

Member Induction Briefing

Bus Subsidy Review

30 March 2011

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Agenda for Presentation

- Context for the review
- Consultation process
- Maximising commercial operator contribution
- Support communities to play the fullest part
- Evaluation of future support
- Timeline and Key dates
- Questions

Background

- Bus use in Hampshire is at a 20 year high
- Majority of services commercial
- 85% of passenger trips without subsidy
- Supported trips used by 8,700 people a day
- Local transport can be a lifeline
- Subsidy budget has risen 10% in five years

Context for the Review

- Current bus subsidy expenditure £6.7m
- £1.6 million of Government Rural Bus Subsidy Grant (RBSG)
- £1.8 million Community Transport support budget maintained, e.g. Dial-a-Ride
- £269K Government funding for rural transport
- We subsidise 28% of bus services in Hampshire
- 85% of passengers travel on commercial journeys

Context for the Review

- Council faced with a £55m funding reduction
- Government Rural Bus Subsidy Grant reduced by 33% for 2011/12 = £544K
- County Council 24 February agreed £1.2m bus subsidy budget reduction for 2011/12 (half-year effect due to October start)
- Similar situations around the country

Review

- All subsidised routes will be reviewed, including Cango and taxi shares
- The aim is that any community that currently has transport will still have transport
- Passengers will still be able to access key destinations
- Extensive consultation, Equalities Impact Assessment

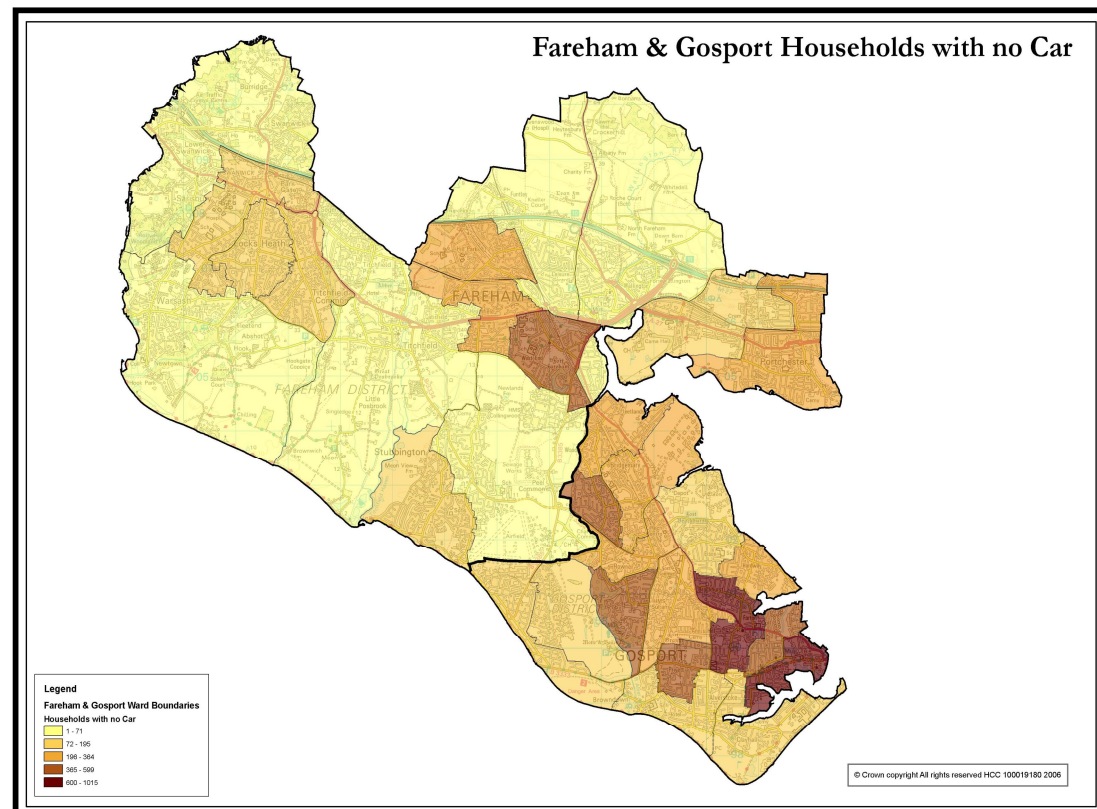
How are we doing this?

Survey, Census, Software, Consultation

- Survey data to show existing use (effective demand)
- 2001 Census to show likely demand – age, income, car ownership (potential demand)
- Accession software to show what journeys can and cannot be made
- Public consultation, 2010 Members' Workshops, Passenger Transport Forums, Equalities Impact Assessment

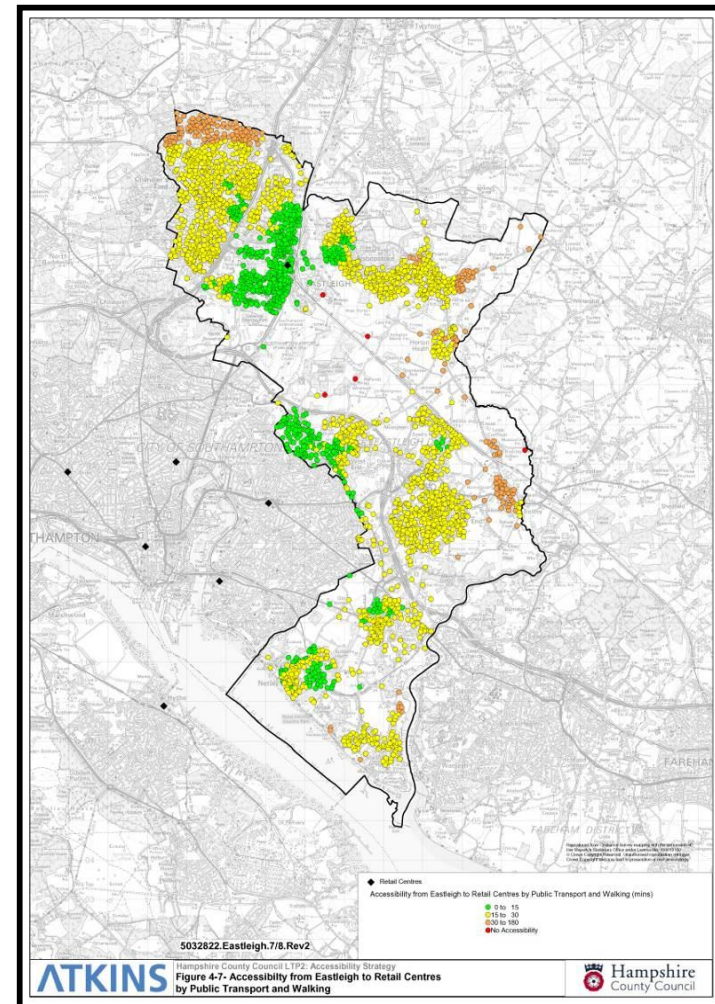
Use of Census Data

- No car households-
Fareham: below
average, Gosport:
highest in county
- Fareham: 3rd highest
commute by car
- Gosport: highest
commute by bus



Accession Data- Retail

- Above the county average: 92% (86%) of households and 95% (92%) of non-car households can access retail centres in 30 mins
- Food: 99%+ (98%) of non-car households in 30 mins
- 9 of 6823 cannot



Consultation Process

- Passenger Transport Forums across the county
- Parish and District Councils
- County Councillors – Members' Portal
- Public postal and web based consultation

Forum Workshop Sessions

- Consider the services you use
 - What do you use them for?
- Should the priorities be getting to:
 - Work
 - Shopping
 - Health services
 - Education
 - Leisure

Forum Workshop Sessions

- The alternatives to a bus service
 - Taxi share
 - Community Transport / Dial a Ride
 - Locally arranged lift sharing
 - Weekly shopper service

Maximising Commercial Contribution

- Two of the 11 tender areas renew in October 2011:
Blackwater Valley and Eastleigh
- In other areas, where operators have individual contracts which cover a group of services, we will negotiate with them to retain the best level of service within the likely revised budget.
- Where operators are contracted for, say, an extra journey on a commercial service, they will be asked to run these without subsidy
- Otherwise we will enter single tender arrangements or emergency 12 month contracts will be set up.

Community Transport Role

- £1.8 million Community Transport funding maintained - Dial-a-Ride etc
- £269K Government rural transport funding
- Members' Workshops identified greater role for Community Transport and for the community itself
- Rural toolkit being developed: sources of advice and examples of best practice
- Working with voluntary sector

Members' Workshops

- Members felt bus subsidy should support essential trips not provided by others, that were actually used and which ran to a regular timetable with easy access vehicles where possible.
- Essential journeys such as health or local shopping should be prioritised with work and education.
- Taxi-share or community transport should be used where the bus was no longer viable.
- Community transport should play a bigger part and be supported.

Public Consultation

- This is exploring how services should be delivered with the aim that no community with a service now is left without transport; the correct level of support for core routes which serve the majority of passengers and how services should be delivered in areas or at times where use is low.
- Options include how communities and volunteers can play a greater role, lift sharing, use of bookable services such as taxi-share and how safety net or feeder services can best be delivered.

Evaluation Process

- Evaluation process will bring together results of:
- Members' Workshops
- Public consultation
- Equalities Impact Assessment
- Build on the criteria used for the 2006-2008 Area Reviews
- 'That we seek to provide access to key services (employment, food shopping, doctors, education, leisure) which are not available locally by offering a link to one local centre or as a feeder to the wider transport network using transport appropriate to the level of use and where alternative transport services are not available nearby.'

Evaluation Criteria

- Criteria above recognise that, although it is a useful benchmark, using cost per passenger trip alone does not take account of accessibility or local circumstances, journey purpose or the other transport services which may be available.
- The current maximum cost per trip is £2.50, which is the basis on which the existing budget is spent.
- For the bus subsidy budget to reduce in line with the 33% reduction in Government RBSG, the maximum cost per trip would reduce to £1.67 in order that the widest possible service can be provided.

Decision

- Level and pattern of services proposed for Executive Member Decision on 27 July will reflect:
- Evaluation process
- Members' Workshop output
- Consultation process
- Equalities Impact Assessment

Timeline and Key Dates

- County Council budget set: 24 February
- Executive Member approval of process: 1 March
- Review of services: Jan – May
- Members' Half Day Briefing: 30 March
- Environment & Transport Select Committee: 12 May
- Public Consultation & EQIA: Feb – May
- Passenger Transport Forums: Feb - Mar
- Working with bus companies: Feb - April
- Tender appraisal: April – June
- Executive Member Decision Day: 27 July
- Revised services start October 2011

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Questions?