

AT A MEETING of the ECONOMY, TRANSPORT AND ENVIRONMENT
SELECT COMMITTEE of the COUNTY COUNCIL held at The Castle,
Winchester on Thursday, 23 October 2014.

PRESENT

Chairman:

p Councillor Sharyn Wheale

Vice-Chairman:

p Councillor Geoff Hockley

Councillors:

p Graham Burgess

p Charles Choudhary

p Shaun Cully

p Philip Fawkes

a Brian Gurden

p Edward Heron

p Roger Huxstep

p Rupert Kyrle

p Peter Latham

a Steve Rippon-Swaine

p David Simpson

p Mark Staplehurst

61. **BROADCASTING ANNOUNCEMENT**

The Chairman announced that the press and members of the public were permitted to film and broadcast the meeting. Those remaining at the meeting were consenting to being filmed and recorded, and to the possible use of those images and recording for broadcasting purposes.

62. **APOLOGIES FOR ABSENCE**

Apologies for absence were received from Cllr Steve Rippon-Swaine; the conservative substitute Member had been invited but was unable to attend in his place. Apologies were also received from Cllr Brian Gurden, and on behalf of the Executive Member for Economy Transport & Environment Cllr Sean Woodward.

63. **DECLARATION OF INTEREST**

Members were mindful that where they believed they had a Disclosable Pecuniary Interest in any matter considered at the meeting they must declare that interest at the time of the relevant debate and, having regard to the circumstances described in Part 3 Paragraph 1.5 of the County Council's Members' Code of Conduct, leave the meeting while the matter was discussed, save for exercising any right to speak in accordance with Paragraph 1.6 of the Code. Furthermore Members were mindful that where they believed they had a Personal interest in a matter being considered at the meeting they considered whether

such interest should be declared, and having regard to Part 5, Paragraph 4 of the Code, considered whether it was appropriate to leave the meeting whilst the matter was discussed, save for exercising any right to speak in accordance with the Code.

64. **MINUTES**

The Minutes of the meeting held on 8 July 2014 were confirmed as a correct record and signed by the Chairman.

65. **DEPUTATIONS**

A deputation was received from Jim Lawson, trustee of Basingstoke Dial-a-Ride, in relation to Item 6 on the committee's agenda 'Passenger Transport Review and Hampshire Concessionary Travel Scheme 2015/16'. The deputation expressed concerns regarding the proposal to withdraw support for evening and Sunday services provided by Dial-a-Ride in Basingstoke.

66. **CHAIRMAN'S ANNOUNCEMENTS**

The Chairman had no announcements on this occasion.

67. **PASSENGER TRANSPORT REVIEW AND HAMPSHIRE CONCESSIONARY TRAVEL SCHEME 2015/16**

The Committee considered a report and supporting presentation from the Director of Economy, Transport & Environment, regarding the Passenger Transport Review and Hampshire Concessionary Travel Scheme for 2015/16 (see Item 6 in the Minute Book). The papers included the draft proposals for the Decision Day of the Executive Member for Economy Transport and Environment due to take place on 27 October 2014. An update to the appendix regarding bus subsidies in the Basingstoke area was circulated.

Members heard that:

- There had been a good response to the consultation on the passenger transport review, with responses from nearly 200 organisations and over 3,000 individuals
- There were Dial-a-Ride services in place across the county, supported jointly by the County Council and the district councils. Currently only Basingstoke Dial-a-Ride was funded to provide evening services, and only Basingstoke and Eastleigh were funded to provide a Sunday service. An agreement had been reached with Eastleigh Dial-a-Ride regarding the reduction in funding

for the Sunday service, and in that area it was anticipated that some journeys would be supported via a group hire scheme instead in future

- The proposals affecting subsidised bus services vary across routes; in some cases certain journeys would cease or routes reduce, in some cases a bus service may be replaced with a taxi share scheme. The scale of savings required meant an impact on front line services was unavoidable

- The proposals reflected community priorities established through consultation, and it was the County Council's intention that any community that currently has a public transport service will retain an essential transport link

Following questions Members heard:

- That the number 21 bus in Fareham had been put in as a subsidised service when the commercial operator pulled out from this route. An analysis of passenger journeys suggested the bus was carrying around six passengers a day from Lee on the Solent, most of whom were using it to shop at Asda. It was felt that this part of the route could be removed as there was an alternative free shuttle bus for access to Asda.

- The estimated savings from changing the older person's concessionary fare scheme to start at 9.30am instead of 9.00am was based on estimates generated by consultants, based on modelling of how journeys would change if this change was implemented.

- That consultation feedback suggested maintaining services Monday to Friday daytime was the priority for the majority of the public, therefore the majority of the proposed reductions affected evening and weekend services.

Members commented:

- Members representing areas in Fareham and Gosport expressed concerns regarding the proposals affecting the number 11 bus and the number 21 bus in the Fareham and Gosport area, including that for elderly people in the area it would be too far to walk to access alternative services.

- Regarding Dial-a-Ride services, It was discussed that there could be opportunities to share good practice among the schemes operating in different districts. It was acknowledged there could be some benefits to the Basingstoke Dial a Ride organisation merging with the Community Transport organisation serving Basingstoke, however this would require operating from a shared site and a suitable location had not yet been identified. Some Members were concerned that the proposed reduction would impact on vulnerable residents who may not then be able to access activities in the evenings

and at weekends. However, officers noted that in other areas where Dial-a-Ride schemes do not offer evening services, this need was often met via group hire schemes.

An amendment to the recommendations contained in the report regarding the proposed changes to the number 11 and number 21 bus services was proposed by Cllr Cully and seconded by Cllr Burgess. The recommendation was carried by majority vote.

An amendment regarding the proposals affecting Basingstoke Dial-a-Ride was proposed by Cllr Kyrle and seconded by Cllr Simpson. The recommendation was carried by majority vote.

An amendment that the proposal to change the concessionary fare scheme from 9.00am to 9.30am be removed was proposed by Cllr Kyrle and seconded by Cllr Simpson. The recommendation was not supported by the majority when put to the vote.

Therefore, following the debate the following recommendations were agreed:

RECOMMENDED:

The Recommendations to the Executive Member given in the report at section 70 were supported, subject to the following additional recommendations by the Select Committee:

Recommendations be passed to Executive Member

That regarding Bus Subsidies in the Fareham & Gosport area: the proposal to cease the Saturday service on the number 11 bus (Fareham-Gosport-Alverstoke) and the proposal for the number 21 bus (Fareham-Hill Head) to cease the Saturday afternoon service and to stop serving Lee on the Solent, be removed and these services be retained. (reference: paragraph 18.3 bullet points 2 and 4)

That in relation to the proposals affecting the Basingstoke Dial-a-ride service, additional time be taken to discuss with the provider how the proposed savings might best be achieved, prior to this reduction being implemented, to minimise the impact on vulnerable residents.

68. **HOUSEHOLD WASTE RECYCLING CENTRES**

The Committee received a report from the Director of Economy, Transport and Environment regarding proposed policy changes to the household waste

recycling centre service (see Item 7 in the Minute Book). The papers included the draft proposals due to be considered at the Decision Day of the Executive Member for Economy Transport & Environment due to take place on 4 November 2014.

Members heard:

- That consultation had been undertaken on potential changes to the service, and the response had highlighted that the Household Waste Recycling Centres (HWRCs) were a popular service.
 - Closing sites was unpopular, therefore it was proposed to implement the other savings proposals in order to reach the savings target
 - 22% of respondees were supportive of maintaining winter opening hours all year round. Day closures were also acceptable as an option, and if opening hours were to change a later morning start was the preference
 - Concerns had been raised that proposals to implement charges for certain types of waste would result in an increase in fly tipping. Evidence suggested that in some cases such a policy change resulted in an initial increase, which then dropped off after a year. Therefore, it was proposed that the County Council instigate a fund which districts could apply to for support should there be an increase in fly tipping in the first year
 - Regarding charging for DIY waste, the authority was not obliged to treat this waste type as it was not classed as household waste, and there were examples of other authorities which already charge for this type of waste. The proposed charge would be cost neutral – it would simply cover the cost of processing the waste, not make any profit, and would only mean a small charge.
 - The preferred method to introduce trade waste controls was an enhanced ‘meet and greet’ function rather than height barriers, which could prove an issue for householders with large vehicles.

Following questions Members heard:

- That changes to opening hours were likely to mean sites closing earlier in the evening, potentially at 5.00pm instead of 7.00pm. It was difficult to change opening hours in the morning as this time was used for changing over the bins.
 - The table of anticipated savings gave a range as the actual impact for many of the proposals was dependent on the volume of waste received which could change
 - That the potential to close quieter sites for one day a week would be a longer term option. Usage information would be considered to determine which sites would be suitable.

Members commented:

- That the process for arriving at the proposals had been thorough
- That closing sites at 5.00pm was likely to cause increased queuing at sites at the weekend, which would benefit from management
- Members preference was to retain later opening hours at some sites on some days of the week, to give those that work between 9.00am and 5.00pm Monday to Friday an alternative to visiting sites at the weekend. It was suggested that sites could be clustered so that for a given area one site would stay open late one day a week, and to off set one site would close one day a week.
- Members were unsure about supporting a recommendation to change opening hours without further clarity about what the changes would be. It was noted that less than 5% of visitors used sites after 5.00pm. Members wished to see what the opening hours would change to, however it was responded that it would not be possible to meet this request as it was planned for the changes to come into force in January 2015.
- Members also wished to see the proposals for day closures of quieter sites before they were implemented. It was indicated that consideration would be given to accommodating this request.

Following the debate, the committee agreed the following recommendations:

RECOMMENDED:

The Select Committee support the following recommendations to the Executive Member given in the report at section 6, subject to the amendments which follow:

6.1 That the Executive Member for Economy, Transport and Environment notes the key findings of the consultation on the future of the Household Waste Recycling Centre service as highlighted in this report.

6.2 That, taking into account the responses to the consultation, the Executive Member for Economy, Transport, and Environment approves the implementation of a number of changes to the HWRC service, namely;

- i. That enhanced trade waste controls, to complement those already in place, be implemented at all sites to minimise the illegal deposit of trade waste;
- ii. That a chargeable business waste service be implemented, where appropriate, to offer an alternative

Recommendations passed to Executive Member

option for SMEs to recycle and dispose of their waste;

- iii. That a charge be made at all HWRCs for three non domestic waste types – asbestos, plasterboard (gypsum), and soil and rubble with the charge set at the minimum level to cover the cost of disposal;
- iv. That reuse is maximised across sites by working with charities and the third sector to reduce the amount of material going for treatment and disposal;
- vi. That an option for a weekly closure on smaller, quieter sites one day per week be agreed, with the busier, larger sites staying open 7 days per week to enable further savings to be achieved through matching the service availability to core usage times.

6.3 That, in recognition of the response to the consultation, the Executive Member for Economy, Transport, and Environment approves the strategy to meet departmental savings targets to 2015 by not closing any HWRC sites and implementing the above changes.

6.4 That authority be delegated to the Director of Economy, Transport, and Environment, in conjunction with the Head of Legal services, to make all necessary contractual changes, operational and other actions to implement the proposals.

In relation to the recommendation at 6.2 v. the Select Committee agreed the following amended recommendation:

- v. That opening hours be reduced to reflect the peak user times on site with core hours maintained.

In relation to the recommendation at 6.2 vi:
The Select Committee request that the proposals to implement the proposed policy of closing some sites one day a week, if agreed, come before the committee for consideration prior to implementation.

The Select Committee also recommend that the Executive Member commits to the creation of the fly tipping fund as referred to in paragraph 4.1.4 of the report, by including specific reference to this in the decision itself:

That Hampshire County Council will allocate a set amount of funding to support waste collection authorities in dealing with any increase in fly-tipping during the first twelve months which is caused by changes to the HWRC policies (subject to agreed baseline levels against which an increase can be demonstrated).

69. **ECONOMY TRANSPORT AND ENVIRONMENT DEPARTMENT BUDGET MONITORING**

The Director of Economy Transport & Environment gave an update regarding the budget for the Economy Transport & Environment Department. It was noted that the Department was required to deliver £13 million savings by April 2015 of which £7 million had been achieved. The remaining savings would be covered by the proposals being pre scrutinised by the committee at this meeting.

RESOLVED:

The Director be thanked for the update.

70. **WORK PROGRAMME**

The Chairman presented the Committee's forthcoming work programme (Item 9 in the Minute Book).

Work Programme be updated

It was suggested that reviewing the County Council's policy with regard to support for electric cars be added as a potential future topic.

RESOLVED:

That the Committee's work programme be approved subject to any amendments made at this meeting.

71. **EXCLUSION OF THE PRESS AND PUBLIC**

It was resolved that the public be excluded from the meeting during the following item of business, as it was likely, in view of the nature of the business to be transacted or the nature of the proceedings, that if members of the public were present during that item there would be disclosure to them of exempt information within Paragraph 3 of Part 1 Schedule 12A to the Local Government Act 1972, and further that in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information, for the reasons set out in the report.

72. **WASTE DISPOSAL CONTRACT**

The Committee received a report from the Director of Economy, Transport and Environment regarding the waste disposal contract, the appendix to which was exempt (see Item 11 in the Minute Book). The report was due to go to the Executive Member for Economy Transport & Environment for decision on 4 November

2014.

Members heard that:

- The current contract for waste disposal services had started in 1997 and had involved significant investment in infrastructure
- An options appraisal had been undertaken of the different options in relation to this contract
- Following consideration of the options it was proposed to extend the contract, and in doing so achieve co-terminus end dates for the hand over of the infrastructure and to deliver savings

Following questions members heard:

- The contract was undertaken jointly with Portsmouth City Council and Southampton City Council, therefore the other authorities also needed to take a decision on the future of the contract. If they made different decisions to Hampshire County Council the situation would need to be reviewed

Members commented:

- That the contract was a long term commitment for the County Council, and they wished to be assured that the contractor was committed to innovation during the remainder of the contract period. It was responded that it was in their interest to improve the service as they would benefit from re-sale of recovered materials and the ability to sell spare capacity
- That it would be important to start thinking in good time about what would happen at the end of this contract, so that the Members in place when the decision came had time to consider the options fully

Following debate the committee agreed the following recommendation:

RECOMMENDED:

The Select Committee supports the recommendations to the Executive Member given in the report at section 8, to extend the waste management contract to 2030.

Recommendations passed to Executive Member

Chairman, 20 January 2015