investments towards local infrastructure.
- 3.9 LCWIPs enable a long-term approach to developing local cycling and walking networks, ideally over a 10 year period, and form a vital part of the Government's strategy to increase the number of trips made on foot or by cycle.
- 3.10 Last October, Hampshire County Council successfully bid to the Department for Transport for technical support to help produce an LCWIP. This technical support was in the form of 20 days consultancy, which is currently providing in-house training for the tools and processes required to determine a successful LCWIP.
- 3.11 Currently, the County Council is using the LCWIP process to focus on Gosport and Fareham to identify potential walking and cycling measures that could assist in addressing the identified NO₂ air quality issues in Fareham that have been the subject of a Ministerial Direction served on Fareham Borough Council. This is intended to encourage modal shift to cycling through improved investment in the existing local cycle network. It is envisaged that the LCWIP process will provide a robust, prioritised programme of infrastructure improvements for future investment, not just for cycling and walking at a local level.
- 3.12 While the preparation of LCWIPs is non-mandatory, local authorities who have LCWIPs will be well placed to make the case for future investment towards walking and cycling measures. Through the recent DfT LCWIP support, the County Council will be able to support the district councils in developing walking and cycling investment plans and seeking future investment opportunities.

National Highways and Transport Surveys

- 3.13 As part of monitoring progress on current cycle infrastructure and facilities within Hampshire, publically available survey data collated by the *National Highways and Transport* (NHT) is reviewed. This data details the satisfaction of Hampshire residents with the provision, location and condition of cycle routes and facilities. From the limited data available, via the NHT surveys, since 2015, there appears to be a positive trend towards cycle safety satisfaction and with cycle safety satisfaction amongst children cycling to school, from Hampshire residents. This is combined with a positive increase in Hampshire residents undertaking the recommended level of exercise. However there has been a slight reduction in satisfaction surrounding the location and condition of cycle routes within the county, which in turn supports the need to focus on well maintained roads and footways.

Cycle accident and count data

- 3.14 Specialist County Council staff regularly analyse injury accident data to identify collision hotspots or routes where potential safety measures are considered against the evidence to determine what interventions may need to be introduced.
- 3.15 Hampshire County Council undertakes comprehensive analysis of all accident data and produces detailed statistics of sites, routes and areas. This information is used to identify locations where treatable accident trends and patterns exist, which can be addressed through casualty reduction measures. As part of this process, Hampshire County Council pays particular attention to collisions involving all vulnerable road users including pedal cyclists and pedestrians.
- 3.16 The Hampshire County Council Traffic and Safety team also delivers specially developed road safety education and training programmes designed to help improve road skills, particularly for high risk groups including children, young adults, cyclists and older drivers (details of which are contained below under 'Cycle Promotion and Training'). The County continues to work closely with schools, colleges and our partner organisations including Hampshire Constabulary and Hampshire Fire and Rescue to coordinate activities and help reduce casualties.
- 3.17 A number of permanent cycle counters are active across the county, that aim to capture traffic data, including cycle movements, on some of the county's major routes. This data is useful not only to gain a picture of where cycling is most popular but also informing evidence baselines towards producing robust business cases, that secure capital funding towards highway schemes, which contain elements of active travel infrastructure. In addition to this, Hampshire County Council benefits from an 'in-house' data team that can be utilised to undertake both manual and automated traffic counts across Hampshire as and when required.

Active Lives Survey

- 3.18 As part of the County Council's [Physical Activity Strategy](#), the County Council's Public Health team works with Travel Planners and Transport teams to develop and implement policies, systems and interventions which increase daily active travel (walking, cycling). Within the monitoring indicators of progress, from the cycle strategy, the *Active Lives Survey* (formerly *Active People Survey*) is used as an indicator on the proportion of Hampshire residents undertaking the recommended level of exercise. The Active Lives survey, along with other Public Health data (such as obesity rates), are used to direct interventions to those areas of highest need, including inactivity and where greatest health gains are likely to be achieved. Currently, in conjunction with this data, the Public Health team is focusing physical activity interventions on the areas of Rushmoor, Havant, Gosport and other smaller areas within Andover. On the most recent data on cycle activity collated 19.2% of Hampshire residents cycle at least twice, within a 28 day period, making the county 2nd amongst the six highest ranking counties surveyed.

Cycle Promotion and Training

- 3.19 *Bikeability* training is cycle training for school children (years 5 – 9) within Hampshire, provided through the *Hampshire Schools Cycle Partnership* (HSCP). The current grant allocation for *Bikeability* funding is from 2016 – 2020 and the County Council is consistently successful in attracting the full grant funding available, with the full allocation of training taken up by schools. Since 2016 there have been, on average, 8,500 spaces a year available to schools, throughout Hampshire.
- 3.20 *Energise Me*, through its women-only led ‘*Breeze*’ and ‘*Get Back on Your Bike*’ initiatives, has trained 24 cycle leaders to help deliver 20 bike confidence training sessions and 301 led cycle rides across the county. This has resulted in just over 1,500 women benefitting from these initiatives within Hampshire since 2016. Examples of these initiatives can be found here <https://www.energiseme.org/news/confidence-building-back-bike-sessions-hsbc-uk-breeze/>.
- 3.21 Hampshire County Council works in partnership with the Department for Transport funded ‘My Journey’ brand - <https://myjourneyhampshire.com/>. The County Council’s Active Travel Planning Team promotes the ‘My Journey’ brand within Hampshire schools and at various cycling events as part of its promotion of active travel across the county.
- 3.22 The County Council also supports the *Modeshift STARS* scheme <https://myjourneyhampshire.com/primary-schools/modeshift-stars> which recognises schools that have demonstrated excellence in supporting cycling, walking, and other forms of sustainable travel.
- 3.23 The County Council Public Health team continues to provide funding support to the school *Bike It!* schemes in Gosport, Havant and Eastleigh. Public Health is currently piloting a ‘*Community*’ *Bike It!* Scheme in Gosport aimed at increasing cycling in the community, building on the work with schools - <http://gomerjuniorschool.co.uk/bike-it/>.
- 3.24 Hampshire County Council actively reviews developer Travel Plans to ensure that the promotion of cycling and walking measures are included as part of new housing developments across the county. This is a well respected and ongoing process that will actively challenge developers to incorporate active travel facilities.
- 3.25 Whitehill & Bordon (March 2016) was selected as one of 10 NHS England *Healthy New Town* demonstrator sites across the country <http://whitehillbordon.com/healthy/>. This has seen the development of cycle led rides in Whitehill and Bordon as well as Scooter/Balance bike projects aimed at local schools and communities.

4. Funding and Future Work

- 4.1. One of the main funding sources available to the County Council, other than developer contributions, is from Local Enterprise Partnerships (LEPs). The EM3 LEP in particular has a ‘sustainable transport pot’ through which the County Council has identified a funding stream for successful bids.

- 4.2. The County Council has been very successful in winning infrastructure grant funding in recent years, that has supported delivery of walking and cycling measures as illustrated in section 3 above. Both the walking and cycling strategies will continue to assist in supporting winning bids.
- 4.3. It is worth noting, however, that the County Council does operate in a very complex landscape when assembling funding for transport schemes. This challenging and competitive environment has proved that both walking and cycling strategies are vital in assisting the County Council to continue seeking and attracting revenue and capital resources for active travel modes.
- 4.4 The County Council continues to work in partnership with local districts and authorities across the county in their development of local transport strategies, which include significant elements towards active travel modes. These areas include Winchester, Basingstoke and the Waterside area (Totton to Fawley).
- 4.5 Also of note is the current bid to the DfT's 2018/19 *Transforming Cities Fund*, which would see the County Council working collaboratively with Southampton City Council in the use of some of this potential funding allocation to deliver some shared cross boundary off road cycle routes, namely: the southern section of Hut Hill and improvements to the existing route westwards towards Totton Town Centre/rail station, and Waterside towards Marchwood.
- 4.6 The cross-departmental working group will continue to implement and monitor both strategies in order to address any issues, in particular where key aims from the strategies are not being met.
- 4.7 In developing highways schemes, Hampshire County Council favours a holistic approach, giving consideration to all road users and, where achievable, measures are provided to cater for active travel modes of transport.
- 4.8 It is essential to understand that the Cycling Strategy is not a 'stand alone' document but sits in partnership with the Walking Strategy, and relates to the work of multiple departments across the County Council in the drive to support, promote and implement active and sustainable travel modes across Hampshire.

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

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

Impact assessments are undertaken in advance of any formal executive decision. Information about those impact assessments, including equalities and impact on crime and disorder and on climate change, will be set out in the appendices to the relevant decision making reports. This report is an update to the Select Committee and is not proposing any change or decision, therefore impact assessments have not been undertaken in relation to this specific paper.

2. Impact on Crime and Disorder:

2.1. Impact assessments are undertaken in advance of any formal executive decision. Information about those impact assessments, including equalities and impact on crime and disorder and on climate change, will be set out in the appendices to the relevant decision making reports. This report is an update to the Select Committee and is not proposing any change or

decision, therefore impact assessments have not been undertaken in relation to this specific paper.

3. Impact on 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?

Impact assessments are undertaken in advance of any formal executive decision. Information about those impact assessments, including equalities and impact on crime and disorder and on climate change, will be set out in the appendices to the relevant decision making reports. This report is an update to the Select Committee and is not proposing any change or decision, therefore impact assessments have not been undertaken in relation to this specific paper.

HAMPSHIRE COUNTY COUNCIL

Report

Committee:	Economy, Transport and Environment Select Committee
Date:	29 October 2018
Title:	Work Programme
Report From:	Director of Transformation & Governance – Corporate Services

Contact name: Marie Mannveille, Scrutiny Officer

Tel: 01962 845018

Email: marie.mannveille@hants.gov.uk

1. Summary

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

2. Recommendation

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

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

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

Section 100 D - Local Government Act 1972 - background documents

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

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None

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 - 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

Topic	Issue	Reason for inclusion	Status and Outcomes	29 October 2018	15 January 2019	23 April 2019	Summer 2019
Overview/Pre-Scrutiny - <i>To maintain an overview of the Environment and Transportation in Hampshire agenda, and to consider proposed scrutiny topics for inclusion in the work programme.</i>							
Pre-scrutiny	ETE Dept Capital and Revenue budgets	Pre scrutiny of department budget prior to Executive Member sign-off	Select Committee's pre-scrutinise the budget proposals annually in January.		✓		
Overview	Air Pollution/Air Quality	Request Cllr Kyrle June 2017	Item received at November 2017 meeting. Update in 6 months requested. Specific item heard April 2018, further update on wider issues due April 2019			✓	
Overview	Managing a Declining Highway Asset	Requested by Cllr Hughes June 2017	To receive an overview of the position via a workshop scheduled for 15 December 2017.				
Overview	Government 25 Year Environment Plan	Sets policy direction for protection of the environment	Item on the Plan received April 2018. Further detail on particular aspects may be considered in future. Annual update on progress against the Plan requested.			✓ ?	

Topic	Issue	Reason for inclusion	Status and Outcomes	29 October 2018	15 January 2019	23 April 2019	Summer 2019
Overview	Fly Tipping	Request by Cllr Bennison June 2017	Update on Fly Tipping, following strategy agreed in March 2017. Update received at June 2018 meeting. To retain for further update, timing tbc				
Pre Scrutiny	ETE Dept T19 Savings proposals	To consider impact on service provision.	Consultation undertaken summer 2018. To pre scrutinise decisions arising Oct 2018	✓			
Scrutiny - to scrutinise, in-depth, priority areas agreed by the Committee, and supported by Policy and Resources Select Committee							
	No Task & Finish groups active at this time						
Real-time Scrutiny - to scrutinise light-touch items agreed by the Committee, through working groups or items at formal meetings.							
Item at meeting	Waste - Recycling rates and future infrastructure requirements	Request by Cllr Kyrle June 2017, following Director of ETE identifying this as an area for consideration in this administration.	Waste Strategy to Executive Member November 2017 to Select Committee for pre-scrutiny. Workshop held 16 March 2018. Update due Jan 2019.		✓		

Topic	Issue	Reason for inclusion	Status and Outcomes	29 October 2018	15 January 2019	23 April 2019	Summer 2019
Item at meeting	Policy to enable community funded traffic management measures	Request by Cllr Mellor June 2017	To review the impact of the current policy position. Timing tbc				
Item at meeting	Review of Cycling Strategy (Strategy approved in 2016)	Progress update requested by Cllr Tod June 2017		✓			
Monitoring Scrutiny Outcomes - to examine responses to the Committee's reports or comments and check on subsequent progress.							
Response to Recommendations	Road Safety	Referred from Policy and Resources Select Committee June 2017 due to performance against measure of deaths and serious injuries on Hampshire roads in 2016/17.	Terms of reference and membership of task and finish group agreed September 2017. Recommendations agreed at April 2018 meeting. Monitoring of response to recommendations tbc.		✓ ?		

Suggestions to be added when timely:

- Review of Walking Strategy brought in in 2016 (request by Cllr Tod June 2017)
- Impact of Brexit on the Hampshire Economy (request by Cllr Kyrle June 2017)