

# **Hampshire County Council Future Services Consultation**

## **Proposals relating to passenger transport**

# Proposals relating to passenger transport

## What is the current situation?

The County Council currently supports a number of passenger transport services across Hampshire. These are listed in more detail in the Passenger Transport Appendix to this information pack. This information also includes the numbers of passenger trips made on each service and the cost to the County Council each time a passenger makes a journey on each service.

The County Council currently spends around £2.7 million per year through passenger transport budgets directly supporting community transport and local bus services.

## Our general passenger transport duties as a County Council

We have duties within the Transport Act 1985<sup>[1]</sup> which apply to us when deciding what passenger transport services we consider are appropriate to secure. One of these duties means we must have regard to the transport needs of older persons and those with disabilities. We will observe our Transport Act duties when considering these proposals.

## Community transport services

We currently fund the following passenger transport services:

### 1. Connect: Dial-a-Ride and Call and Go

A bookable door-to-door accessible transport service which provides an alternative to a bus network for individuals who meet one or more of the below criteria:

- They find it difficult to use or access public bus services.
- They live more than 400 metres from an available bus service/stop.
- They have no access to a car and there is no bus service when they need to travel.

Passengers do not need to be registered disabled, but need to live in the service area. These services are jointly funded by the County Council and borough, district, city, town and parish partners. These services cost the County Council around £500,000 per year. In 2022/23, around 54,000 individual trips were undertaken on these services.

Currently users pay £6 for a local return journey and £7 for a longer return journey.

---

[1] [legislation.gov.uk/ukpga/1985/67/contents](https://legislation.gov.uk/ukpga/1985/67/contents)

## **2. Connect: Taxishares**

These services run to a timetable, just like a bus, but a taxi or private hire vehicle collects the passenger once a booking has been made. The service only runs if someone books to travel. Passengers are collected from their home address or their nearest bus stop and taken to a designated drop-off point. Most services are available to anyone within the service operating area, though for some services passengers need to meet extra criteria. The County Council spends around £157,000 each year on these services and in 2022/23, around 18,000 individual trips were made on Connect: Taxishares.

Currently users pay £1 per journey.

## **3. Connect: Group Hire Services**

Group Hire Services allow local voluntary and community groups, schools and local councils to hire fully accessible minibuses for regular or one-off trips, with or without a driver. These operate across all the districts of Hampshire and receive £142,000 in support from the County Council each year. In 2022/23, these vehicles were hired around 5,500 times, with around 59,000 individual trips undertaken on these services.

Currently groups split the cost of the transport between the passengers travelling.

## **4. Wheels to Work**

Wheels to Work is a moped loan scheme for people aged 16-25 living in the Test Valley or New Forest districts, or 16 and over who live in Winchester or East Hampshire districts who do not have access to their own private or public transport and need to get to work, training, apprenticeship or an interview. The moped can be used for three months to a year.

In 2022/23, there were 22 mopeds available to hire and these were hired by 34 different individuals. The average hire lasted 11 months and hirers undertook around 700 miles per hire. The County Council spends around £73,000 each year on this scheme.

## **Bus services**

There are 58 bus service routes in Hampshire supported financially by the County Council. These are usually routes which do not have enough passengers travelling on them to cover the costs of providing them, most of which are in rural or semi-rural locations. Our funding supports them at certain times of the day, or for part of the route.

We currently spend around £800,000 from our budget each year to support these bus routes. We also receive a £1.1 million grant from central Government which we use to further subsidise the bus network.

In addition, we contract a further 35 services through funding received from other sources, such as housing developers, other local authorities and the school transport budget.

Combined, these 93 services provide around 9% of bus journeys in Hampshire. The other 91% of journeys are made on commercial services, which do not receive funding via the County Council.

### **National Concessionary Travel Scheme (older person's and disabled person's bus pass schemes)**

The County Council administers the English National Concessionary Travel Scheme in Hampshire. This is where bus operators receive reimbursement for every person who travels with a bus pass. This scheme offers free travel between 9.30am and 11pm Monday to Friday and all day at the weekend. Legally we must offer this service, which means it is not in the scope of these savings.

However, the County Council goes beyond our legal requirement to allow:

- holders of a disabled person's bus pass free travel before 9.30am and after 11pm, Monday to Friday, costing the County Council around £70,000 each year
- holders of a disabled person's bus pass the option to apply for a companion pass if they cannot travel alone, allowing free travel for their companion and costing the County Council around £3,000 each year
- holders of an older person's bus pass travelling on eligible infrequent services to use their bus pass between 9am and 9.30am, costing the County Council around £1,500 each year

### **Connection between our passenger transport budget and other Hampshire County Council budgets**

The County Council's passenger transport services support many of the County's residents, including school children travelling to school and vulnerable adults accessing vital services. This current approach potentially reduces demand on other County Council services such as school transport and Adults' Health and Care Services.

Further information on our passenger transport services can be found at:

[hants.gov.uk/transport/publictransport](https://hants.gov.uk/transport/publictransport)

## **What is being proposed?**

We are proposing to reduce the amount of money we spend on the County Council's passenger transport provision by around £1.7 million each year. We propose to do this by:

1. withdrawing all Hampshire County Council funding (around £900,000) from the following services:
  - Connect: Dial-a-Ride and Call & Go
  - Connect: Taxishares
  - Connect: Group Hire Services
  - Wheels to Work
2. withdrawing around £800,000 of Hampshire County Council funding for bus services
3. withdrawing around £75,000 of additional funding for the Concessionary Travel Scheme. This would mean that the County Council does not provide any additional entitlements above those prescribed by the national scheme. NB: central Government is currently consulting and may change what we are legally obliged to do for the English National Concessionary Scheme – we would only be able to withdraw this funding if it is still legally allowed after the central Government consultation

## **Why is this being proposed?**

Until a sustainable long-term national funding solution can be found to address the intense financial pressures facing not only the County Council, but also wider local government, we have no choice but to consider changing or reducing services in some areas and propose options for savings.

Withdrawing these could contribute around £1.7 million each year towards addressing the County Council's overall anticipated £132 million budget deficit from April 2025.

## **How would the proposal be implemented?**

Feedback from this consultation would help us understand whether it is appropriate to take the proposals described above forward for approval through the County Council's democratic process. We are seeking views from all residents, in particular older people and those with disabilities, on the above proposals.

If proposals are then approved:

- Hampshire County Council passenger transport funding for community transport services would be withdrawn by April 2025
- Hampshire County Council passenger transport funding for supported local bus services would be withdrawn by April 2025
- the extra contribution by the County Council to the Concessionary Travel Scheme would be withdrawn by April 2025, unless it became a legal duty

Throughout the implementation, we would consider how we continue to meet our Transport Act duties whilst supporting the County Council's legal duty to balance its budget.

### **What are the potential impacts?**

If approved, the proposed changes would mean that all community transport provision that we are not legally obliged to provide would be withdrawn by April 2025.

The withdrawal of our bus service support could lead to a number of bus services being removed by operators as there could be insufficient numbers of passengers travelling for operators to run these services on a commercial basis.

These changes would also mean that, provided there is not a change in the law, holders of a Disabled Person's Bus Pass would no longer be able to use their pass before 9.30am on weekdays. Companion Passes to allow for free travel for essential companions would no longer be available and bus passes would not be accepted on infrequent services between 9am and 9.30am.

### **Impacts on Hampshire residents**

These reductions are more likely to impact the more rural areas of Hampshire. The vast majority of Hampshire's supported bus network provides transport for people within rural areas to access towns for employment and essential services. Rural areas are also currently served by community transport services.

The reductions are also more likely to impact older and disabled people – two thirds of all journeys on Hampshire's supported bus network are undertaken by holders of a concessionary bus pass (whether that be a disabled or older person's pass), and most journeys undertaken on community transport services serve the needs of older and disabled people.

The reductions may also disproportionately impact those on lower incomes as they are less likely to have access to other forms of transport.

Impacts on people who currently use the service could potentially include:

- reduced mobility and independence, for example where these services are currently being used to access health, shopping and social facilities, or to access employment, education and training
- possible increase in social isolation and loneliness
- poorer mental wellbeing and physical health as well as reduced quality of life as a result of the above

If current users turn to other transport methods there could be some increase in car dependency and traffic volumes.

### **Impacts on other services**

Bus route reductions may have an impact on school transport provision (which the County Council is legally obliged to provide). 15% of all journeys undertaken on services that we subsidise are for educational purposes. This equates to around 250,000 trips per year across the whole supported network. Some of these journeys are made on services which fulfil our legal duty to provide school transport for eligible children, others are journeys that non-eligible children make to access their place of education.

There could also be a potential impact on Adults' Health and Care services as many passenger transport service users are vulnerable adults on lower incomes. These users may need earlier/additional help to remain independent. This support could range from paying the cost of alternative transport so that users can continue to access vital services, to requiring additional home care where passengers lose access to the support network provided by these services and the drivers.

We would review the potential impacts on both the County Council's school transport and Adults' Health and Care services to understand if any reduction in the passenger transport budget could result in a corresponding increase in the cost of providing the statutory aspects of these services.

If services are withdrawn because of the withdrawal of our funding, some residents may seek to use the voluntary transport network. These are schemes where volunteers use their own cars to provide transport to hospital appointments for example. The availability of these services is limited as they depend on volunteers. Most schemes cannot transport passengers who travel with a wheelchair.

There could also be a potential impact on the finances of the voluntary organisations that currently provide our community transport services as they would no longer receive our funding. This might be felt more acutely if impacted by other savings proposals currently under consideration by the County Council, including changes to the Adults' Health and Care services Infrastructure Grants. Potentially some of these voluntary organisations could cease to exist as a result of the proposed reductions in funding.

Some passenger transport services are jointly funded by district, borough, city, town or parish council partners. If these partners withdraw their funding, some of these services could also be withdrawn. Some may retain their funding but this may not be sufficient to keep services operational.

Although only 9% of all bus services in Hampshire are subsidised by the County Council, the reductions in funding received by operators could result in the average cost of non-supported routes increasing as there would be fewer routes to spread overheads across. This could lead to some non-supported routes no longer being viable for operators to run.

## **What alternatives have been considered?**

There are other approaches that we could take that are not proposed at this time. In developing this proposal, we have also considered the following:

**Maintain current level of funding:** This option is not being proposed because of the scale of the budget pressures faced by the County Council, and the legal requirement to operate within our budget. If we maintained current levels of funding, it would put additional pressure on other statutory<sup>[2]</sup> or critical services to deliver increased savings. This may impact levels of service in these areas and our ability to operate within our budget.

**Charge for issuing Concessionary Bus Pass:** Under the Concessionary Bus Travel Act 2007<sup>[3]</sup>, travel concession passes are issued free of charge to eligible individuals, so without legislative change, it is currently not possible to charge for the issuing of bus passes.

**Charge people to travel with a Concessionary Bus Pass on each journey:** When the County Council has consulted on making savings on bus services in the past, one of the most common suggestions from respondents is to charge people with a Concessionary Bus Pass to travel. This would require a national change in law. The County Council has lobbied central Government over this issue in the past but to date, this has not been something central Government has explored.

**Withdraw services that are contracted by the County Council but funded through other sources:** These would be services funded through central Government funding, contributions from housing developers and other local authorities. Withdrawing these services would not contribute to our savings deficit as the funding comes from other sources.

**Increase charges for community transport services to a level that could cover the full costs of providing the services:** This is because we would not expect there to be sufficient demand to make the service viable at prices required to cover costs.

---

[2] Services we are legally required to provide.

[3] [legislation.gov.uk/ukpga/2007/13/contents](https://legislation.gov.uk/ukpga/2007/13/contents)



## Passenger Transport Appendix

Service	Area served	Annual cost to the County Council (23/24)	Annual cost to funding partner(s) (23/24)	Annual passenger journeys (21/22)	Annual passenger journeys (22/23)	Overall cost per passenger journey to all funders	Cost to the County Council per passenger journey
Basingstoke Connect: Dial-a-Ride	Within the Basingstoke and Deane Borough Council administrative area	£110,355	£171,375	11,405	12,357	£22.80	£8.93
East Hampshire Connect: Call and Go (including Alton Dial-a-Ride)	Various trips within the East Hampshire District Council administrative area	£17,008	£13,213	1,696	1,733	£17.44	£9.81
Eastleigh Connect: Dial-a-Ride and Parish Link	Within the Eastleigh Borough Council administrative area, plus trips to Southampton	£80,651	£83,314	6,234	7,697	£21.30	£10.48
Fareham Connect: Dial-a-Ride	Within the Fareham Council Borough Council administrative area	£26,143	£26,143	2,521	2,999	£17.43	£8.72
Gosport Connect: Dial-a-Ride	Within the Gosport Borough Council Administrative plus trips to Fareham	£22,974	£22,974	1,727	1,981	£23.19	£11.60
Havant Connect: Call and Go	Within the Havant Borough Council administrative area and Horndean, Clanfield and Rowlands Castle Parishes plus trips to Portsmouth and QA Hospital	£20,744	£16,972	962	1,258	£29.98	£16.49
Rushmoor Connect: Dial-a-Ride	Within the Rushmoor Borough Council administrative area plus trips to Frimley Park, The Meadows, Camberley High Street, Ian Goodchilld Rehabilitation Centre, Badshot Lea Garden Centre and Watchett Park	£29,891	£34,360	3,112	4,359	£14.74	£6.86
Fleet Connect: Link	Within Fleet Town, Elvetham Heath Parish, Church Crookham Parish and Crookham Village Parish Council administrative areas	£18,511	£16,405	2,847	3,894	£8.97	£4.75
Yateley Connect	Within Yateley, Eversley, Blackwater and Hawley Parish Council administrative areas to The Meadows/Camberley	£2,317	£0	280	396	£5.85	£5.85
New Forest Connect: Call and Go	Within the New Forest District Council administrative area plus trips to Christchurch, Poole and Southampton	£24,502	£28,556	3,730	5,642	£9.40	£4.34
Test Valley Connect: Call and Go	Within the Test Valley Borough Council administrative area	£13,254	£14,746	3,970	4,721	£5.93	£2.81
Winchester Connect: Dial-a-Ride	Within the Winchester City Council administrative area plus trips to Andover, Fareham and other destinations for monthly shopping trips	£46,053	£46,053	5,526	6,960	£13.23	£6.62
Denmead Connect	Denmead Parish administrative areas and the Naval Cottages in Southwick to Fareham and Waterlooville	£1,086	£1,327	424	467	£5.17	£2.32

## Passenger Transport Appendix

Connect minibus group hire service	Permitted journeys	Annual cost to the County Council (23/24)	Annual cost to funding partner (23/24)	Annual minibus hires (21/22)	Annual minibus hires (22/23)	Overall cost per group hire to funders	Cost per group hire to the County Council
East Hampshire	East Hampshire District Council administrative area	£11,038	£5,687	119	235	£71.17	£46.97
Eastleigh	Eastleigh Borough Council administrative area	£33,501	£3,333	763	978	£37.66	£34.25
Fareham	Fareham Borough Council administrative area	£8,442	£0	755	921	£18.33	£18.33
Gosport	Gosport Borough Council area	£8,731	£0			£18.96	£18.96
Rushmoor, Hart and Yateley	Rushmoor Borough Council and Hart District Council administrative area	£18,225	£0	670	1,070	£17.03	£17.03
Havant	Havant Borough Council administrative area	£20,118	£0	646	575	£34.99	£34.99
New Forest	New Forest District Council administrative area	£8,835	£13,671	94	268	£83.98	£32.97
Test Valley	Test Valley Borough Council administrative area	£20,353	£5,032	626	1,132	£22.42	£17.98
Winchester	Winchester City Council administrative area	£12,759	£0	525	343	£37.20	£37.20

## Passenger Transport Appendix

Service	Areas of operation	Annual cost to the County Council (23/24)	Annual cost to funding partner (23/24)	Number of hirers (22/23)	Average length of hire	Average mileage per hirer	Overall cost per hirer to all funders	Cost per hirer to the County Council	Cost per mile per hirer to the County Council
Wheels to Work	East Hampshire District, New Forest District, Test Valley Borough and Winchester City Council administrative areas	£72,781	£22,865	34	11.2 months	731	£2,813	£2,141	£2.93

The County Council spends a further £108,000 on general community transport support. This funding is spent on vehicle replacement, an Exceptional Costs Claim Fund and post Covid support. Total cost per passenger trip to funders is based on 22/23 patronage figures.

## Passenger Transport Appendix – Taxishare services supported by Hampshire County Council

Service	Service area	Annual cost to the County Council (22/23)	Annual passenger journeys (22/23)	Cost per passenger journey
205	East Tisted, West Tisted, Monkwood, Newton Valence, Upper Farringdon and Farringdon into Alton	£6,158	248	£24.83
43	Flexford or Valley Park into Chandlers Ford and Eastleigh	£1,368	0	£-
113	East End, East Boldre, Beaulieu and Hill Top into Hythe	£2,485	76	£32.70
26	Burrige and Curbridge into Hedge End	£4,213	208	£20.25
27	Burrige and Curbridge into Swanwick and Park Gate	£2,184	132	£16.54
54	Wherwell, Chilbolton, Longstock, Stockbridge, King's Somborne & Houghton to Romsey	£24,640	2,606	£9.46
46	Chilworth, Balmoral Way and Upton Crescent to Lord's Hill	£3,277	296	£11.07
15/17	Over Wallop, Andover, Stockbridge	£2,776	12	£231.33
70	Crondall/Ewshot and Crookham Villages to Clare Park Hospital, Farnham and Fleet	£10,428	1,001	£10.42
96	Swanmore, Shirrell Heath, Shedfield and Wickham into Fareham	£14,257	651	£21.90
38	Southwick, North Boarhunt, Newtown or Soberton Heath to Wickham or Cosham/Queen Alexandra Hospital	£7,204	724	£9.95
44	Campbell Road and Chalvington Area Shopper	£6,216	702	£8.85
n/a	Hamble-le-Rice, Bursledon, Butlocks Heath, Old Netley, Netley Abbey to various hospitals, medical centres or GP surgeries	£9,707	1,170	£8.30
333	The Bramshill, Hartley Wespall, Heckfield, Mattingley, Rotherwick and Stratfield Turgis Parishes Carshare	£2,872	102	£28.16

These services are demand led, this means that if passengers do not book to travel, they do not operate and the County Council does not pay. This means it is very difficult to predict the cost of these services and therefore, a small contingency is built into the budget to allow for times when the services are busier than forecasted.

## Passenger Transport Appendix – Taxishare services supported by Hampshire County Council

Service	Service area	Annual cost to the County Council (22/23)	Annual passenger journeys (22/23)	Cost per passenger journey
210	Long Sutton- Basingtoke (Long Sutton, South Warnborough, Upton Grey, Greywell, Up Nately, Mapledurwell and Hatch into Basingtoke)	£10,496	409	£25.66
200A/B/F	200A Hart to Alton (Crandall, Ewshot, Dogmersfield, Winchfield, Fleet, Pondtail, Odiham, Mattingley, Hook, Well, North Warnborough, Hartley Wintney, Church Crookham, Mapledurwell, Upton Grey, South Warnborough, Greywell, Long Sutton) 200B/200F Long Sutton, Well, Upton Grey, South Warnborough	£9,891	260	£38.04
C1	Andover Villages C1 - from Ragged Appleshaw and Penton Mewsey into Andover	£7,530	504	£14.94
42	Stoke Common - Eastleigh	£1,173	63	£18.62
31	Fritham, Nomansland, Bramshaw, Brook and Minstead Taxishare	£2,616	21	£124.57
35	Burley - to and from Lyndhurst, Burley and Ringwood	£6,219	280	£22.21
61/62	Mockbeggar, Hyde, Frogham, Blissford, Godshill, Woodgreen, Harbridge, Parsonage Park, Sandleheath, Breamore, Whitsbury, Rockbourne, Ashford, Damerham and Martin into Fordingbridge	£11,548	886	£13.03
57	Warsash - Locks Heath	£1,626	204	£7.97
X57	Linden Lea - Fareham/Portchester	£4,402	578	£7.62

These services are demand led, this means that if passengers do not book to travel, they do not operate and the County Council does not pay. This means it is very difficult to predict the cost of these services and therefore, a small contingency is built into the budget to allow for times when the services are busier than forecasted.

## Passenger Transport Appendix – Bus routes supported by Hampshire County Council

Service	Route	Annual cost to the County Council (23/24)	Annual passenger journeys (22/23)	Annual passenger journeys (23/24) (projected)	Cost per passenger trip (22/23)	Projected cost per passenger trip to the County Council (23/24)
<b>Aldershot, Farnborough and Fleet area services</b>						
7	Hartley Wintney/Elvetham Heath to Aldershot	£128,197	33,311	41,562	£3.67	£3.08
9	Cove to Farnborough	£19,033	11,900	13,878	£1.38	£1.37

Service	Route	Annual cost to the County Council (23/24)	Annual passenger journeys (22/23)	Annual passenger journeys (23/24) (projected)	Cost per passenger trip (22/23)	Cost per passenger trip (23/24)
<b>Andover area services</b>						
5	Thurxton to Andover*	£54,911	16,863	18,069	£3.10	£3.04
7/7A	Andover to Newbury	£54,407	25,132	28,233	£2.06	£1.93
Andover Villages Service	St Mary Bourne/Enham, Barton Stacey, Kimpton, Vernham Dean and surrounding areas to Andover	£30,060	0**	2,244	£-	£13.40

The County Council also fund 9, 10, 11, 12, 13/13a, 15, 16 and 17 services using of developer contributions

\*This service is also funded by the County Council's school transport budget. This funding is not included within the costs provided.

\*\*Prior to October 2023 this service was operated by Stagecoach. There is no comparable subsidy per passenger trip for these services as they have changed significantly.

## Passenger Transport Appendix – Bus routes supported by Hampshire County Council

Service	Route	Annual cost to the County Council (23/24)	Annual passenger journeys (22/23)	Annual passenger journeys (23/24) (projected)	Cost per passenger trip (22/23)	Cost per passenger trip (23/24)
<b>Basingstoke area services</b>						
4	Basingstoke to Chineham*	£62,964	112,692	104,873	£0.66	£0.60
12/15/17	Hatch Warren – Basingstoke	£30,263	128,427	98,520	£0.21	£0.31
14	Basingstoke to Tadley**	£75,462	57,719	34,410	£1.20	£2.19
74	Overton Local Service	£14,114	3,455	3,084	£4.49	£4.58
<p>Basingstoke and Deane Council directly fund services 16, 55 and 59.            They also fund late evening journeys on town routes 1, 2, 3, 5, 6, 7, 8, 11 and 76 and Sunday services on routes 2, 5, 6, 7, 8 and 11.            *This is the cost to HCC only. The service is also funded by Basingstoke and Deane Borough Council and using developer contributions.            **This is the cost to HCC only. The service is also funded by using developer contributions.</p>						

Service	Route	Annual cost to the County Council (23/24)	Annual passenger journeys (22/23)	Annual passenger journeys (23/24) (projected)	Cost per passenger trip (22/23)	Cost per passenger trip (23/24)
<b>Eastleigh area services</b>						
49/49H****	Bishops Waltham to Hedge End/Hamble to Hedge End	£95,000	0*	15,294	£-	£6.21
44	Hiltingbury to Eastleigh**	£10,222	0	1,248	£-	£8.19
61	Eastleigh to Winchester	£37,293	0***	75,000	£-	£0.50
<p>*Previously this service was operated as a combination of the X9/X10 and X15. There is no comparable subsidy per passenger trip for these services as they have changed significantly.            **This is the cost to HCC only. In 2023/24, this service is also funded by Chandlers Ford Parish Council.            ***Prior to November 2023, this service was the E1/E2. The subsidy per passenger trip for this service in 2022/23 was £0.57.            ****This service is also funded by the County Council's school transport budget. This funding is not included within the costs provided.</p>						

## Passenger Transport Appendix – Bus routes supported by Hampshire County Council

Service	Route	Annual cost to the County Council (23/24)	Annual passenger journeys (22/23)	Annual passenger journeys (23/24) (projected)	Cost per passenger trip (22/23)	Cost per passenger trip (23/24)
<b>East Hampshire area services</b>						
23	Bordon to Haslemere	£66,326	23,276	40,955	£3.71	£3.83
38	Alton to Petersfield	£111,203	38,282	47,144	£2.70	£2.36
94	Buriton/Froxfield to Petersfield	£71,488	8,621	9,762	£7.66	£7.32
206	Alton to Bentley	£18,940	3,557	4,320	£5.06	£4.38
208	Alton to Meadstead				£-	£-
240	Ropley to Alresford	£16,120	2,249	3,888	£5.94	£4.15
250	Liphook Local Service	£13,120	977	881	£12.41	£14.89

Service	Route	Annual cost to the County Council (23/24)	Annual passenger journeys (22/23)	Annual passenger journeys (23/24) (projected)	Cost per passenger trip (22/23)	Cost per passenger trip (23/24)
<b>Fareham and Gosport area services</b>						
11	Fareham to Alverstoke*	£34,144	31,409	33,754	£0.96	£1.01
20	Fareham to Wickham	£61,912	37,322	45,096	£1.58	£1.37
21	Fareham to Hill Head	£22,538	26,855	23,621	£0.80	£0.95
28/28a	Fareham to Whiteley	£87,609	37,955	74,489	£2.03	£1.18

\*This is the HCC cost only for Monday to Friday. Gosport Borough Council funds this service on Saturdays.



## Passenger Transport Appendix – Bus routes supported by Hampshire County Council

Service	Route	Annual cost to the County Council (23/24)	Annual passenger journeys (22/23)	Annual passenger journeys (23/24) (projected)	Cost per passenger trip (22/23)	Cost per passenger trip (23/24)
<b>Havant area services</b>						
27	Rowlands Castle to Emsworth	£45,329	25,812	24,470	£2.79	£1.85

Service	Route	Annual cost to the County Council (23/24)	Annual passenger journeys (22/23)	Annual passenger journeys (23/24) (projected)	Cost per passenger trip (22/23)	Cost per passenger trip (23/24)
<b>New Forest area services</b>						
H1/H2/T3/T4	Netley View to Applemore Tesco/Cadnam to Totton	£52,902	9,552	10,476	£5.84	£5.05
X2	Lymington to Bournemouth	£19,814	6,432	9,960	£2.71	£1.99
6	Lymington to Southampton 35% funded	£47,603	52,776	66,516	£0.86	£0.72
49	Damerham to Salisbury	£2,150	1,284	1,704	£5.03	£1.26
112	Hythe/Beaulieu to Lymington*	£40,268	14,580	13,286	£2.63	£3.03
120	Lymington to New Milton	£52,036	0**	5,934	£-	£8.77
125	Christchurch to Ringwood (part Dorset County Council)	£31,320	7,159	7,560	£4.02	£4.14
119/191/193	Lymington/Chatworth Park/Barton-on-Sea to New Milton***	£59,936	42,190	47,456	£1.35	£1.26

\*This service is also funded by the County Council's school transport Budget. This funding is not included within the costs provided.

\*\*Prior to September 2023, this service operated as New Forest Cango (C32/C33) which operated under a higher budget. The subsidy per passenger trip for this service in 2022/23 was £8.93

\*\*\*This is the cost to HCC only for Monday to Friday. The Saturday service is funded by Lymington Town Council.

## Passenger Transport Appendix – Bus routes supported by Hampshire County Council

Service	Route	Annual cost to the County Council (23/24)	Annual passenger journeys (22/23)	Annual passenger journeys (23/24) (projected)	Cost per passenger trip (22/23)	Cost per passenger trip (23/24)
<b>Romsey area services</b>						
X7R	Southampton to Salisbury*	£16,695	44,426	53,760	£-	£0.31
35	Braishfield to Romsey**	£12,692	15,323	10,748	£0.34	£1.18
*This is the cost to HCC only. The service is also partly funded by Wiltshire Council with only the Romsey to Salisbury element of the route supported.						
**This service is also funded by the County Council's school transport Budget. This funding is not included within the costs provided.						

Service	Route	Annual cost to the County Council (23/24)	Annual passenger journeys (22/23)	Annual passenger journeys (23/24) (projected)	Cost per passenger trip (22/23)	Cost per passenger trip (23/24)
<b>Winchester area services</b>						
63	Hyde to Winchester; Owslebury to Winchester	£18,925	1,272	1,560	£-	£12.13
46	Winchester to North Baddesley	£23,634	6,671	2,364	£14.11	£10.00
67	Winchester to Petersfield*	£137,494	52,244	46,644	£6.62	£2.95
MV3	Meon Valley Community Bus - Soberton to Petersfield	£4,196	456	468	£2.56	£8.97
95/41	East Stratton to Winchester/Alresford to Basingstoke	£23,620	2,738	1,992	£8.77	£11.86
*This service is also funded by the County Council's school transport Budget. This funding is not included within the costs provided.						

NB: the figures included in the annual cost column relate to the County Council's budget for each service. Due to inflationary pressures and the rising costs of operating bus services, there is a pressure of £550,000 on this budget which is currently being met with one-off Local Transport Fund government funding. This means that the actual cost per service is significantly higher than the costs included here. The funding that is being used to meet the additional costs of the services has not been included in this appendix as it is not part of the Council's budget and therefore, is not a saving that the Council would make if these services were withdrawn.