

# RUSHMOOR BOROUGH COUNCIL RECORD OF EXECUTIVE DECISION



## Decision taken by individual Cabinet member

*(All sections must be completed (mark "N/A" as applicable))*

### DECISION MAKER *(Name and designation)*

Councillor Gareth Lyon, Leader of the Council

### DECISION AND THE REASON(S) FOR IT

The decision is to respond to Hampshire County Council's consultation on service changes proposals that the County Council has identified as having a significant public impact.

This follows an earlier [public consultation on a range of options](#) that informed the County Council's [new financial strategy and budget measures](#).

The Council is responding to these proposals:

- To withdraw funding for three Adult Social Care grant programmes that assist voluntary, community, and social enterprise organisations in Hampshire
- To withdraw three competitive grant schemes which provide one-off grants to a range of community groups and organisations
- To reduce the amount of grant given to Hampshire Cultural Trust to manage and deliver arts and museums services.
- To reduce planned highways maintenance activities
- To comprehensively review and revise the criteria used to determine which roads should be treated in winter conditions
- To stop funding services that support people who are homeless or at risk of homelessness.
- To provide a sustainable, cost-effective and fit for purpose Household Waste Recycling service within a reduced budget.
- To reduce how much is spent on new library stock, such as books and digital resources, each year.
- To reduce the amount of money spent on passenger transport by withdrawing all remaining funding for community transport services, subsidies for bus routes that are not commercially viable, additional funding to extend the Concessionary Travel Scheme and a review of the potential impact of reductions on the school transport service and social care budgets
- To introduce car parking charges at rural countryside car parks
- To review the School Crossing Patrols (SCP) service
- To reduce the brightness of streetlights further and to extend the periods that streetlights are switched off during the night where it is considered safe and appropriate to do so.

### DATE DECISION TAKEN

26 March 2024

### ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

*(Those examined by officers and generated by consultation, etc)*

The response has been prepared in consultation with the Policy and Project Advisory Board and Cabinet.

The only alternative option would be to not respond to the consultation. However, due to the significance of expected impacts on the council and residents, this is not considered an appropriate option.

**ANY CONFLICTS OF INTERESTS DECLARED**

*(conflict of interests of any executive member who is consulted by the officer which relates to the decision. A note of dispensation should be attached).*

N/A

**Signed** \_\_\_\_\_ **Cllr Gareth Lyon** \_\_\_\_\_  
(Decision maker)

**Designation: Leader of the Council**

Hampshire County Council  
The Castle  
Winchester  
SO23 8UJ

Date: 26 March 2024

## **Rushmoor Borough Council's response to Hampshire County Council's Future Services Consultation**

Dear Cllr Rob Humby,

Rushmoor Borough Council continues to recognise Hampshire County Council's challenge to address its budget deficit and achieve financial sustainability.

The Council welcomes the principles set out in the [Medium Term Financial Strategy Update and Savings Programme to 2025 Revenue Savings Proposals \(MTFS\) Report](#), namely:

- To target resources on the most vulnerable adults and children.
- To provide discretionary preventative services where there is a clear and demonstrable longer-term value for money business case.
- To reduce future demand for social care services through provision of early help for families and support for individuals to maximise their independence.

The Council notes that the same MTFS Report and accompanying [Reserves Strategy](#) shows that the County Council has total reserves of £501 million against a £50 million per year budget deficit. While accepting that some reserves are earmarked for a specific purpose or to manage financial risk, it would take the County Council ten years to fully exhaust its reserves.

This means the County Council has time to lobby government, make investments to increase productivity and efficiency, and invest in preventive services to bring down the cost of statutory services over the long term. It does not need to make budget reductions now that could potentially destabilise and damage confidence in local public services.

Given the MTFS principles and budget situation, the Council believes some proposals included in this consultation are a reasonable response that take advantage of commercial opportunities, secure long-term sustainability of services, or will have a limited impact on vulnerable people.

However, it considers that other proposals could potentially have a disproportionate impact to vulnerable people, will withdraw preventive services that deliver long-term value for money, and/or will increase demand for social care services.

These proposals may not align with the County Council's strategies and policies, particularly Hampshire 2050, Climate Change, and the Local Transport Plan. This

could make it harder for local public services to coordinate activity and work effectively together.

The Council's consultation response is included with this letter. There are several proposals where the Council would like to raise concerns.

### Highways maintenance

The proposal to reduce planned highways maintenance funding may not support the MTFs principle to provide discretionary preventive services that have a value for money business case. This proposal could reverse the recent improvement in the condition of Hampshire's roads.

The Asphalt Industry Alliance states that preventive maintenance [reduces the financial risk of unforeseen major reactive maintenance works and reduces road user compensation claims.](#)

The Government recognises that [fixing potholes to achieve smoother road surfaces encourages active travel.](#) The County Council's [Vision for Hampshire 2050](#), [Climate Change Strategy](#), and [Local Transport Plan](#) all rightly prioritise active travel to create a carbon neutral, inclusive transport network that promotes healthy lives. This proposal, by potentially reversing the recent improvement of the county's roads, may act against the County Council's strategic aims. Instead, the County Council should invest more in planned highways maintenance to reduce the cost of reactive maintenance and encourage active travel.

### Homelessness support services

The proposal to withdraw funding for homelessness support services may not support multiple principles in the MTFs report. This funding provides preventive social care support services that prevents the need for a statutory care needs assessment. The accommodation element of these services is entirely funded through Housing Benefit.

The most vulnerable people in our community rely on these services to help them address trauma, mental health issues, and substance addiction. These problems mean they struggle to stay in more typical temporary accommodation. The homelessness support services help them work towards positive changes in their lives and promote independence. Withdrawing these services could increase demand on statutory social care services and other local public services.

This funding was originally part of the Supporting People programme. A [2009 study](#) showed that a net financial benefit of £3.4bn per year relative to a £1.6bn investment. There may be a value for money business case to keep these services.

In its [Vision for Hampshire 2050](#), the County Council prioritised reducing homelessness. This proposal, by withdrawing support for people who struggle to

main more typical temporary accommodation, could increase homelessness amongst the most vulnerable people. Instead, the County Council should recognise the value of these services and work with the Council to consider an alternative approach.

## Passenger transport

The proposals to withdraw funding for community transport and remove subsidised for local bus routes could result in the closure of these services.

This is contrary to the MTFs principle to target resources on the most vulnerable adults and children. The impact of this proposal could be disproportionately felt by those most vulnerable in the community as they are the least likely to have alternative, private transport options. Census data shows that this is particularly true for Rushmoor where more people suffer from deprivation, fewer people own a car, fewer people work from home, and more people use public transport.

The No.9 bus service serves Voyager Health Clinic (Southwood Medical Centre). Withdrawing community transport to and from the health clinic could present a significant disadvantage to the community, particularly those with physical mobility issues and further worsen health inequalities.

Rushmoor Connect is a popular and well used service with over four hundred registered users per month. These vulnerable people have mobility or sensory impairment issues which make using other public transport difficult.

The County Council's [Vision for Hampshire 2050](#), [Climate Change Strategy](#), and [Local Transport Plan](#) rightly prioritise a carbon neutral, resilient and inclusive transport network that is accessible and affordable for all.

These strategies also recognise the role of public transport in town centre regeneration. The regeneration of Farnborough Town Centre has been designed to rely on low parking levels. The proximity to public transport means it is a highly sustainable location. This could be undermined by the potential loss of the No 9 bus, as the only remaining service which serves the west of the town centre.

This proposal, by removing affordable, inclusive, and sustainable public transport options, may act against the County Council's strategic aims. Instead, the County Council could consider a more comprehensive review of the local transport network. This would allow a more strategic approach, integrating different modes of public transport, keeping accessibility of key locations, and achieving greater financial sustainability.

## Household waste recycling centres

The County Council has a [statutory duty to provide accessible household waste recycling centres](#) (HWRCs). The proposed reduction in the number of HWRCs,



worsened by the uneven distribution of the network could mean that Farnborough will be the only remaining site in north-east Hampshire. The County Council recognises that this could mean the Farnborough site utilisation rises to 154%. The knock-on effect could result in over-utilisation of the Basingstoke site as well. An over-capacity HWRC network is less accessible for residents and may mean the County Council struggles to meet its statutory duty.

In its [Vision for Hampshire 2050](#), the County Council prioritised a reduction in waste, increased recycling rates, and low carbon solutions to waste disposal. This proposal, by making HWRCs less accessible to residents, could reduce recycling, increase residual waste, and cause residents to drive many more miles to visit a HWRC.

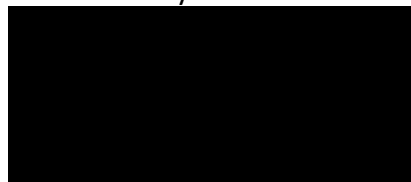
Instead, the County Council could address the uneven distribution and financial sustainability of the HWRC network by further reducing excess capacity in the south of the county.

The Council believes these four proposals may not meet the County Council's MTFS principles and may not support the County Council's strategies and policies. The proposals could potentially:

- Affect the most vulnerable people in the community the hardest.
- Increase cost and demand for statutory services in the long-term.
- Destabilise and damage confidence in local public services.
- Act against the County Council's own strategies and policies.

The County Council should reconsider their proposals and work with us to find alternative solutions.

Your sincerely



Cllr Gareth Lyon

**Leader**

**Rushmoor Borough Council**

07827275588

# Hampshire County Council Future Services Consultation

*Rushmoor Borough Council Response*

## Adult social care charges

To what extent do you agree, or disagree, with the proposal to use all (100%) of an adult's assessable income when calculating their contribution towards their non-residential care and support costs?

(Please highlight one option)

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
- Don't know

## Comments on the proposal

## Equality Impact

Do the impacts you have mentioned relate to any of the following characteristics or issues?

(Please highlight relevant options)

- Age
- Disability
- Gender reassignment
- Marriage and/or civil partnership
- Pregnancy and/or maternity
- Race
- Religion or belief
- Sex
- Sexual orientation
- Poverty
- Rurality
- Environmental impact
- Don't know
- None of these / not applicable

## Adult social care grant schemes

To what extent do you agree, or disagree, with the proposal to withdraw all funding for the following grants?

	Strongly disagree	Disagree	Neither agree nor disagree	Agree	Strongly agree	Don't know
Council for Voluntary Services Infrastructure Grant	x					
Citizens Advice Infrastructure Grant	x					
Local Solutions Grant		x				

## Comments on the proposal

The proposed withdrawal of the Voluntary Sector Infrastructure grants could have a significant impact on the ability of our voluntary sector to provide adequate support to the local community. The Council, as well as other public sector services including the County Council, are increasingly reliant upon the voluntary sector to deliver and lead critical preventative services. There could be a serious impact on the capacity and capability of voluntary and community sector services without the key infrastructure funding. Preventive services can decrease demand on statutory public services, including County Council responsibilities, with later decreases in costs over the medium to long term. Currently, the grant provides excellent value for money in terms of supporting and maintaining independent living and preventing further demands on critical health and care services. Our most vulnerable residents including those with physical disability, mental health needs, ethnic minorities, and those living in deprivation could be most affected.

## Equality Impact

Do the impacts you have mentioned relate to any of the following characteristics or issues?

(Please highlight relevant options)

- Age
- Disability
- Gender reassignment
- Marriage and/or civil partnership
- Pregnancy and/or maternity
- Race
- Religion or belief
- Sex
- Sexual orientation
- Poverty
- Rurality



- Environmental impact
- Don't know
- None of these / not applicable

## Competitive (one-off) grant schemes

To what extent do you agree, or disagree, with the proposal to withdraw the following one-off grant schemes?

	Strongly disagree	Disagree	Neither agree nor disagree	Agree	Strongly agree	Don't know
Leader's Community Grants			x			
Rural Communities Fund (including Country Shows)			x			
Parish and Town Council Investment Fund			x			

## Comments on the proposal

The Council believes that these budget reductions are likely to have less impact than the withdrawal of the Voluntary Sector Infrastructure grants.

## Equality Impact

Do the impacts you have mentioned relate to any of the following characteristics or issues?

(Please highlight relevant options)

- Age
- Disability
- Gender reassignment
- Marriage and/or civil partnership
- Pregnancy and/or maternity
- Race
- Religion or belief
- Sex
- Sexual orientation
- Poverty
- Rurality
- Environmental impact
- Don't know
- **None of these / not applicable**

## Hampshire Cultural Trust grant

To what extent do you agree, or disagree, with the proposal to reduce the annual grant we give to Hampshire Cultural Trust by £600,000?

(Please highlight one option)

- Strongly agree
- Agree
- **Neither agree nor disagree**
- Disagree
- Strongly disagree
- Don't know

### Comments on the proposal

The Borough of Rushmoor hosts two Hampshire Cultural Trust venues that are highly valued by the community. Between them, the West End Centre, and Aldershot Military Museum, are expected to welcome 37,000 visitors in 2024/25, and generate an estimated £500,000 in local economic impacts. The Council welcomes that these venues are not directly affected by the grant reductions on this occasion.

The Council believes the broad economic and social impacts of cultural, arts and heritage facilities need to be fully realised, including in place-shaping, regeneration and in meeting wider social, health and economic challenges, to help avoid further rounds of reductions in arts and cultural activities in subsequent years and ensure the long-term sustainability of the trust.

### Equality Impact

Do the impacts you have mentioned relate to any of the following characteristics or issues?

(Please highlight relevant options)

- Age
- Disability
- Gender reassignment
- Marriage and/or civil partnership
- Pregnancy and/or maternity
- Race
- Religion or belief
- Sex
- Sexual orientation
- Poverty
- Rurality
- Environmental impact
- Don't know
- **None of these / not applicable**
-

## Highways maintenance

To what extent do you agree, or disagree, with the proposal to reduce planned highways maintenance activities?

(Please highlight one option)

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
- Don't know

## Comments on the proposal

This proposal could reverse the recent improvement in the condition of Hampshire's roads. A change from planned, preventive works to reactive works could incur higher costs in the medium to long term. In time, the Council suspects that there will more major works needed to resolve major or widespread defects which could have a more disruptive impact on the public. This proposal could increase costs associated with more claims for damage to vehicles if roads are not sufficiently maintained.

## Equality Impact

Do the impacts you have mentioned relate to any of the following characteristics or issues?

(Please highlight relevant options)

- Age
- Disability
- Gender reassignment
- Marriage and/or civil partnership
- Pregnancy and/or maternity
- Race
- Religion or belief
- Sex
- Sexual orientation
- Poverty
- Rurality
- Environmental impact
- Don't know
- None of these / not applicable

## Highways winter service

To what extent do you agree, or disagree, with the proposal to reduce the amount the County Council spends on highways winter service by reviewing and revising the criteria that we use to determine which roads should be treated as part of our Priority One network, to align with current national guidance, and updating the network accordingly?

(Please highlight one option)

- Strongly agree
- Agree
- Neither agree nor disagree
- **Disagree**
- Strongly disagree
- Don't know

## Comments on the proposal

The Council agrees that the County Council should review their highways winter service expenditure. This should consider both what roads to treat and when to treat those roads. It believes that there is scope to make budget reductions whilst protecting resident safety by reviewing the weather and road conditions that prompt treatment.

The County Council should consider keeping key roads within our borough as part of the Priority One network. These include:

- Guildford Road, leading to the crematorium.
- Redan Road which serves as the temporary location for funeral services whilst the crematorium is being refurbished.
- Farnborough Road and other major routes supporting entry and exit to M3 and the dual carriageway.
- Roads servicing the main refuse collection routes, bus routes, industrial estates, medical centres, and emergency service bases.

## Equality Impact

Do the impacts you have mentioned relate to any of the following characteristics or issues?

(Please highlight relevant options)

- Age
- Disability
- Gender reassignment
- Marriage and/or civil partnership
- Pregnancy and/or maternity
- Race
- Religion or belief
- Sex
- Sexual orientation
- Poverty
- Rurality
- **Environmental impact**
- Don't know
- None of these / not applicable

## Homelessness Support Services

To what extent do you agree, or disagree, with the proposal to withdraw all County Council funding for Homelessness Support Services?

(Please highlight one option)

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
- Don't know

### Comments on the proposal

The Council has significant concerns with the County Council's proposals to withdraw funding for homelessness support services. The County Council's funding provides preventive social care support services that prevents the need for a statutory care needs assessment. The housing element of these services, a district responsibility, is entirely covered by housing benefit.

This proposal could increase demand and cost on statutory county council services. This service provided could lose the benefits of specialist support integrated with support housing that may result in poorer outcomes for these vulnerable people.

Furthermore, the Council believe the County Council has a responsibility to deliver these services through the mainstream grant, and previously had a responsibility through the Supporting People programme for many years.

The Council would welcome a constructive dialogue with the County Council about how both Councils can work together to reduce the cost of these services, rather than removing the service entirely.

The provision of social inclusion services is essential for creating a more inclusive and supportive society. Whilst the Council accepts that housing homeless people is the responsibility of district councils, the County Council has a vital role to support the needs of complex homeless vulnerable individuals. Many of these individuals have had housing in the past and did not maintain accommodation for a variety of reasons. The lack of specialist supported provision could lead to further exclusion for this group and the deterioration of the mental and physical health of everyone concerned.

The loss of twenty units of supported housing in Rushmoor could have a significant impact, as there is currently only one other similar project with eight units available. The closure of social inclusion services could lead to an increased demand on already limited housing resources, resulting in higher costs, strained social housing provisions, increase in inappropriate placements and potential delays in finding suitable options for those in need. This could contribute to an increase in street homelessness.

Authorities provide social inclusion services to ensure that all individuals have equal access to opportunities, resources, and participation in society. Removing a substantial number of specialist supported housing units could mean that these vulnerable people become increasingly socially isolated. They may be at significant risk of their health deteriorating physically and in terms of, mental health and substance misuse. This could increase health inequalities and their dependence on other,

more costly, services provided by the County Council and the NHS. Furthermore, in cases where individuals struggle access healthcare without support there is a risk of their increased mortality rate.

Accessing services later may have an inflated cost to the individual, society, and the County Council. This important service should be seen as preventative against future more complex health and wellbeing issues associated with homelessness and central to reducing the health inequalities experienced by the most vulnerable people in the community.

#### **Police and Community Safety:**

Without access to social inclusion services such as hostels, vulnerable individuals may resort to engaging in criminal activities to meet basic needs or support their addiction habits, potentially increasing the workload of the police. The reduction in resources available for support and rehabilitation may lead to difficulties in finding stable housing arrangements, increasing the risk of homelessness, substance abuse, and associated crime in the local community.

#### **The Public:**

Closure of social inclusion services such as hostels and support services may raise concerns among the public about the potential impact on public safety, particularly if there is an increase in individuals with mental health and addiction issues seen on the streets or in public spaces. There is also a risk of increased stigma and discrimination towards individuals with mental health and addiction issues, which could worsen their isolation and hinder their ability to reintegrate into the community, making them vulnerable to gang-related activities such as county-lines.

#### **Health Services:**

The closure of social inclusion services hostels and support services can affect the healthcare system's efficiency as individuals with mental health crises or substance abuse issues will seek assistance through emergency departments or ambulance call outs. Reduced access to specialised care, such as mental health professionals, addiction counsellors, and other specialised services, makes it harder for vulnerable individuals to access the treatment and help they require.

#### **Town Centres:**

If vulnerable individuals are not supported and reintegrated into society, they may struggle to meet their basic needs, leading to loitering, begging, or engaging in disruptive behaviours in public spaces. This would potentially lead to a negative impact on the town centre, affecting local businesses, tourism, and the overall community cohesion.

#### **The Current Service Users:**

The closure of social inclusion services could have significant impacts on service users who rely on it for shelter, support, and access to essential services. These include the loss of shelter, disruption of relationships with support providers, limited access to services, lack of security, mental health concerns, and emotional stress and trauma. These individuals are already grappling with challenges such as homelessness and trauma. Losing critical services and support offered by social inclusion services could severely affect their stability and wellbeing and take away the resource to make positive changes in their lives towards living independently.

#### **Hampshire County Council:**

The closure of social inclusion services could affect the County Council as vulnerable individuals' complex needs are not just for a home but also require support. This may affect already stretched

social services that cater to vulnerable adults. The health and wellbeing of the service users may be compromised, and they may need to access County Council services in the long-term.

The closure of social inclusion services offered by the County Council for vulnerable individuals with mental health and addiction problems could have severe negative impacts on various stakeholders, including service users. The County Council should consider the potential effects, provide alternative housing facilities, and support systems to mitigate the impact of these closures on vulnerable individuals.

### Equality Impact

Do the impacts you have mentioned relate to any of the following characteristics or issues?

(Please highlight relevant options)

- Age
- Disability
- Gender reassignment
  - Marriage and/or civil partnership
  - Pregnancy and/or maternity
- Race
- Religion or belief
- Sex
- Sexual orientation
- Poverty
  - Rurality
  - Environmental impact
  - Don't know



## Household Waste Recycling Centre (HWRC)

To what extent do you agree, or disagree, with the proposal to make savings from the HWRC service by:

	Strongly disagree	Disagree	Neither agree nor disagree	Agree	Strongly agree	Don't know
Introducing charging for discretionary services					✓	
Implementing alternative delivery models	✓					
Changing the types of waste accepted at HWRCs	✓					
Reducing the opening days and/or hours of HWRCs				✓		
Reducing the number of existing sites		✓				

We have used the following criteria to categorise the HWRC sites into tiers:

- Number of households (including those in development) within seven miles driving distance
- The amount of waste received by the site and diverted from landfill, as well as the ability for other nearby sites to handle this volume if the site were to close
- Site capacity, and the demand for usage as recorded on the booking system
- The distance to a suitable alternative site if the site were to close
- Flooding risks at the site, based on proximity to Flood Zone 3 areas
- Site performance and efficiency – percentage of waste recycled and diverted from landfill, and the cost of managing each site
- Site layout – whether the site is split or single-level, and the size and accessibility

Do you think these are the right criteria for us to be using?

(Please highlight one option)

- Yes
- **No**
- Unsure

What other criteria do you think we should consider?

*Acceptance of hazardous waste*

If we were to reduce the opening hours or days of sites, or the number of HWRC sites, we would need to consider what could be the right balance between these two options.

If we were to reduce opening days and/or number of sites, which of these options would you prefer? (Please highlight one option)

- Closing as few sites as possible, with a reduction in opening days and/or hours at the remaining sites\*
- Closing some sites, along with some reduction of opening days and/or hours at the remaining sites\*
- Closing more HWRC sites, with no reduction in opening days or hours for the remaining sites
- Not sure

\*Please note: This alone would not deliver a minimum saving of £1.2 million and would need to be combined with other options

If we were to reduce opening days and/or hours, which of these options would you prefer?

(Please highlight one option)

- Reducing opening hours at all sites, but with HWRCs still open every day\*
- Closing HWRCs on certain days of the week, but with no change to their opening hours on the other days
- Not sure

\*Please note: This alone would not deliver a minimum saving of £1.2 million and would need to be combined with other options

### Comments on the proposal

The acceptance of hazardous waste at a site does not appear to have been included in the criteria to categorise the HWRCs into tiers. The Council thinks this is a key factor to include when grading the sites.

The Council does not agree with the comment that “fly-tipping is mainly carried out by criminal organisations looking to avoid charges for disposal, rather than householders.” In Rushmoor, evidence strongly suggests that fly-tipping is predominantly household waste dumped locally by residents. Therefore, reducing the ability for householders to access the HWRC network could increase incidents of fly-tipping in Rushmoor. During 2020, when the HWRC network was closed temporarily, the Council also found that kerbside residual waste increased, as residents were unable to dispose of the waste, they would usually take to a HWRC.

Farnborough HWRC is already at 89.49% capacity. If tier four sites are closed, the site utilisation is estimated to be oversubscribed at 117%. If tier three & four sites are closed, the site utilisation for Farnborough is estimated to rise to 153.67%. The Council is concerned that the Farnborough site will struggle to manage with demand if tier four and/or tier four & three sites be closed.

Therefore, the Council has concerns about reducing the size of the HWRC network, especially the closure of Aldershot. If the County Council decides to close tier three and tier four sites, then it should do so incrementally. This would mean that the impact of the closure of tier four sites on the remaining network can be understood and managed before going ahead with the closure of tier three sites. These proposals do not consider the uneven distribution of the HWRC network. It should consider the local knock-on effects of the over-utilisation of Farnborough, which is likely to see Rushmoor residents travel to Basingstoke and could lead to an over-utilisation of that site as well. As an alternative, the County Council could further reduce excess capacity in the south of the county.

The Council would welcome the opportunity to work with the County Council to explore the provision of a new and improved facility as part of the [Aldershot Urban Extension \(Wellesley\)](#).

### Equality Impact

Do the impacts you have mentioned relate to any of the following characteristics or issues?

(Please highlight relevant options)

- Age
- Disability
- Gender reassignment
- Marriage and/or civil partnership
- Pregnancy and/or maternity
- Race
- Religion or belief
- Sex
- Sexual orientation
- Poverty
- Rurality
- Environmental impact
- Don't know
- None of these / not applicable

## Library stock

To what extent do you agree, or disagree, with the proposal to reduce annual spend on new library stock by £200,000?

(Please highlight one option)

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
- Don't know

Which of the following would be your preferred way for us to reduce annual spend on new library stock?

(Please highlight one option)

- Reducing annual spend on new physical stock only
- Reducing annual spend on new digital stock only
- Reducing annual spend on a combination of both physical and digital stock
- Not sure

When we purchase new stock, should we consider...

(Please highlight one option from each of the pairs shown below)

Buying mostly hardback books OR Buying mostly paperback books

Buying the most popular items OR Buying a wide range of items

Buying a narrower range of newly released titles with more copies of each OR Buying a wider range of newly released titles with fewer copies of each

Focus wholly on books OR Also include other resources such as newspapers and magazines

## Comments on the proposal

The Council continues to welcome the collaboration with the County Council on the new library offer within its Leisure and Cultural Hub.

## Equality Impact

Do the impacts you have mentioned relate to any of the following characteristics or issues?

(Please highlight relevant options)

- Age
- Disability
- Gender reassignment
- Marriage and/or civil partnership
- Pregnancy and/or maternity
- Race
- Religion or belief

- Sex
- Sexual orientation
- Poverty
- Rurality
- Environmental impact
- Don't know

## Passenger Transport

To what extent do you agree, or disagree, with the proposal to make savings from Passenger Transport services by...

	Strongly disagree	Disagree	Neither agree nor disagree	Agree	Strongly agree	Don't know
Withdrawing all funding from community transport services (around £900,000)	X					
Withdrawing around £800,000 of County Council funding for bus services	X					
If permitted by law, withdrawing around £75,000 of additional funding for enhancements to the Concessionary Travel Scheme (older and disabled persons' bus passes)		X				

If we continue to receive grant funding for bus or community transport services from the Government, in which of the following ways should we prioritise this?

**(Please highlight one option)**

- Providing services in rural areas
- **Providing services that are used by the most people**
- Providing services for vulnerable people
- Not sure

### Comments on the proposal

The proposal to withdraw all funding from community transport services affects the delivery of the Rushmoor Connect and Rushmoor and Hart Community Transport Scheme both provided by

Rushmoor Voluntary Services. The proposal to withdraw £800,000 of funding for bus services affects the No 7 (Hartley Wintney/Elvetham Heath to Aldershot) and No 9 (Cove to Farnborough) services. The proposals to withdraw funding could lead to these services no longer being viable and being reduced or completely withdrawn.

The impact of such services being reduced or withdrawn may be disproportionately felt by those most vulnerable in the community, notably school children, the elderly and vulnerable adults, as they are the least likely to have private modes of transport available to them as an alternative. The impact could have a greater impact on those on lower incomes who do not have access to a private car and therefore rely on local bus services.

The No 7 bus (Hartley Wintney/Elvetham Heath to Aldershot) serves two large secondary schools: All Hallows School in Weybourne and Calthorpe Park School in Fleet. This may result in more children being transported to school by private car, which will have health and environmental impacts as detailed below. The No 7 also serves Aldershot and Fleet town centres and Fleet train station making it a key route for those needing to access local shops and services or those needing to travel onwards outside of the area from Fleet station. The No 9 bus serves Farnborough town centre and the areas of West Heath, Cove, and Southwood. It provides access from the west of Rushmoor to the key local services in the town centre and from Kingsmead it allows connection to further bus services, such as those which serve Frimley Park Hospital in Frimley. It also notably serves Cove School and the Voyager Health Clinic (Southwood Medical Centre) in Southwood. Withdrawing community transport to and from the Health Clinic may present a challenge to the community, particularly those with physical mobility issues and further worsen existing health inequalities.

Rushmoor Connect is a popular and well used service. Last year it had over four hundred registered users per month. Service users have mobility or sensory impairment issues which make using mainstream buses difficult. They rely on Rushmoor Connect for shopping trips and social connections. The buses are specially adapted with low handrails, low steps, and wheelchair lifts to cater for those with physical disabilities. The potential for a reduced or lost service due to the proposed funding withdrawal would almost exclusively affect vulnerable adults, adults with disabilities and the elderly. The same applies to the proposed withdrawal of the funding for enhancements to the Concessionary Travel Scheme. However, in the context of the required budget reductions, the Council believes that the withdrawal of these enhancements would have the least impact of all the proposed changes to passenger transport.

The loss of Rushmoor Connect will have a significant, detrimental impact on the mental and physical wellbeing of its users which will result in an increased burden on local health services. The potential for services to be reduced or lost which are used by those who have no alternative or private modes of transport may lead to those individuals no longer being able to leave their homes and therefore negatively affect on their mental and physical health through social isolation. It could also affect residents' ability to access health services due to the No 9 bus serving the Voyager Health Clinic and, together with the No 7, provides access to buses to Frimley Park Hospital via Farnborough and Aldershot Town Centres respectively. A reduction or loss of bus services may lead to more residents having to use private vehicles which will contribute to worsening air quality in the borough and therefore also has the potential to affect on the physical health of residents in this way. It could also have a significant impact on the long-term health prevention agenda – as people may not leave their homes and health may deteriorate.

The County Council's emerging Local Transport Plan (LTP4) Policy PT2 sets out to provide the infrastructure needed to enable reliable, frequent, fast and connected public transport trips. The

proposal to withdraw funding for bus services may lead to a reduction in the frequency and coverage or total loss of public transport routes in the borough. It could undermine efforts to increase trips made by active travel modes as this is often supplemented using public transport e.g., walking or cycling from home to a bus or train station or to the final destination.

Furthermore, it could undermine the regeneration of Aldershot and Farnborough Town Centres. The regeneration of Farnborough Town Centre has been designed to rely on low parking levels as it is seen as a highly sustainable location due to its proximity to public transport. This principle has been supported by the County Council as part of the outline planning application (which currently has a resolution to permit). The potential loss or reduction of the No 9 bus, which is the only remaining service which serves the west of the town centre, undermines this principle. Additionally, Rushmoor's emerging Car and Cycle Parking Supplementary Planning Document (SPD) designates Sustainable Parking Zones (SPZs) in Aldershot and Farnborough town centres and the surrounding areas due to their access to public transport and this proposal runs contrary to that position.

The proposal is also contrary to the climate emergencies declared by both Rushmoor Borough Council and Hampshire County Council in Summer 2019 as the potential loss of public transport options may lead to an increase in use of private cars which could contribute to an increase in carbon emissions in the borough.

Rather than considering each of the passenger transport services and bus routes in isolation, the Council suggests that a broader and more comprehensive approach should be undertaken which looks at the potential of combining or integrating services to make cost savings whilst reducing the risk of entire services or routes being lost altogether. This should include working with partner organisations to consider both services which serve the county but do not rely on funding from the County Council and services which serve across the county boundary and are funded by other organisations, such as services from Rushmoor which cross into Surrey.

### Equality Impact

Do the impacts you have mentioned relate to any of the following characteristics or issues?

(Please highlight relevant options)

- Age
- Disability
- Gender reassignment
- Marriage and/or civil partnership
- Pregnancy and/or maternity
- Race
- Religion or belief
- Sex
- Sexual orientation
- Poverty
- Rurality
- Environmental impact
- Don't know



## Rural countryside parking

To what extent do you agree, or disagree, with the proposal to introduce charging for parking at rural countryside car parks with 20 or more spaces, where it is commercially viable to do so?

(Please highlight one option)

- Strongly agree
- **Agree**
- Neither agree nor disagree
- Disagree
- Strongly disagree
- Don't know

To what extent do you agree, or disagree, with the proposal to introduce charging for parking at rural countryside car parks with fewer than 20 spaces, or which are in joint ownership with other organisations, where it is commercially viable to do so?

(Please highlight one option)

- Strongly agree
- **Agree**
- Neither agree nor disagree
- Disagree
- Strongly disagree
- Don't know

We are thinking about allowing stays of up to an hour free of charge, to support short visits. Do you agree with this idea?

(Please highlight one option)

- Yes, short stays of up to an hour should be free
- **No, short stays of up to an hour should be charged**
- Not sure

We are aware that other local authorities charge £3 for a stay of up to 2 hours at similar countryside sites. Do you think that this feels...

(Please highlight one option)

- Too low
- Too much
- **About right**
- Not sure

If you think £3 is too low or too much, how much should we charge for a stay of up to 2 hours?

## Comments on the proposal

In the context of the required budget reductions, the Council believes it is reasonable for the County Council to charge for car parking to recover the costs of maintaining the car parks and associated sites. It believes that residents would normally expect to pay to park at comparable sites elsewhere in the UK.

## Equality Impact

Do the impacts you have mentioned relate to any of the following characteristics or issues?

(Please highlight relevant options)

- Age
- Disability
- Gender reassignment
- Marriage and/or civil partnership
- Pregnancy and/or maternity
- Race
- Religion or belief
- Sex
- Sexual orientation
- Poverty
- Rurality
- Environmental impact
- Don't know
- **None**

## School Crossing Patrols (SCPs)

To what extent do you agree, or disagree, with the following proposals?

	Strongly disagree	Disagree	Neither agree nor disagree	Agree	Strongly agree	Don't know
To remove SCPs from crossing points which we believe are safe			X			
Where a crossing point is not currently safe, to take measures that would make it safe without the need for an SCP				X		

### Comments on the proposal

The Council welcomes that the County Council will not remove any patrolled school crossing patrols (SCPs) in the borough.

Whilst the Council agrees with the proposed principles, it is concerned that there are identified locations deemed to be in need of SCPs or other interventions, which have not been served for a period of 4 years and are now proposed to be removed from SCPs.

The interventions to make crossing points safe without the need of a SCP should be in place before the SCP is withdrawn. This should include physical changes to the crossing point as well as school crossing awareness training.

The Council believes that each change to SCPs should be subject to further consultation with parents and affected schools. It believes the County Council should seriously consider the use of 20-mile speed limit zones and pelican crossing points around schools as an added and alternative measure to reduce risk to school children, where this will adequately reduce the risk.

### Equality Impact

Do the impacts you have mentioned relate to any of the following characteristics or issues?

(Please highlight relevant options)

- Age
- Disability
- Gender reassignment

- Marriage and/or civil partnership
- Pregnancy and/or maternity
- Race
- Religion or belief
- Sex
- Sexual orientation
- Poverty
- Rurality
- Environmental impact
- Don't know
- None of these / not applicable

## Street lighting

To what extent do you agree, or disagree, with the following proposals?

	Strongly disagree	Disagree	Neither agree nor disagree	Agree	Strongly agree	Don't know
Where we already switch off street lights on residential streets for 3 hours per night, to extend this to 5 hours per night		X				
To dim street lights further on residential streets where it is considered safe to do so		X				
To dim street lights further on the classified road network where it is considered safe to do so			X			

How do you feel about the proposal to...

	It should be earlier	It is about right	It should be later	Don't know / not applicable
Switch off street lights at midnight (instead of 1am)?		X		
Switch on street lights at 5am (instead of 4am)?		X		

## Comments on the proposal

The Council is unable to comment on the proposed level of dimming of the streetlights, as it is unable to visualise what the level of illumination would be. It would suggest a demonstration in each local authority area to enable comment. The Council already receives complaints about reduced street lighting at night, due to the impact on feelings of safety. Its community safety survey (Feb 23) highlighted that women, girls and vulnerable members of the community feel significantly less safe at night due to the reductions in street lighting.

The Council accepts that savings could be made by switching off some lights for longer periods and that in some locations this may be right. However, caution should be exercised in applying this across the board as some locations may trigger significant local concerns. The County Council should consider leaving lights on longer on a Friday and Saturday evening in acknowledgement of those connected in some way to the night-time economy.

The suggestion that Police and HCC Community Safety Team will be able to arrange adjustment of streetlights in specific areas if appropriate is welcome, however the Council would ask that authority to request this is also extended to the local Community Safety Partnerships, to allow local knowledge and issues to be taken into consideration.

## Equality Impact

Do the impacts you have mentioned relate to any of the following characteristics or issues?

(Please highlight relevant options)

- Age
- Disability
- Gender reassignment
- Marriage and/or civil partnership
- Pregnancy and/or maternity
- Race
- Religion or belief
- Sex
- Sexual orientation
- Poverty
- Rurality
- Environmental impact
- Don't know
- None of these / not applicable

## Any other comments

Any other comments, or suggestions as to how the County Council can deliver savings to reduce our £132 million budget deficit by 2025