

## NOTICE OF MEETING

<b>Meeting</b>	Executive Member for Environment and Transport Decision Day
<b>Date and Time</b>	Monday, 29th October, 2018 at 2.00 pm
<b>Place</b>	Chute Room - HCC
<b>Enquiries to</b>	members.services@hants.gov.uk

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

## FILMING AND BROADCAST NOTIFICATION

This meeting 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

### KEY DECISIONS

**1. STREET LIGHTING T19 SAVINGS** (Pages 5 - 16)

To consider a report of the Director of Economy, Transport and Environment seeking approval, following a public consultation, to implement a part-night lighting policy for street lights owned and operated by the County Council across Hampshire. Commencing with street lights on residential roads, it is proposed to switch street lights off for part of the night where assessed safe to do so.

**2. PASSENGER TRANSPORT REVIEW 2018** (Pages 17 - 68)

To consider a report of the Director of Economy, Transport and Environment regarding the findings of the recent public consultation on delivering savings from supported public transport and recommending proposals for cost savings to ensure an effective supported public transport service from April 2019 within the reduced budget available.

**3. HWRC CROSS BORDER CHARGING UPDATE** (Pages 69 - 78)

To consider a report of the Director of Economy, Transport and Environment providing an update on progress with the issue of cross border usage of Household Waste Recycling Centres and outlining options and potential impacts.

**4. T19 MODERNISATION OF THE ON-STREET PARKING SERVICE**  
(Pages 79 - 88)

To consider a report of the Director of Economy, Transport and Environment regarding 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 more consistently and on a full cost recovery basis across Hampshire.

**5. CONSOLIDATION AND REVIEW OF SCHOOL CROSSING PATROL POLICY** (Pages 89 - 110)

To consider a report of the Director of Economy, Transport and Environment introducing a formal process for offering a School Crossing Patrol as a sold service through a service level agreement with schools, the purpose of which is to allow schools and community groups to fund a School Crossing Patrol where the assessment criteria for a Hampshire County Council funded service is not met. The report also recommends taking the opportunity to consolidate current operating procedures and National guidance into a single policy document.

**6. GENERATION 4 FRAMEWORKS: CONTRACT STRATEGY** (Pages 111 - 118)

To consider a report of the Director of Economy, Transport and Environment regarding starting the process of procurement and engagement for the next generation of works frameworks and outlining resilience concerning failure of suppliers in delivery of its capital and revenue programmes.

**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](mailto:members.services@hants.gov.uk) for assistance.**

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

## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Environment and Transport
<b>Date:</b>	29 October 2018
<b>Title:</b>	Street Lighting T19 Savings
<b>Report From:</b>	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**

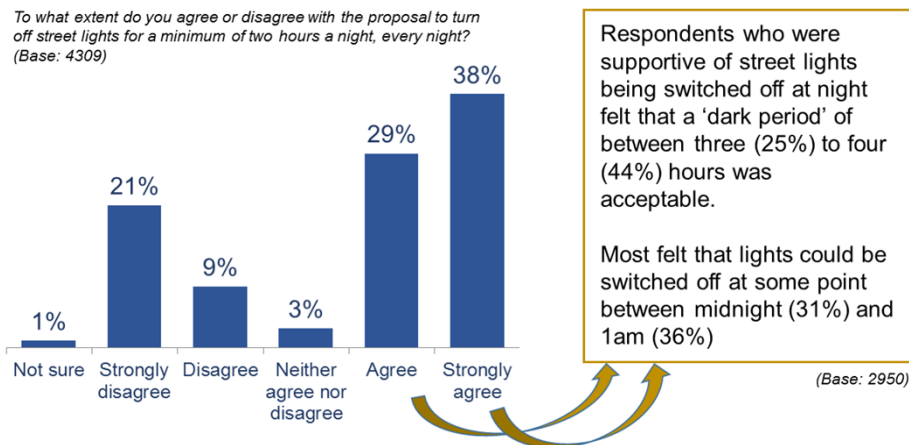
- 5.1. Introducing part-night lighting is expected to deliver savings of £230,000 in energy costs. This represents an 8.1% saving on the County Council's street lighting energy budget, which is approximately £2.8million.
- 5.2. A reduction in carbon dioxide (CO<sub>2</sub>) output by 720 tonnes per annum will contribute to the Council's objective to reduce its CO<sub>2</sub> 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.

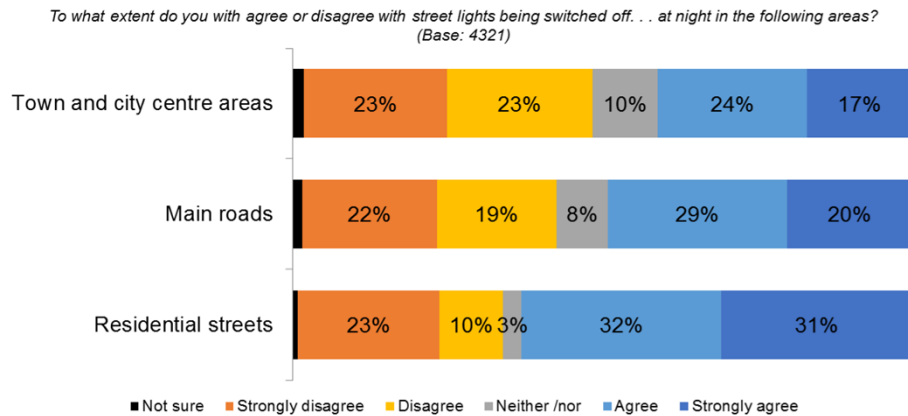
6.3. Respondents were asked “to what extent do you agree or disagree with the proposal to turn off street lights for a minimum of two hours a night, every night?” 67% of respondents either agreed (29%) or strongly agreed (38%), 30% either disagreed (9%) or strongly disagreed (21%). See Appendix 1 question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

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

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

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

<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?

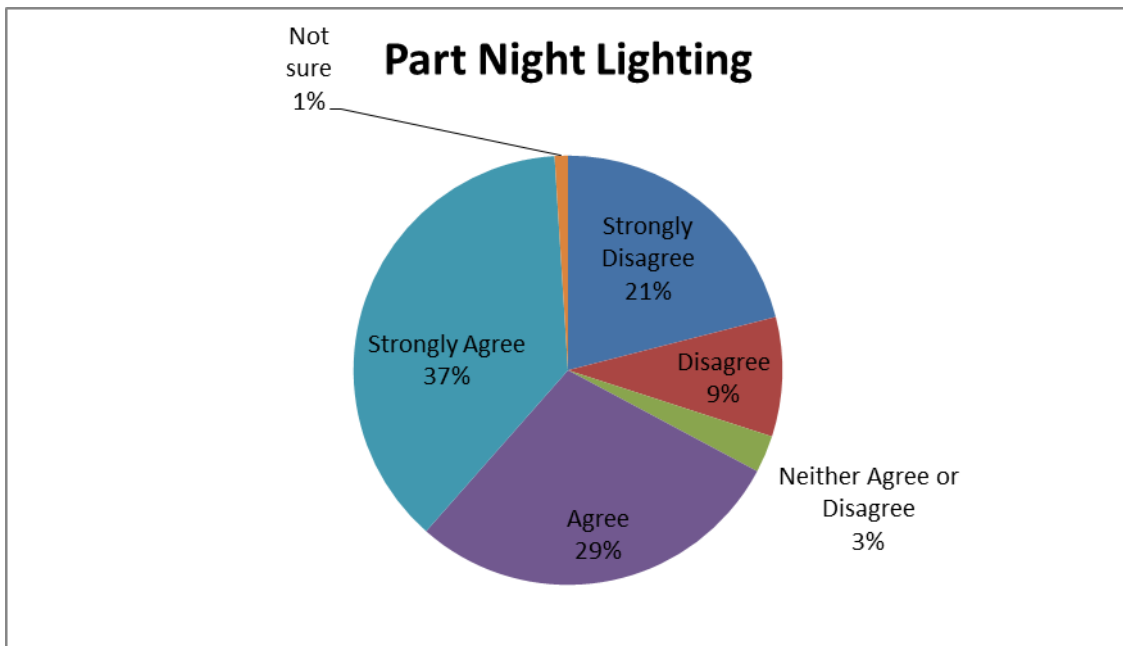
Street lighting generates approximately 8,885 tonnes of CO<sub>2</sub> annually. These proposals are expected to reduce output by 720 tonnes per annum.

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

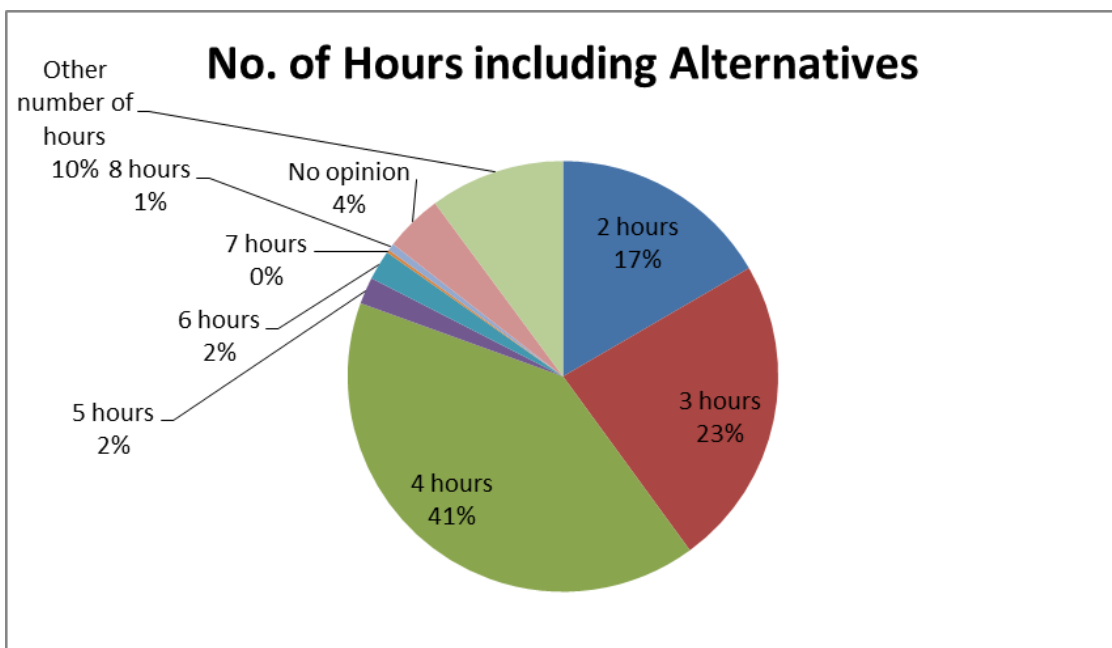
Reducing CO<sub>2</sub> emissions is a key measure in helping to mitigate the effects of climate change. Since 2010 the Council has reduced its CO<sub>2</sub> emissions from 26,383 to 8,885 tonnes (66%).

Public Consultation Responses

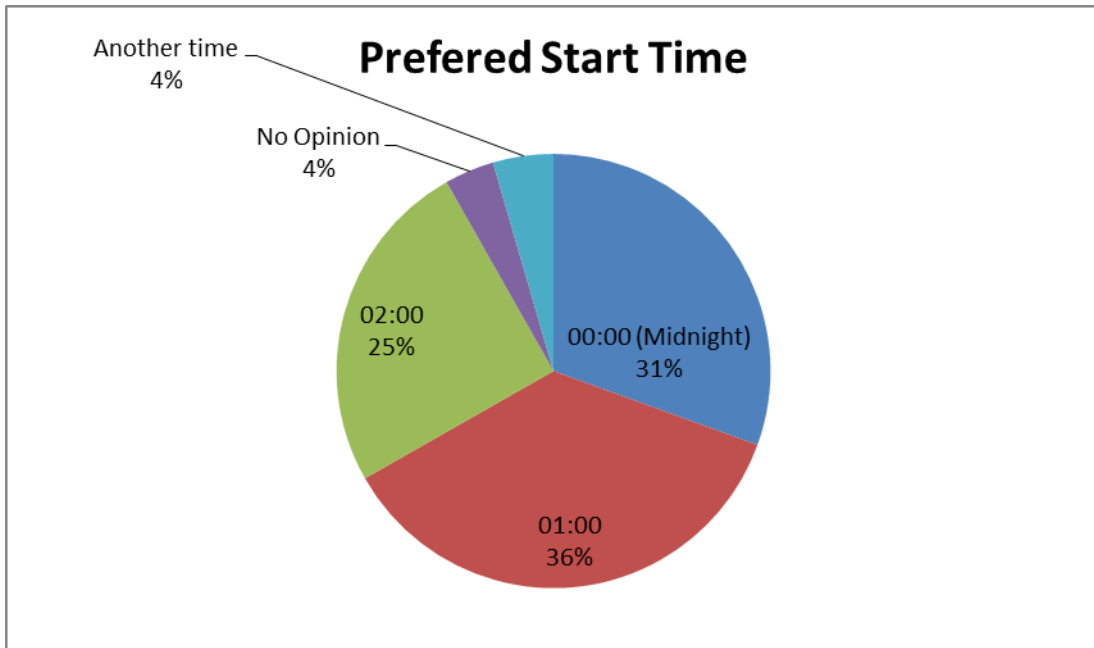
Question 1: To what extent do you agree or disagree with the proposal to turn off street lights for a minimum of two hours a night, every night?



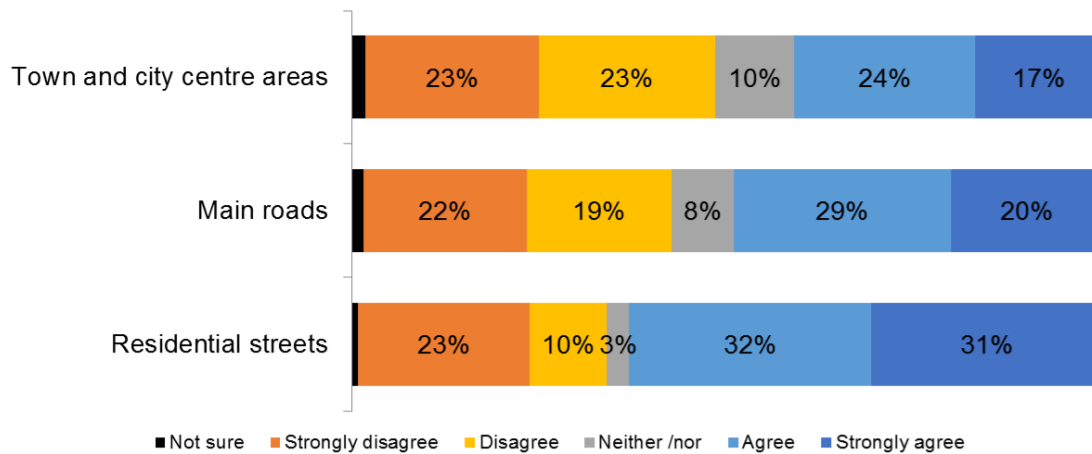
Question 2: For how many hours would you prefer street lights to be switched off during the night?



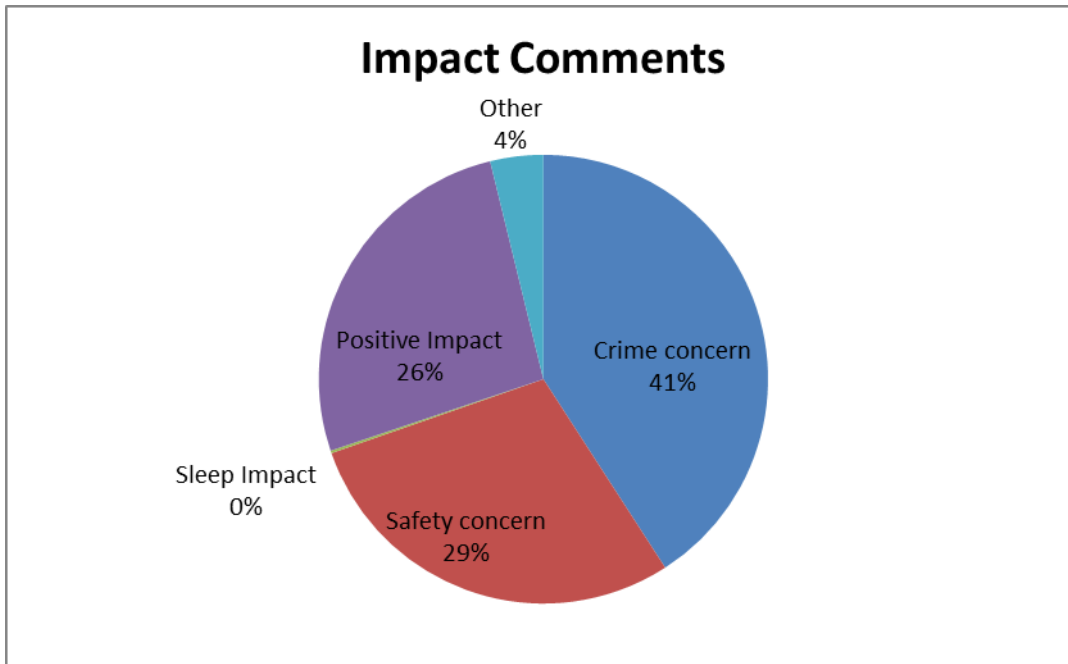
Question 3: What is your preferred switch off time?



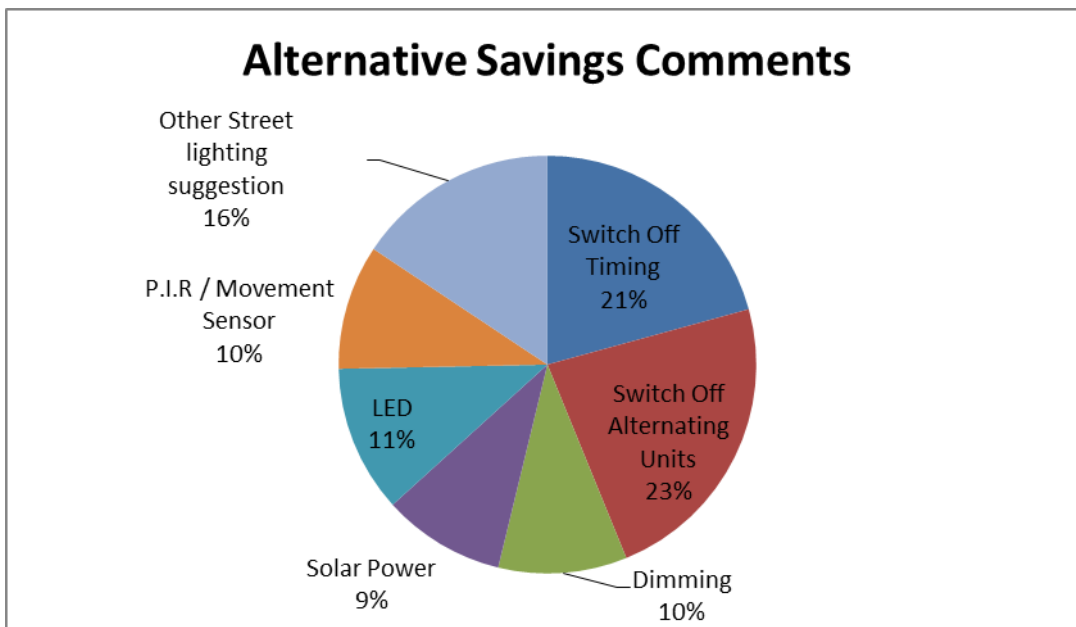
Question 4: To what extent do you with agree or disagree with street lights being switched off for a minimum of two hours per night in the following areas in the county?



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.



This page is intentionally left blank

## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Environment and Transport
<b>Date:</b>	29 October 2018
<b>Title:</b>	Passenger Transport Review 2018
<b>Report From:</b>	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
<b>Total</b>	<b>£1,100,000</b>

## **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**

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

**Other Significant Links**

<b>Links to previous Member decisions:</b>	
<u>Title</u>	<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
<b>Direct links to specific legislation or Government Directives</b>	
<u>Title</u>	<u>Date</u>

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

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

Document

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.

This page is intentionally left blank



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

Service	Route	Annual Cost to Hampshire County Council	Revised Contract cost	Savings	Comments
<b>Aldershot, Farnborough and Fleet Area Services</b>					
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
<b>Andover Area Services</b>					
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
<b>Basingstoke Area Services</b>					
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
-----	--------------------------	---------	---------	---------	---

Service	Route	Annual Cost to Hampshire County Council	Revised Contract cost	Savings	Comments
<b>Eastleigh Area Services</b>					
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
<b>East Hampshire Services</b>					
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
<b>Fareham and Gosport Services</b>					
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
<b>Havant Services</b>					
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
<b>New Forest Area Services</b>					
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
<b>Romsey Area Services</b>					
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
<b>Winchester Area Services</b>					
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



This page is intentionally left blank



## **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

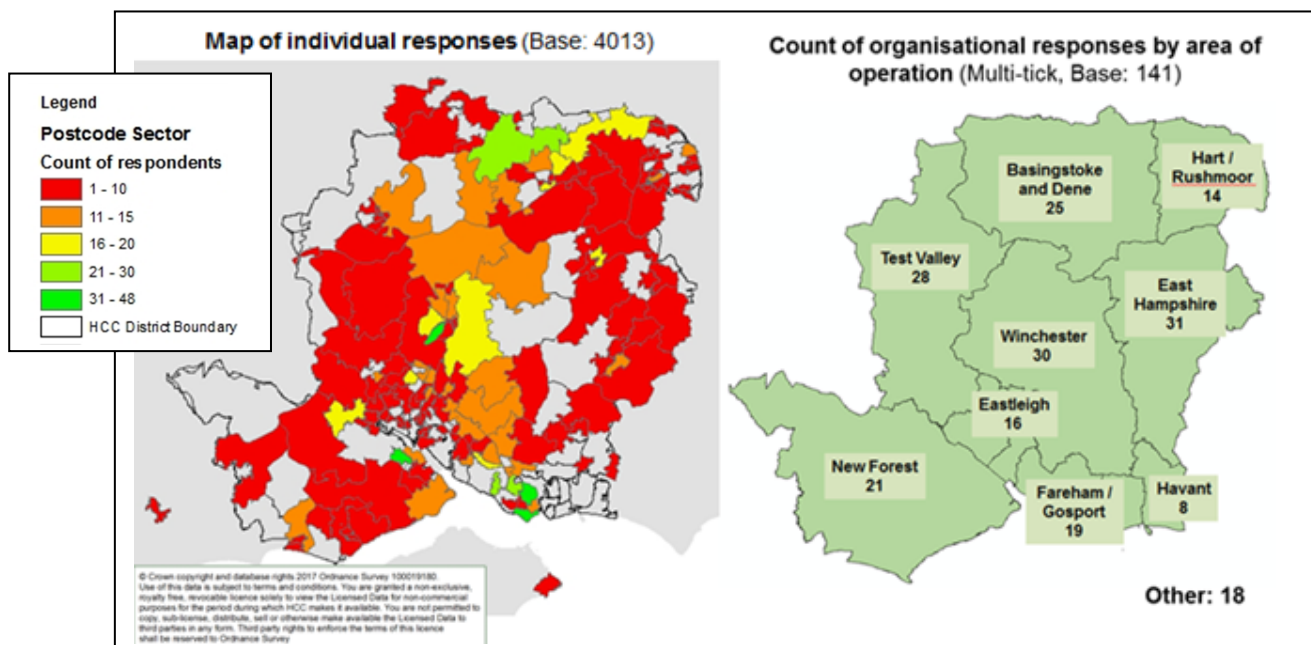
- East Hampshire District Council
- The University of Winchester
- Yelabus Association
- Hythe Pier Heritage Association
- Tadley Town Council
- Nether Wallop Parish Council
- Development Manager at Homestead House Romsey
- SPECTRUM Centre for Independent Living CIC
- Perins school
- Abbey Cars Romsey 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%
-------	----

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%
----	-----

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
<b>Total</b>	<b>£1,100,000</b>

This page is intentionally left blank

## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Environment and Transport
<b>Date:</b>	29 October 2018
<b>Title:</b>	Household Waste Recycling Centres Cross Border Charging and Permit System Update
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Sam Horne

**Tel:** 01962 832268

**Email:** sam.horne@hants.gov.uk

#### 1. Recommendations

- 1.1. That the Executive Member for Environment and Transport approves the introduction of an electronic residents' permit system to manage the cross border usage of Hampshire Household Waste Recycling Centres (HWRCs).
- 1.2. That a charge is levied, from January 2020 onwards, on non Hampshire residents of £5 per visit as a contribution towards the costs associated with the material they bring in.
- 1.3. That a detailed communications plan is developed, focused on the sites close to the Hampshire border, to encourage Hampshire residents to sign up for a permit.
- 1.4. That the transitional arrangements with West Berkshire are maintained until the new cross border system is implemented.
- 1.5. That an administration fee of £15 is levied for the provision of a waste permit for vans and trailers, taking effect from the 1 April 2019. In addition that the time period for which permits are valid will be reduced to be 12 months.

#### 2. Executive Summary

- 2.1. The purpose of this paper is to outline both the options and the proposed solution for managing cross border usage of the HWRC service in Hampshire. It also sets out the proposed charge for waste permits for vans and trailers at the HWRCs.
- 2.2. It sets out the rationale for and financial implications of introducing a charge for residents from outside of the County to access the Hampshire sites.
- 2.3. The report considers the transitional arrangements in place with West Berkshire Council and proposes a short term continuation of those arrangements while a permanent solution is delivered.

### **3. Contextual information**

- 3.1. At the Executive Member for Environment and Transport Decision Day in October 2016, approval was given to enter into a transitional solution to enable Hampshire residents to retain a level of access to West Berkshire's HWRC at Newtown Road whilst longer term solutions were considered.
- 3.2. A Hampshire resident permit was issued to Hampshire residents who lived more than 10 miles from a Hampshire HWRC and closer to the Newtown Road site in West Berkshire.
- 3.3. Just over 5,000 permits have been issued, using information provided by Basingstoke and Deane Borough Council, enabling all of those residents free access to the Newtown Road site to recycle and dispose of their waste. This costs the County Council £160,000 per annum.
- 3.4. Work has been on going with all neighbouring waste disposal authorities to try to establish a consistent approach to cross border usage but it has become clear that this is not possible.

### **4. Proposed Cross Border System**

- 4.1. Two broad options were considered for the cross border system, a manual one and a digital one with each evaluated for its cost, management and effectiveness.
- 4.2. The manual option involves making it a requirement that all site users bring with them a suitable piece of identification to prove that they are a Hampshire resident. In most cases this is a council tax bill or drivers licence. This option has been implemented by a number of other authorities, most recently Wiltshire in early 2018<sup>1</sup>.
- 4.3. Whilst the manual system appears very low cost in terms of roll out there are some costs that have to be met such as:
  - Communications to residents of the new requirement;
  - Cost of HWRC site staff checking documents of every site user; and
  - Cost of managing and responding to complaints.
- 4.4. There are currently about 4 million visits to Hampshire's sites each year, which is an average of over 400 visits per day per site. Even if it is assumed that documents will be ready to be viewed it is likely that this process will slow down the throughput at the site and lead to increased queuing. This would be particularly true at peak times.
- 4.5. Alternatively, a physical permit or sticker could be issued to all Hampshire addresses so that these can be presented when entering the HWRC. There is, however, a significant cost in producing and distributing these to almost 800,000 households, as well as the ongoing cost of replacing damaged and lost permits.

---

<sup>1</sup> <http://www.wiltshire.gov.uk/household-recycling-centres-id-faq>

- 4.6 The digital option involves all Hampshire residents registering for an e-permit that would be used to identify those non Hampshire residents using the sites and focus on them rather than on checking everyone who enters the sites.
- 4.7 As part of the HWRC management contract that commenced in April 2016, a new Automatic Number Plate Recognition (ANPR) system was introduced by the contractor to enable effective management of trade waste abuse at the site but also to monitor site usage and visitor numbers. Whilst the sites now offer a service for small and medium sized businesses to dispose of their waste, there is still a need to monitor illegal trade waste, and this system is a key part of that deterrent.
- 4.8 The proposal is to place a link on the County Council's waste webpage that will take residents to a web form to register as a Hampshire resident. They will be required to enter their name, address, phone number and email address and up to three vehicle registrations. Assuming a valid Hampshire address is entered, an e-permit record will be created and this will populate a database that is shared with the ANPR system.
- 4.9 The only data that will be shared are the actual vehicle registrations. When a vehicle comes into an HWRC that isn't on the list it will be flagged to site staff who can then approach the customer and manage it from there. This means that once registered Hampshire residents will be able to freely enter the sites without any delays or further checks being required.
- 4.10 There are set up costs in terms of the webpages and online forms, but these will be one off. Beyond this, there is only minimal maintenance cost associated with the webpages.
- 4.11 Registration for a permit should take a maximum of two minutes and assuming the address is valid the information will be uploaded to the ANPR system very quickly enabling access. It is intended to make the transfer almost instantaneous, but more work is required before this is confirmed.
- 4.12 Whilst sign up will be primarily a 'self service' activity we will make provision for those residents that are not able to access the internet to support in signing up for the permit.
- 4.13 Having considered all factors associated with the manual and digital solutions it was determined that the flexibility, reduced impact on Hampshire residents, minimal administration, and low delivery cost of the digital solution is the preferred approach.

## **5 Financial Considerations**

- 5.1 In reviewing how to manage cross border usage there are two broad options in terms of the restriction that is applied: one, to ban all those not resident within the local authority area; or two, to levy a charge to offset the costs incurred in dealing with the waste deposited.
- 5.2 It is recognised that sometimes facilities located in another authority's area can be more convenient to access than those within their own local authority's area. However, whilst there is a need for this service provision it

does not come without a cost, which should not be borne solely by Hampshire tax payers.

- 5.3 In considering the charge that should be levied, a number of factors need to be considered. As it is not possible to be certain of what material will be brought in or practical to weigh or assess material as it comes in, a flat fee per visit is the logical answer. It is proposed that it be £5 per visit. It should be noted that charges for non domestic waste at the site will be in addition to the flat rate charged for access if out of county users wish to dispose of these waste types.
- 5.4 The fee has been developed using the cost of both delivering the service and dealing with the waste that is being presented. Clearly, this is an estimate based on the uncertainty of the amounts that will actually arise.
- 5.5 This figure is in line with charges made by other authorities, although there are authorities that do charge more such as: Greenwich Council, who levy a charge of £10 per visit to residents from outside of the Borough wishing to use the HWRC.<sup>2</sup>
- 5.6 The charge is meant to act as an incentive for those non-Hampshire residents accessing Hampshire's HWRCs to maximise the use of each trip to the sites rather than making multiple journeys to sites with small amounts of material. It is hoped that it might also incentivise users to consider other disposal options such as home composting and furniture donation and reuse.
- 5.7 The charge has been set to reflect a reasonable level of cost recovery whilst at the same time seeking to encourage the behaviours outlined in 5.6.

## **6 West Berkshire Arrangements**

- 6.1 The County Council has transitional arrangements in place with West Berkshire Council to provide free access to its site at Newtown Road to Hampshire residents.
- 6.2 A permit was issued to Hampshire residents who lived more than 10 miles from a Hampshire HWRC and closer to the Newtown Road site in West Berkshire.
- 6.3 Just over 5,000 permits were issued, using information provided by Basingstoke and Deane Borough Council, enabling all of those residents free access to the Newtown Road site to recycle and dispose of their waste.
- 6.4 Discussions are on going with West Berkshire Council with regards to long term options on cross border usage, but as these are not complete there is a need to extend these arrangements until the new cross border system is fully implemented at a cost up to around £14,000 per month (£170,000 per annum).

---

2

[https://www.royalgreenwich.gov.uk/info/200171/recycling\\_and\\_rubbish/285/reuse\\_and\\_recycling\\_centre](https://www.royalgreenwich.gov.uk/info/200171/recycling_and_rubbish/285/reuse_and_recycling_centre)

## **7 Consultation and Equalities**

- 7.1 Having completed an equalities impact assessment it has been determined that there is one area where there is a low impact on people with protected characteristics as a result of this proposal. The text from the assessment is set out below:

### Poverty – Low Impact

Levying a charge on both non Hampshire users and for waste van and trailers permits would have an impact however the service can still be accessed for free in a non commercial vehicle and so there is adequate access to the service without any charge.

With regards to non Hampshire users the HWRCs within their own local authority areas are accessible for free albeit that the distance to travel may be greater.

## **8 Waste Permits for vans and trailers**

- 8.1 The County Council operates a waste permit system for vans and large trailers as part of the controls in place at the HWRCs to prevent trade waste abuse at the sites.
- 8.2 Any resident wishing to use a commercial type vehicle (van, pick-up, or light goods vehicle) or trailer over 1.8m in length needs to apply for a permit to gain access to the HWRCs. The permit allows the user to visit the site up to 12 times per permit. A permit remains valid for a maximum of 3 years. All other site and waste acceptance rules apply.
- 8.3 Since the permit scheme was introduced in 2008 on average 16,000 – 20,000 permits have been issued each year, with just over 13,200 issued by 1 January 2018. This requires resources to undertake the validation, production, distribution and ongoing management of the system and comes at a considerable cost.
- 8.4 The costs associated with the staff delivering this service and the other costs of printing and distribution equate to just under £15 per permit based on a set number of permits.
- 8.5 Currently these permits are provided free of charge. However, there is a significant cost in the production, distribution and management of the system. The HWRCs are provided for residents to dispose of household waste, and there is a need to ensure that commercial waste is not deposited illegally at the sites.
- 8.6 It is proposed to introduce a flat rate fee of £15 per permit for anyone who wishes to use a commercial type vehicle to dispose of their waste at the

HWRCs. This is comparable with permit charges from other authorities that range from £5 per visit to £49 for 6 visits.<sup>3</sup>

- 8.7 Under the proposed new approach for permits each permit will continue to provide for 12 visits but will only be valid for a 12 month period, effectively one visit per month, with the remaining permit rules in place.
- 8.8 External legal advice has been sought with regards to the legal status of the charges that are proposed and this advice stated that:  

‘The WDA may only charge an administration fee for the implementation of the permit, this may be used to cover the costs of issuing and/or maintaining the permit.’
- 8.9 This is on the basis that the County Council has made provision for residents to access the sites free of charge in their domestic vehicles and that the waste permits are a mechanism to prevent illegal deposit of trade waste to the network, both of which are true in the case of these proposals.
- 8.10 The charge would commence on the 1 April 2019.

---

<sup>3</sup> <https://www.torfaen.gov.uk/en/RubbishAndRecycling/Householdwaste-disposalsites/Van-Permit-Scheme.aspx>  
<https://www.redcar-cleveland.gov.uk/resident/bins-waste-and-recycling/waste-sites/Pages/Vehicle-Permits.aspx>



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

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

OR

**This proposal does not link to the Strategic Plan but, nevertheless, requires a decision because:**

It supports the delivery of service efficiencies in order to meet the County Councils transformation targets.

**Other Significant Links**

<b>Links to previous Member decisions:</b>	
<u>Title</u>	<u>Date</u>
Cross Border Household Waste Recycling Centre Access – 7801	12 October 2016
Progress report on Household Waste Recycling Centre Cross Border Charging	14 November 2017
<b>Direct links to specific legislation or Government Directives</b>	
<u>Title</u>	<u>Date</u>

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

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

<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:**

An equalities impact assessment has been completed and no disproportionate impacts have been identified for people with protected characteristics. The proposals will introduce a robust system to manage cross border usage of Hampshire's HWRCs and will secure a contribution to the cost associated with material from outside of Hampshire, thus helping to sustain the service to the benefit off all Hampshire residents.

### **2. Impact on Crime and Disorder:**

- 2.1 It is recognised that there is significant focus at present on fly tipping and possible links to changes in service provision at Household Waste Recycling Centres.
- 2.2 All of the data and anecdotal evidence shows that there is no relationship between the two, and indeed the tonnage of fly tipped material in Hampshire is on a downward trend overall.

2.3 Hampshire County Council has developed and is leading on a fly tipping strategy and action plan to combat fly tipping across the County.<sup>4</sup>

**3. Climate Change:**

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

It is not anticipated that there will be an impact on the County Council's carbon footprint or 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?

The HWRC service has been the subject of a review that considered the impact of climate change and potential mitigation and this will be reviewed as part of the next service review.

---

<sup>4</sup> <http://documents.hants.gov.uk/waste-prevention/fly-tipping-strategy.pdf>

This page is intentionally left blank

## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Environment and Transport
<b>Date:</b>	29 October 2018
<b>Title:</b>	T19 Modernisation of the On-Street Parking Service
<b>Report From:</b>	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 1<sup>st</sup> 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 1<sup>st</sup> January 2018.
- (vii) Districts that have established on-street chargeable parking as of 1<sup>st</sup> 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**

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

**Other Significant Links**

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

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

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

<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

### Decision Report

<b>Decision Maker:</b>	Executive Member for Environment and Transport
<b>Date:</b>	29 October 2018
<b>Title:</b>	Consolidation and Review of School Crossing Patrol Policy
<b>Report From:</b>	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**

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

**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
3. Decommissioning of Sites
4. Externally funded sites
5. Implementation of criteria
6. Site records

## 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 PV<sup>2</sup> 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 PV<sup>2</sup> 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)

 <b>Hampshire</b> 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							
<b>TOTALS</b>	0	0							

PV<sup>2</sup> 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	<b>85%ile Speed<sup>1</sup></b>	<b>Visibility (metres)<sup>2, 3</sup></b>	
(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
<b>TOTAL FACTORS</b>			<b>0</b>

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

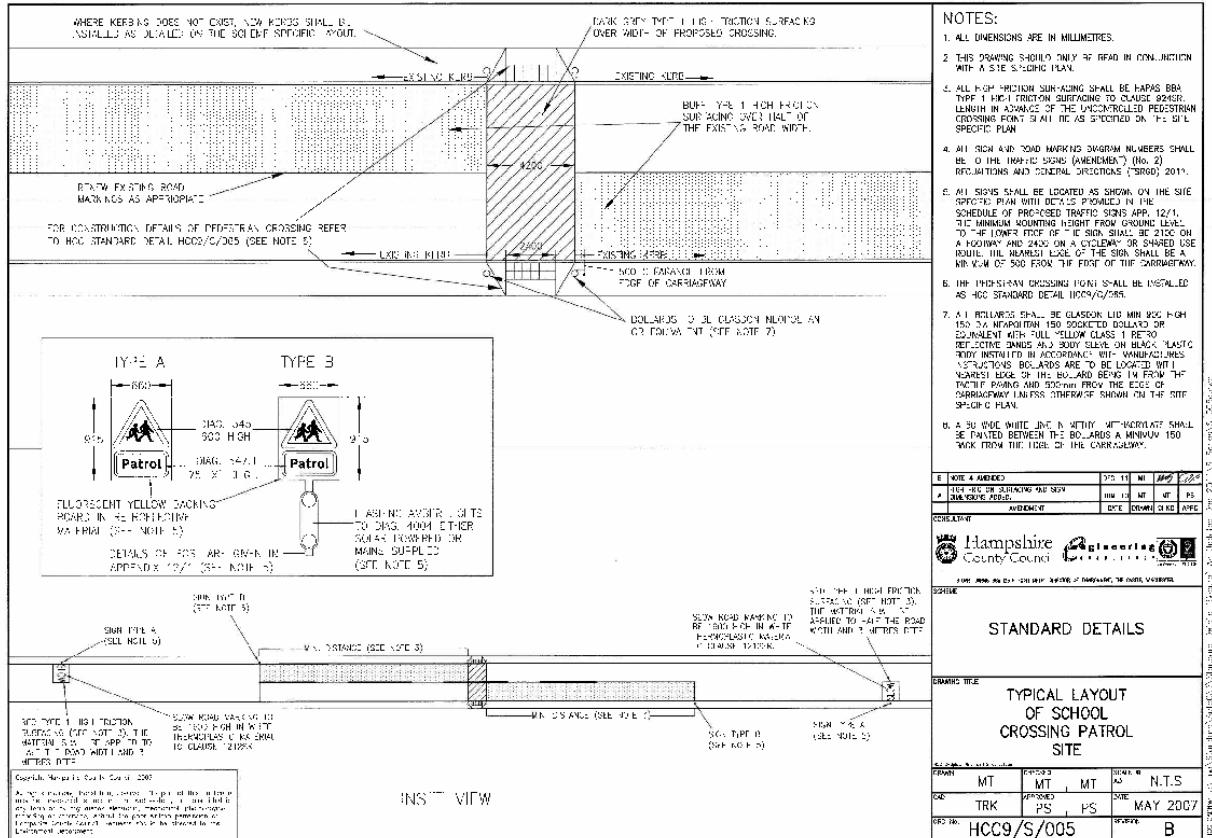
**Overview** for Managing SCP Vacancies

Should a SCP site be vacant for over 12 months a new site survey will be carried out to determine the PV<sup>2</sup>. 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 <sup>2</sup> )	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



This page is intentionally left blank

## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Environment and Transport
<b>Date:</b>	29 October 2018
<b>Title:</b>	Infrastructure Delivery: Strategic Direction and Development of Generation 4 Construction Frameworks
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Keith Gale

**Tel:** 01962 847271

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

#### 1. Recommendations

- 1.1. That approval be given to procure three framework arrangements to deliver the County Council's civil engineering, highways, transport and ancillary infrastructure projects for a period of up to four years duration commencing in April 2020.
- 1.2. That access be given to other appropriate public bodies in return for a contribution as reasonable toward running and set up costs, and that authority is given to enter into the necessary access arrangement agreements to facilitate this in consultation with the Head of Legal Services.
- 1.3. That selection of suppliers will be a combination of price and quality as set out in the tender evaluation section of the tender documents.
- 1.4. That performance management systems be included within the mini-competition selection process to ensure high standards of contract performance are encouraged and maintained.
- 1.5. That the Director of Economy, Transport and Environment be given delegated authority to agree minor variations to the items approved, in consultation with the Executive Member for Environment and Transport.

#### 2 Executive Summary

- 2.1 The purpose of this paper is to register the County Council's resilience in relation to the failure of construction suppliers in delivery of its capital and revenue programmes, and to begin the process of procurement and engagement for the next generation of works frameworks into Generation 4 (Gen4).
- 2.2 This paper seeks to:
  - examine the recent construction supplier failures and record the steps taken by the County Council to complete projects effectively and efficiently;
  - discuss the current nature of the construction industry and ensure alignment is made for future engagement;

- record the lessons learnt which will be implemented within the next generation of contracts and frameworks;
- set out the proposed approach for the market testing and contractual arrangements with the next generation; and
- outline the agile nature of such arrangements.

### 3 Contextual information

- 3.1 The County Council has a very long history of procurement and engagement of construction services in delivery of its duties to maintain and improve transport infrastructure in a safe and efficient manner. In addition, the Council encourages economic growth to the region through infrastructure improvements in conjunction with other partners. Within the ETE Department, delivery of infrastructure, such as highways and transportation projects, has been undertaken through engagement of external contractors following a competitive tendering procurement exercise. Such exercises are conducted in accordance with prescriptive legislation contained in the Public Contracts Regulations 2015 and the Council’s Standing Orders.
- 3.2 Current arrangements for the engagement of suppliers are through three frameworks (known as Gen 3-1, Gen 3-2 and Gen 3-3) which commenced in Spring 2016 and will expire in Spring 2020. Market engagement, production of tenders, tender assessment, award and mobilisation is anticipated to take around 18 months duration. The size and scope of the existing Gen3 frameworks are:

Framework	Scope	Suppliers
<i>Gen 3-1</i>	Minor highways improvement works up to an individual project value of £450,000	8 small and medium sized civil engineering contracting companies
<i>Gen 3-2, two lots by geographical area</i>	Major or complex civil engineering works between a value of £50,000 and £10M	10 medium sized civil engineering contracting companies
<i>Gen 3-3</i>	Major or complex civil engineering works between a value of £8M and £25M	3 large national/international engineering companies

Due to many public authorities increased capital programmes it is suggested following a market testing exercise that values for individual projects, particularly for Gen 3-3, are substantially increased to reflect current investment in infrastructure.

- 3.3 Although all frameworks incorporate similar conditions of contract and specifications, there are technical differences which reflect projects undertaken within each, and the way such projects are priced. The access arrangements for each framework are also slightly different. Gen 3-1 is designed for small projects within the geographical area of Hampshire and is therefore restricted to Council use and those of its District agents only. Gen 3-2 and Gen 3-3 are

both available for use by other participating public bodies in return for a moderate access fee.

- 3.4 The Gen 3 frameworks are estimated to deliver around 300 projects with an overall value of approximately £175million upon completion. The significant majority of these will be in accordance with key performance indicators of safety, quality, time and budget parameters.

#### **4 Risks within the supply chain**

- 4.1 Construction is one of the largest sectors of the UK economy. It contributes around £100 billion to the UK economy (or 9.0%) in value added and represents around 280,000 businesses covering some 2.93 million jobs, equivalent to about 10% of total UK employment. One particular feature of the construction industry is the myriad of small sized suppliers and the variation of skilled resources required to produce a single project or service operation. This is exemplified by the fact that in 2010 the average size for a construction company was 10.71 employees – emphasising the fragmented nature of the supply chain.
- 4.2 The volatility of construction and contracting is also evident with the number of insolvencies experienced by the industry. During 2016 around 2,500 construction companies filed for insolvency, making this sector the second highest in terms of company failure.
- 4.3 The County Council has not been immune to such failures. During the currency of the Gen3 frameworks, three framework companies went into administration or receivership, one of which was widely publicised within the national media. Apart from the significant consequences to those employed either directly or through the supply chain, the demise of a supplier reduces the Council's resources and creates delays and costs attributable due to returning back to 'normal service'.
- 4.4 Fortunately the contractual mechanisms and financial arrangements set within each of the frameworks allowed engagement of other resources without compromising safety and delivery of projects affected by the insolvent suppliers. In each case, officers engaged with Official Receivers to minimise impact and complete projects.
- 4.5 The Gen3 mechanisms operated as intended but there are proposals in this paper that seek to strengthen the supply chain further.

#### **5 Benefits of framework engagement**

- 5.1 The Council has operated a framework method of procurement for more than a decade with the Economy, Transport and Environment Department initiating civil engineering frameworks since 2008. The use of frameworks is now widespread with the Department adopting a multi-supplier version. This has produced tangible benefits to delivery of the Council's infrastructure projects in that:
- Suppliers placed on a framework do not require further procedures for selection other than bidding for a project;

- Standard terms, conditions and specifications are incorporated into the framework which reduces the need for bespoke documentation;
- Following setting up a framework, individual work packages for projects can be tendered with reduced timescales;
- Additional requirements such as key performance indicators can be used to ensure performance is maintained throughout the framework duration;
- The current Gen3 framework includes forums which allow Client representatives and suppliers to discuss technical issues for future improvement; and
- There are no minimum financial commitments to suppliers for works to be ordered through the frameworks.

## **6 Dis-benefits of framework engagement**

- 6.1 A public sector framework arrangement must comply with current regulations and this can restrict operational considerations. These are:
- New suppliers cannot be added to a framework once it has commenced, so suppliers that either fail or withdraw from a framework cannot be substituted with another;
  - Frameworks are generally restricted to four years duration (although individual projects awarded during this time can exceed this timescale); and
  - The scope and extent of a framework arrangement cannot be significantly changed following publication of a OJEU Contract Notice.

## **7 Overall balance of considerations**

- 7.1 On balance, operation of a framework has provided the County Council with access to a range of suppliers which has delivered a substantial number of projects effectively and efficiently. Although resources are needed to compile, tender, assess and operate frameworks, once in place the individual works packages can be produced and tendered to shortened timescales enabling prompt commencement of works
- 7.2 The frameworks incorporate critical success factor performance indicators which ensure supplier performance is maintained throughout the framework. This has aided with consistent delivery of projects throughout the capital programme.
- 7.3 Allowing access to other public bodies has allowed costs of initiation, operation, and management of the frameworks to be shared, making the procurement choice cost effective. The interest and growth of infrastructure from public bodies has meant that constraints of Gen3 have limited inclusion of some projects.
- 7.4 Provided the scope is enlarged to contain most project variables, and the number of suppliers increased to account for predicted workload, then dis-benefits of using a framework can be reduced.



## 8 Market Engagement, and Contract Strategy

- 8.1 The Gen3 frameworks were widely publicised throughout the South East region and generally well received. Many of the local suppliers are aware that the frameworks will end in Spring 2020 and will be looking to the Council's announcement with its next procurement strategy. In addition, those authorities that have used the current frameworks will be examining their capital programmes for future engagement. It is therefore proposed that a market testing exercise is conducted to gauge reaction to the future framework proposals by contacting other public bodies and arranging a market testing invitation day for suppliers and users.
- 8.2 Following the market testing exercise, and estimation of future capital requirements conducted after discussions with other public bodies, the scope value and extent of each framework will be determined for OJEU publication through a series of Contract Notices.
- 8.3 It is proposed that contractual arrangements are updated to the latest industry standards (*New Engineering Contract Version 4*) but retain existing payment safeguards which have served the Authority well to date. One essential element of all of the contracts within the current frameworks are that works are paid **in arrears** – that is, after the works or services have been provided – and this will continue to apply.
- 8.4 A number of innovative contractual mechanisms will be introduced to strengthen the supply chain further and manage potential risks of supplier failure. These are:
- *Project Bank Accounts (PBA)*: for the largest value projects to ensure finances are contained within a project;
  - *Performance Bonds*: where appropriate to ensure performance with specific projects; and
  - *Collateral Warranties*: allowing 'step in' rights with key suppliers and subcontractors in case of main contractor failure with large value projects.

## 9 Finance

- 9.1 The costs of setting up frameworks and engagement of suppliers is similar to those required through normal operation of the Council's business with its desire for a capital programme. Costs of production of works packages and tendering for individual projects are included within the Project Appraisals for those particular projects.
- 9.2 Access to the frameworks by other public bodies is offered in return for a moderate fee. The intention, subject to volume, is that setting up and managing the Gen4 construction frameworks will be cost neutral.

## 10 Conclusions

- 10.1 The previous frameworks have served the Council well in terms of efficient delivery for projects. During the four year period of Gen3, the sector has experienced supplier failure and company changes. The proposals outlined in this report recommend strengthening elements of the frameworks model to provide resilient resources for the Council's future infrastructure capital and revenue requirements.

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

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

**Other Significant Links**

<b>Links to previous Member decisions:</b>	
<u>Title</u> Procurement Approval: generation 3 Civil Engineering and Infrastructure Works frameworks 2016-2020	<u>Date</u> 9 July 2015
<b>Direct links to specific legislation or Government Directives</b>	
<u>Title</u> HM Government Industrial Strategy: government and industry in partnership Construction 2025	<u>Date</u> July 2013

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

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

DocumentLocation

None

## **IMPACT ASSESSMENTS:**

### **1. Equality Duty**

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

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

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

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

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

It is considered that this decision will have a neutral impact on groups with protected characteristics because all contract documentation and contractual arrangements with suppliers will incorporate the Council's equalities policies, procedures and standards. It will be a requirement that suppliers comply with these at all times in the execution of their works and services.

Specific call offs leading to Project Appraisals will result in their own equalities impact assessments.

### **2 Impact on Crime and Disorder:**

2.1 Projects will be constructed using the current guidelines and national standards for infrastructure development.

### **3 Climate Change:**

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

Engagement of local contractors and suppliers, where possible, will limit the amount of movement of materials and people. The contracts will encourage

sustainable sources of materials whilst workmanship standards will include longevity requirements.

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

Inclusion of resilient materials and current best practice construction methods will aid to ensure projects are more durable and longer lasting.