

## Community and Transport Scrutiny

### Portfolio: Communities, Culture & Sport

#### Strategic Intent

We will focus on developing our vibrant, creative, and active borough. We will invest in our leisure and library services and develop our neighbourhood model that will provide a front door to key council services such as resident advice, support with cost-of-living issues and digital help. This will enhance the quality of life and wellbeing of our residents, as well as their access to information, learning, and culture. We will deliver our ONE Stockport Active Communities Strategy 2020-2030 working closely with partner organisations and groups across the public, Voluntary Community Faith and Social Enterprise (VCFSE) and private sectors to promote physical activity, mental wellbeing, social inclusion, and community cohesion.

### Portfolio: Parks, Highways & Transport Services

#### Strategic Intent

We will improve the transport system in Stockport by improving highways and footways to manage traffic and focus on encouraging and facilitating the use of more sustainable modes of transport including bus, rail, walking and cycling and improving their accessibility. As funding is available we will develop new walking and cycling routes, and work with partners and regional bodies to improve public transport options to make sustainable transport options easier for everyone. We will continue to look for opportunities to create new habitats and improve biodiversity across the borough and focus on working with communities and partners to ensure that our shared public spaces are welcoming, clean and safe. We will continue to develop our public realm as a place that promotes wellbeing with cared for, accessible greenspace available within a short distance for all of our residents.

CP priority	MTFP driver	Directorate and Service area	Proposal summary	Saving 24/25 (£000)	Lead Portfolio
Effective and Efficient Service	Robust Corporate Governance	CSS – Residents Services	<b>Libraries</b> Standardise staffed hours at all of our 13 libraries which have Open Plus technology installed and have one more	320	Communities, Culture & Sport

CP priority	MTFP driver	Directorate and Service area	Proposal summary	Saving 24/25 (£000)	Lead Portfolio
			full day of self-service access in these libraries. Also reviewing management staffing structures, spend on the book fund and online resources.		
Effective and Efficient Services	Robust Corporate Governance	CSS	<b>Service efficiencies (CSS)</b> Reduction in a post within the Communities Team; Registrars income yield.	50	Communities, Culture & Sport
Effective and Efficient Services	Robust Corporate Governance	Place Management	<b>Increase fees &amp; charges</b> across Place Management Approximately half of this income would be from parking (all types of parking including residents permits). Other increases from other Place Management charged for services. Increases assumed at 6% or rounded up.	295	Parks, Highways & Transport Services
Delivering for those in Need	Robust Corporate Governance	Neighbourhoods	<b>Bereavement Services</b> Increase fees in line with other Greater Manchester (GM) authorities.	320	Parks, Highways & Transport Services
Effective and Efficient Services	Robust Corporate Governance	Neighbourhoods	<b>Review of free car parks and parking permit schemes</b> The proposal would be to review charging of these currently free parking offers.	275	Parks, Highways & Transport Services

CP priority	MTFP driver	Directorate and Service area	Proposal summary	Saving 24/25 (£000)	Lead Portfolio
Effective and Efficient Services	Robust Corporate Governance	Strategic Infrastructure	<b>Service efficiencies/ Reduction in services</b> Reviewing services to identify opportunities to reduce costs through small reduction in officer capacity.	110	Parks, Highways & Transport Services
			<b>Total MTFP Savings</b>	<b>1,370</b>	

Project	Libraries (£0.320m)
Lead portfolio	Communities, Culture & Sport
Council Plan Priority	Effective and Efficient Services
Senior responsible officer	Mark Glynn
MTFP Lens	Robust Corporate Governance
Service	Corporate and Support Services (CSS) - Resident Services
Proposal summary	<p><b>Libraries</b></p> <p>Our library buildings operate 2 types of opening hours:</p> <ul style="list-style-type: none"> <li>• Staffed hours where library staff are present to provide face to face services for residents and any resident can go into the library.</li> <li>• Self-service hours called 'Open Plus'</li> </ul> <p>It is proposed to standardise staffed hours at all of our 13 libraries which have Open Plus technology installed and have one more full day of self-service access in these libraries.</p>

Project	Libraries (£0.320m)
	In addition to this, management staffing structures will be reviewed as well as spend on the book fund and online resources.
How will the saving be achieved  24/25	<ul style="list-style-type: none"> <li>• Opening hours changes – proposal to increase self-service (Open Plus) hours at the 13 libraries where Open Plus technology is installed and standardise opening hours on staffed days. These changes will mean that the number of posts required to staff libraries can be reduced.</li> <li>• Book fund and online resources - review and reduce spend on the book fund and cancel some online resources.</li> <li>• Libraries management staffing review</li> </ul>
Any benchmarking information available to compare Stockport with comparable authorities	Stockport has more libraries and more books per capita than almost all other GM authorities.
Workforce impact. Outline any changes to the workforce as a result of this proposal	If approved, there will be an overall reduction in FTE to deliver this change.  Staff consultation with affected colleagues and trades unions is ongoing.
Outline any internal / organisational impact of the proposal	Savings will be achieved by reducing the numbers of posts required to manage and staff libraries.
Outline any risks or changes to service delivery	Libraries proposals, if approved, would have an impact for residents.  Changes to opening hours are proposed - increasing self-service access by one more full day in libraries with Open Plus technology and standardising staffed opening hours at these libraries. If approved, library users

<b>Project</b>	<b>Libraries (£0.320m)</b>
and impact this proposal may have on service users	<p>signed up for self-service access will be able to access libraries every day of the week. A roll out of self-service access to all library users is already happening following a successful pilot. Standardised hours would also mean more consistency in staffed hours from library to library; meaning less confusion for residents. New opening hours will be widely communicated in advance of implementation, including working with our colleagues in Corporate Communications to develop a wide-ranging communications strategy.</p> <p>Whilst book fund spend will be reviewed, books titles will not be reduced; there will be fewer duplicate copies of books and some more older copies.</p> <p>A new management structure will be explored, and we will continue to utilise the skills and knowledge of our Library Assistants to support with development projects.</p>
<p><b>Delivering the change</b></p> <p>List key milestones and delivery dates (where known)</p>	<ul style="list-style-type: none"> <li>• November/ December 2023: public consultation 15<sup>th</sup> November to 13<sup>th</sup> December</li> <li>• November – January: staff consultation, including trade unions, is ongoing.</li> <li>• If approved, proposals will be implemented from April 2024.</li> </ul>
Will reserves/ double running be needed in order to deliver this proposal?	No.
Is public consultation needed?	A public consultation on the overall budget proposals including a specific engagement section seeking views on proposed changes to libraries opening hours took place between 15 <sup>th</sup> November to 13 <sup>th</sup> December 2023.

<b>Project</b>	<b>Libraries (£0.320m)</b>
Is a separate EqIA (Equalities impact assessment) needed?	Yes, an EqIA will be appropriate and undertaken to ensure we understand the impact of proposed changes for residents and communities.
Is a separate EIA (Environmental impact assessment) needed?	An EIA assessment has been completed and found with the introduction of more Open+ hours there is an anticipated change to how Library buildings are used on some days, but this is not anticipated to have any significant impact through changes in energy use or transport.

<b>Project</b>	<b>Service Efficiencies (CSS £0.050m)</b>
Lead portfolio	Communities, Culture & Sport
Council Plan Priority	Effective and Efficient Services
Senior responsible officer	Michael Cullen
MTFP Lens	Robust Corporate Governance
Service	Corporate and Support Services (CSS)
Proposal summary	<p><b>Service Efficiencies (CSS)</b></p> <p>Reviewing and exploring all CSS budget areas to identify opportunities to reduce costs and deliver services more efficiently.</p> <p>Detail around proposals identified:</p>

Project	Service Efficiencies (CSS £0.050m)
	<ul style="list-style-type: none"> <li>• Deletion of a vacant post within Communities Team.</li> <li>• Registrars income yield – income projections are above planned for income receipts based on current pricing tariffs.</li> </ul>
<p>How will the saving be achieved</p> <p>24/25</p>	<p>The saving will be delivered by deletion of a vacant role (Communities Team) and an income yield above budget plans for income receipts (Registrars).</p>
<p>Any benchmarking information available to compare Stockport with comparable authorities</p>	<p>No.</p>
<p>Workforce impact. Outline any changes to the workforce as a result of this proposal</p>	<p>Communities Team - deletion of the vacant role will reduce overall capacity of the team.</p>
<p>Outline any internal / organisational impact of the proposal</p>	<p>Registrars – the proposal assumes that current demand is maintained, however, the market can be volatile, and income is not guaranteed or fully within our control.</p>
<p>Outline any risks or changes to service delivery and impact this proposal may have on service users</p>	<p>As a result of deleting the vacant role, there will be reduced capacity in the Communities Team to deliver local initiatives such as cost of living, digital inclusion, neighbourhood working and support to the VCFSE sector.</p>
<p><b>Delivering the change</b></p>	<p>If approved, proposals will be implemented from April 2024.</p>

<b>Project</b>	<b>Service Efficiencies (CSS £0.050m)</b>
List key milestones and delivery dates (where known)	
Will reserves/ double running be needed in order to deliver this proposal?	No.
Is public consultation needed?	No specific consultation on this proposal is needed, however we have sought views on all our change proposals through our overall budget public consultation.
Is a separate EqIA (Equalities impact assessment) needed?	An EqIA will be appropriate and undertaken where proposals have an impact on service delivery.
Is a separate EIA (Environmental impact assessment) needed?	No EIA is required.

<b>Project</b>	<b>Increased Fees and Charges (Place Management £0.295m)</b>
Lead portfolio	Parks, Highways & Transport Services
Council Plan Priority	Effective and Efficient Services
Senior responsible officer	Mark Glynn



MTFP Lens	Robust Corporate Governance															
Service	Place Management															
Proposal summary	<p><b>Increase fees &amp; charges</b> - Place Management</p> <p>Approximately half of this saving would be made from parking (all types of parking including currently charged for residents permits). The value of the saving is modelled at a 6% increase for 23/24 which is roughly in line with inflation and rounded up to the nearest 10p for car parking fees. An additional tariff will be introduced for the evening at car parks nearest the football stadium in order to charge a reasonable rate for football fans. It is proposed to introduce charges of £2.50 per hour on Saturday and Sunday late afternoons to cover weekend matches, and from 6pm every week day evening to cover night time matches.</p> <p>Our fairer charging policy results in other inflationary increases from place management charged for services such as resident permit charges, vehicle crossing applications, street works and skips, rents/fees in parks, container charges, licensing, pest control. In addition, by recovering more costs from the first increase in taxi licensing in five years we can reduce the level of saving required.</p> <p>The below table shows the proposed new fees relating to taxi licensing</p> <table border="1"> <thead> <tr> <th>Type</th> <th>Current fee</th> <th>Proposed fee</th> </tr> </thead> <tbody> <tr> <td>Driver Knowledge test</td> <td>£70</td> <td>£100</td> </tr> <tr> <td>Renewal Driver 3 years</td> <td>£150</td> <td>£160</td> </tr> <tr> <td>New Private Hire Vehicle</td> <td>£183</td> <td>£190</td> </tr> <tr> <td>Renewal Private Hire Vehicle</td> <td>£157</td> <td>£164</td> </tr> </tbody> </table>	Type	Current fee	Proposed fee	Driver Knowledge test	£70	£100	Renewal Driver 3 years	£150	£160	New Private Hire Vehicle	£183	£190	Renewal Private Hire Vehicle	£157	£164
Type	Current fee	Proposed fee														
Driver Knowledge test	£70	£100														
Renewal Driver 3 years	£150	£160														
New Private Hire Vehicle	£183	£190														
Renewal Private Hire Vehicle	£157	£164														

	Road Traffic Collision notifications	£18	£30	
	Standardising operator fees	Various depending on licence length	Various depending on licence length	
	Miscellaneous charges	Various	Various	
How will the saving be achieved  24/25	Increasing charges for services and therefore moving towards full cost recovery.			
Any benchmarking information available to compare Stockport with comparable authorities	The cost of car parking is very dynamic. There are a wide range of car parking prices which reflect the popularity of the specific location, the nature of usage (e.g. long-term commuter parking, short-term stops for shop visits) and the condition of the car park. Officers are satisfied that these increases will still leave Stockport comparable to other similar boroughs. As an example, the minimum charges in some of the council car parks in Altrincham, Hale and Sale town centres is £2 whilst there are others at 50p.			
Workforce impact. Outline any changes to the workforce as a result of this proposal	There will be no changes to staffing as a result of this proposal.			
Outline any internal / organisational impact of the proposal	None.			

Outline any risks or changes to service delivery and impact this proposal may have on service users	There is a risk that car drivers will change their behaviours and the expected increased income will not be realised. This is not expected to be the case as the increase in charges is not significant and there is no evidence of an impact from previous years when charges have been introduced.
<b>Delivering the change</b> List key milestones and delivery dates (where known)	<ul style="list-style-type: none"> <li>• Change of parking tariff – notice to be published early 2024 for implementation from Spring 2024</li> <li>• Implementation of charges – notices to be published from spring 2024 with phased implementation</li> </ul>
Will reserves/ double running be needed in order to deliver this proposal?	No.
Is public consultation needed?	No specific consultation on this proposal is needed, however we have sought views on all our change proposals through our overall budget public consultation.
Is a separate EqIA (Equalities impact assessment) needed?	An EqIA will be appropriate and undertaken where proposals have an impact on service delivery.
Is a separate EIA (Environmental impact assessment) needed?	No EIA is required.

<b>Project</b>	<b>Increase in Fees – Bereavement Service (£0.320m)</b>
Lead portfolio	Parks, Highways & Transport Services
Council Plan Priority	Delivering for those who need it most
Senior responsible officer	Mark Glynn
MTFP Lens	Robust Corporate Governance
Service	Neighbourhoods
Proposal summary	<b>Bereavement Services</b>  Increase fees in line with other GM authorities.
How will the saving be achieved  24/25	Increasing charges for services and therefore moving towards full cost recovery. This will be increased to £980 for a standard cremation, there will be lower priced options at times with less demand to improve the range of options for families. Other bereavement costs including burials and all ancillary activities will also be increased by a similar proportion.
Any benchmarking information available to compare Stockport with comparable authorities	Example of bereavement services, in GM Full adult cremations range from £780 to £999 for 23/24, although it is anticipated that other authorities will be increasing their fees for 24/25. Stockport's current fee for cremations is £825.
Workforce impact. Outline any changes to the workforce as a result of this proposal	There will be no changes to staffing as a result of this proposal, although changes are being introduced as the Dignity contract is being brought back in house by February.

Project	Increase in Fees – Bereavement Service (£0.320m)
Outline any internal / organisational impact of the proposal	No.
Outline any risks or changes to service delivery and impact this proposal may have on service users	There would be no changes to the current level/service provision the only change would be the increase in price to bring the authority in line with other Local Authorities.
<b>Delivering the change</b> List key milestones and delivery dates (where known)	Following the approval of the increase local funeral directors would need to be advised of the increase and given the appropriate amount of time to increase the prices in time for the changes to be made on 1 <sup>st</sup> April. There will be a range of prices to ensure there is an affordable offer for residents. In addition, there is support available for any families who are struggling through the Funeral Support payment.
Will reserves/ double running be needed in order to deliver this proposal?	No.
Is public consultation needed?	No specific consultation on this proposal is needed, however we have sought views on all our change proposals through our overall budget public consultation.
Is a separate EqIA (Equalities impact assessment) needed?	An EqIA will be appropriate and undertaken where proposals have an impact on service delivery. This will take into account cost of living challenges
Is a separate EIA (Environmental impact assessment) needed?	No EIA is required.

<b>Project</b>	<b>Parking Review (£0.275m)</b>													
Lead portfolio	Parks, Highways & Transport Services													
Council Plan Priority	Effective and efficient services													
Senior responsible officer	Mark Glynn													
MTFP Lens	Robust Corporate Governance													
Service	Neighbourhoods													
Proposal summary	<p><b>Parking - review of free car parks and permit schemes</b></p> <p>The proposal would be to introduce charging of these currently free parking offers. There are currently 52 free car parks. We intend to introduce charging where viable in all of these car parks, however we will initially focus on introducing charges for those larger car parks near district and local centres as well as commuter locations.</p> <p>Work will be necessary to implement charges if the proposal is agreed. This will need to happen as part of a staged implementation. The order chosen for introduction will be based on a feasibility process which will cover usage, impact on local communities or other concerns, potential income and costs to introduce parking charges and proximity to district centres or transport hubs.</p> <p>Below is a list of the 52 car parks</p> <table border="1"> <thead> <tr> <th>Car Park</th> <th>Area</th> <th>Ward</th> <th>Area Committee</th> <th>Number of spaces</th> </tr> </thead> <tbody> <tr> <td>Bramley Close</td> <td>Bramhall</td> <td>Bramhall South &amp; Woodford</td> <td>Bramhall &amp; Cheadle Hulme South</td> <td>85</td> </tr> </tbody> </table>				Car Park	Area	Ward	Area Committee	Number of spaces	Bramley Close	Bramhall	Bramhall South & Woodford	Bramhall & Cheadle Hulme South	85
Car Park	Area	Ward	Area Committee	Number of spaces										
Bramley Close	Bramhall	Bramhall South & Woodford	Bramhall & Cheadle Hulme South	85										

Project	Parking Review (£0.275m)				
	Chapel Street	Woodley	Bredbury & Woodley	Werneth	13
	Redhouse Lane	Woodley	Bredbury & Woodley	Werneth	23
	Woodley Precinct	Woodley	Bredbury & Woodley	Werneth	16
	Bridgfield Street	Town Centre	Brinnington & Stockport Central	Central Stockport	N/A
	Canal Street, Waterloo	Town Centre	Brinnington & Stockport Central	Central Stockport	16
	Higher Barlow Row, Hillgate	Town Centre	Brinnington & Stockport Central	Central Stockport	8
	Sun and Castle, Hillgate	Town Centre	Brinnington & Stockport Central	Central Stockport	18
	Welcroft Street, Hillgate	Town Centre	Brinnington & Stockport Central	Central Stockport	13
	Werneth Street, Portwood	Town Centre	Brinnington & Stockport Central	Central Stockport	12
	Church Road/Woods Lane	Cheadle Hulme	Cheadle Hulme South	Bramhall & Cheadle Hulme South	42
	Church Road	Gatley	Cheadle West & Gatley	Cheadle	13
	Frances Street	Cheadle	Cheadle West & Gatley	Cheadle	19
	Cambridge Street	Heaviley	Davenport & Cale Green	Central Stockport	10
	Green Street	Shaw Heath	Davenport & Cale Green	Central Stockport	33
	Hallam Street	Heaviley	Davenport & Cale Green	Central Stockport	41
	Heathland Terrace	Shaw Heath	Davenport & Cale Green	Central Stockport	6
	Heaviley Grove	Heaviley	Davenport & Cale Green	Central Stockport	10

Project	Parking Review (£0.275m)				
	Arnold Street	Edgeley	Edgeley	Central Stockport	10
	Arnold Street/Hardcastle Road	Edgeley	Edgeley	Central Stockport	12
	Essex Avenue	Cheadle Heath	Edgeley	Central Stockport	13
	St Matthews Terrace	Edgeley	Edgeley	Central Stockport	8
	Torkington Park	Hazel Grove	Hazel Grove	Stepping Hill	59
	Finney Lane	Heald Green	Heald Green	Cheadle	38
	Derby Range	Heaton Moor	Heatons North	Heatons & Reddish	21
	Didsbury Road	Heaton Mersey	Heatons South	Heatons & Reddish	22
	Banks Lane	Offerton	Manor	Central Stockport	46
	Greystokes/Holly Street	Offerton	Manor	Central Stockport	16
	Hulme Street	Offerton	Manor	Central Stockport	20
	Marsland Terrace	Offerton	Manor	Central Stockport	9
	Andrew Street	Compstall	Marple North	Marple	30
	Brabyns Brow	Marple Bridge	Marple North	Marple	73
	Brabyns Park	Marple Bridge	Marple North	Marple	40
	Hogarth Road North	Marple Bridge	Marple North	Marple	7
	Hogarth Road South	Marple Bridge	Marple North	Marple	8



Project	Parking Review (£0.275m)				
	Middlers	Marple Bridge	Marple North	Marple	50
	Hibbert/Church Lane	Marple	Marple South & High Lane	Marple	32
	Brookside Lane	High Lane	Marple South & High Lane	Marple	22
	Buxton Road (Library)	High Lane	Marple South & High Lane	Marple	23
	Buxton Road (Medical Centre)	High Lane	Marple South & High Lane	Marple	30
	Windlehurst Road	High Lane	Marple South & High Lane	Marple	24
	Arundel Avenue	Hazel Grove	Norbury & Woodsmoor	Stepping Hill	45
	Ashbrook Lane	Reddish	Reddish North	Heatons & Reddish	23
	Margaret Street	Reddish	Reddish North	Heatons & Reddish	22
	Rupert Street	Reddish	Reddish North	Heatons & Reddish	28
	Athol Street	Heaton Norris	Reddish South	Heatons & Reddish	11
	Belmont Street 1	Heaton Norris	Reddish South	Heatons & Reddish	12
	Belmont Street 2	Heaton Norris	Reddish South	Heatons & Reddish	25
	Bourne Street	Heaton Norris	Reddish South	Heatons & Reddish	8
	Cheviot Close	Heaton Norris	Reddish South	Heatons & Reddish	12

Project	Parking Review (£0.275m)				
	Ellen Street	Heaton Norris	Reddish South	Heatons & Reddish	12
	Grafton Street	Heaton Norris	Reddish South	Heatons & Reddish	12
How will the saving be achieved  24/25	Introduce charging of currently free parking offers across the borough.				
Any benchmarking information available to compare Stockport with comparable authorities	Not applicable. However there are many car parks across the borough where charges are currently made.				
Workforce impact. Outline any changes to the workforce as a result of this proposal	There will be no changes to staffing as a result of this proposal.				
Outline any internal / organisational impact of the proposal	There will be a small increase in workload for teams currently involved in the process, e.g. enforcement officers.				
Outline any risks or changes to service delivery and impact this	Residents who previous used car parks for free would be charged. Some residents may choose to park elsewhere once charging is introduced.				

<b>Project</b>	<b>Parking Review (£0.275m)</b>
proposal may have on service users	
<b>Delivering the change</b>  List key milestones and delivery dates (where known)	<p>The order chosen for introduction will be based on a feasibility process which will cover usage, impact on local communities or other concerns, potential income and costs to introduce parking charges and proximity to district centres or transport hubs. Officer assessments will take place over three months from budget approval (March – May) with reports expected to go to Area Committees detailing the proposals in June.</p> <p>The programme for Traffic Regulation Orders (TROs), installation of machines and notices will follow the feasibility work.</p>
Will reserves/ double running be needed in order to deliver this proposal?	There would be a longer lead in time to deliver this proposal due there being no infrastructure in place therefore possibly only a part year saving.
Is public consultation needed?	<p>Notices will be displayed as part of the statutory process for making changing to fees. A traffic regulation is also required which will provide a formal consultation.</p> <p>We have sought views on all our change proposals through our overall budget public consultation</p>
Is a separate EqIA (Equalities impact assessment) needed?	An EqIA will be appropriate and undertaken where proposals have an impact on service delivery.
Is a separate EIA (Environmental impact assessment) needed?	The proposal anticipates no change to driving behaviours from the changes to parking prices so there is no anticipated impact on emissions from transport or air quality.

<b>Project</b>	<b>Service Efficiencies / Reduction in Services (£0.110m)</b>
Lead portfolio	Parks, Highways & Transport Services
Council Plan Priority	Effective and efficient services
Senior responsible officer	Mark Glynn
MTFP Lens	Robust Corporate Governance
Service	Strategic Infrastructure
Proposal summary	<b>Service efficiencies/ Reduction in services</b>  Reviewing services to identify opportunities to reduce costs and deliver more efficiently across the portfolio.
How will the saving be achieved  24/25	There will be a reduction in 3 FTE within the service however this will be managed through vacancies wherever possible.
Any benchmarking information available to compare Stockport with comparable authorities	N/A.
Workforce impact. Outline any changes to the workforce as a result of this proposal	There will be a reduction in 3 FTE within the service which will reduce capacity within the team.

Project	Service Efficiencies / Reduction in Services (£0.110m)
Outline any internal / organisational impact of the proposal	The proposal will see a reduction in three posts within the highways service. This will be delivered by the deletion of two vacant posts and the removal of a further post that is not viewed as required.
Outline any risks or changes to service delivery and impact this proposal may have on service users	<ul style="list-style-type: none"> <li>• Reduction of key skills to produce and respond to policy positions as local and national governments change policy and funding requirements.</li> <li>• Reduction in capacity for liaising with TfGM. The reduction in capacity will result in elements of GM policy being presented to members with more limited Stockport focussed analysis although officers will continue to provide briefings and influence for Stockport-critical issues.</li> <li>• A small reduction in capacity to work with walking and cycling groups and structures</li> <li>• A small reduction in ability to secure funding for major schemes</li> </ul>
<b>Delivering the change</b>  List key milestones and delivery dates (where known)	If approved, proposals will be implemented from April 2024.  Staff consultation and engagement will be undertaken where required.
Will reserves/ double running be needed in order to deliver this proposal?	No.
Is public consultation needed?	No specific consultation on this proposal is needed, however we have sought views on all our change proposals through our overall budget public consultation.
Is a separate EqIA (Equalities impact assessment) needed?	Yes, an EqIA will be appropriate and undertaken to ensure we understand the impact on residents and communities.

<b>Project</b>	<b>Service Efficiencies / Reduction in Services (£0.110m)</b>
Is a separate EIA (Environmental impact assessment) needed?	No EIA is required.