

# **HAMPSHIRE COUNTY COUNCIL TRANSFORMATION 2019 REPORTS**

## **Policy Summary Note - February 2018**

Hampshire County Council formally decided its T19 programme at its Council meeting on 2<sup>nd</sup> November 2017.

As a result, the County are looking to save £140m over the next three years. In a wide ranging programme of changes, some £19m of savings and proposals are identified as falling within the Economy, Transport and Environment area. These proposals are set out in this summary document which lists:

- The nature and extent of the proposal
- The potential impact of each proposal
- A summary of actions or discussions since the County fixed its programme.

## Rushmoor Borough Council T19 Negotiations

### Transport and Environment Proposed Savings

Ref	Description of HCC Proposal by HCC	Impact of Proposal as described by County	Actions/Summary of RBC discussions to date	Lead Officer
	<b>Economy, Transport and Environment</b>			
E5	<p><b>Highways Winter Maintenance</b> Review and rationalisation of the Council's salting network and associated operational activities.</p>	<p>This opportunity will optimise the use of the available assets and technology to reduce the cost of providing the service. There may be an impact on Hampshire residents from a planned review of the salted network. There may be an impact on Highways staff as new ways of service delivery might be required.</p>	<p>RBC understands that HCC will reduce gritting on the more minor roads. No full details available at this time although no savings are projected by HCC until 2019/20 earliest, so discussions can continue during the next year around the practicalities.</p> <p>The Council's maintenance team will continue to grit RBC facilities such as Council offices, car parks, crematorium, leisure facilities etc.</p>	Peter Amies
E6	<p><b>Street Lighting</b> To achieve revenue savings by reducing the energy requirements for street lighting, and through the implementation of operational efficiencies.</p>	<p>Dimming street lights reduces the level of illumination making streets darker for motorists and pedestrians. Road signs and markings are retroreflective and will appear bright in vehicle lights, reducing the impact of dimmer street lights. It is possible to vary the dimming by time of</p>	<p>Initial conversations indicate that there may be some lights turned off in the early morning in some areas (2am to 5am). No firm confirmation as yet.</p>	Peter Amies

		<p>day and location to provide brighter lighting when required for site specific reasons. Switching off street lights altogether would have the greatest impact, but would likely be limited to the middle of the night (e.g.1am to 4am) and not applied everywhere (e.g. not town centres). Large parts of the road network have no street lighting.</p>		
<b>E7</b>	<p><b>School Crossing Patrols</b> To make this service cost neutral by securing alternative sources of funding, and/or making service reductions.</p>	<p>The optimum outcome of an alternative funding model would see no impact on service users. However, this option would impact upon school or community budgets, though the contribution requested for a single patrol would be relatively small. The Council would still manage the service. Other options would see a reduction in the number of school crossing patrols employed, and a potential impact upon service users in terms of perception of safety for walks to school. This is a discretionary service and therefore changes will not affect</p>	<p>No savings figures in the County's proposals until 2019/20. RBC understand that this topic has already been the subject of significant response and lobbying. HCC reported to the HIOWLA Leaders Group that they were looking for imaginative solutions in this area. More news awaited.</p> <p>Locally it is understood that active petitioning is underway and have been circulated to head teachers.</p>	Peter Amies

		the statutory responsibility of parents or guardians to get their child safely to school.		
<b>E8</b>	<p><b>On-Street Parking and other Parking Charges</b></p> <p>To explore the opportunity to address traffic and safety issues through implementing consistent, county-wide approaches to on-street parking pay and display and other parking controls.</p>	<p>The savings would be achieved by providing a single countywide, standardised approach to civil parking enforcement. This could see an impact upon staff, principally in District Councils who currently deliver the service. There would be a potential impact upon service users as some parking charges might increase and new charges be introduced.</p>	<p>9<sup>th</sup> February notice received from HCC providing 2 year official notice to terminate the Civil Parking Enforcement (on street) Agency Agreement effectively ending the agreement on 31/3/2020. County indicate that they are keen to renegotiate a new agreement that 'better reflects current position'.</p> <p>In discussions, County indicate that they see the current RBC model as one they would like to replicate more widely and have therefore indicated that they would like to develop a further partnership discussion to explore opportunities.</p>	Peter Amies
<b>E9</b>	<p><b>Agency Agreements</b></p> <p>Ending all current transport and traffic agency agreements with the District Councils to be replaced with a new delivery arrangement better reflecting current policy and financial priorities.</p>	<p>Known impacts will be a reduction in the respective Highways Development Planning and Traffic Management Agency budgets, efficiencies in the delivery of the Highways Development Planning Service, and more restricted district activity in Traffic Management, which could see a low impact upon some service users. There is potentially an impact upon mainly District Council staff arising from TUPE,</p>	<p>Comments as in E8 above. However, the development planning aspect of the agency agreement was handed back to County on the 1<sup>st</sup> January 2018 (on the retirement of Jim Pettitt, who had been providing the agency agreement for this element, on a part time basis) and has to date, proved a successful transition.</p>	Peter Amies

		<p>which remains to be quantified. As this opportunity progresses, further adjustments to the delivery of these services may be pursued, the impact of which cannot yet be quantified.</p>		
<b>E11</b>	<p><b>Concessionary Fares</b>  Capitalise upon changes in contract arrangements, national trends, and opportunities to reduce Council investment in service or, subject to changes in the law, to introduce nominal charges to realise efficiencies and savings.</p>	<p>Impact upon service users from these proposals should be minimal as they revolve around making more efficient use of existing budgets to reflect changing user trends. If HCC were, subject to legal changes, introduce a nominal charge, then there would be an impact upon some service users who would be obliged to make a small financial contribution to their journeys.</p>	<p>Awaiting to hear whether County’s representations to Government about this predominantly national scheme, are likely to gain any traction.</p>	<p>Peter Amies</p>
<b>E12</b>	<p><b>Bus Subsidies and Community Transport Service</b>  Stopping the community transport service and withdrawal of all current County Council funded bus subsidies.</p>	<p><i>Community Transport</i> – impact upon community transport users as they might be required to use a wider selection of service providers depending on their needs and circumstances. There is also likely to be an impact upon community service providers, local authorities and voluntary organisations.  <i>Bus subsidy</i> - withdrawal of this subsidy may affect choice and</p>	<p>HCC are seeking efficiencies for the one-year extension of the current Dial-a-Ride contracts, whilst they try and explore with local operators (in Rushmoor’s case the RVS) alternate ways in providing the service more efficiently.</p> <p>RBC is in contact with RVS regarding ongoing developments.</p>	<p>Peter Amies</p>

		frequency of bus services. available to users and possibly affect income for bus operators.		
<b>E13</b>	<b>Waste Disposal Contract</b> To reduce the cost of managing waste across Hampshire.	Impact upon residents largely via communications programme(s) designed to either reduce the amount of waste that is created and/or to increase the amount of waste that is recycled. Additional impact on partners (District Councils and Veolia) for whom various options will be dependent upon changes in their own practices. Hampshire wide co-operation between authorities will be needed to underpin some of the opportunities.	Proposals being developed by HCC and will be considered by a countywide Directors Working Group in the first instance with the potential for a countywide meeting of Leaders and Portfolio Holders in summer 2018. The principles being addressed are the consideration of countywide cost improvements of collection and disposal being incentivised to encourage improvement of recycling, reduction of residual waste and larger ranges of items to be recycled.	James Duggin
<b>E14</b>	<b>Household Waste Recycling Centres (HWRCs) Service Review</b> To achieve a significant reduction against the ongoing cost of managing Hampshire's Waste Recycling Centres network.	Hampshire currently provides more HWRCs than comparable authorities with almost 85% of the population currently within five miles of an HWRC. Closure of up to half of the HWRCs network will result in longer travel distances for some users in order to dispose of their waste. There is also the potential for amended opening hours across the HWRC network, which could either limit or enhance users' ability to access	HCC have indicated only a small element of savings during 2018/19 moving to a full year saving effect from 2019/20. This is an area where again, representations have been made to the government around the potential for charging which HCC believe would protect the full range of recycling centres across the County. In the event of this type of model not being possible, fuller consultation about service changes of site closures would be necessary. This area has already received significant attention from local user bases across the County.	James Duggin

		<p>the service dependant on location.</p> <p>Subject to a change in the law, an introduction of a nominal charge for access to the HWRCs would have an impact upon service users who would be obliged to make a small financial contribution to dispose of their waste. However, this would also eliminate the need for site closures.</p>		
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