

CORPORATE OR LEGAL INFORMATION:**Links to the Corporate Strategy**

Hampshire safer and more secure for all:	no
Corporate Improvement plan link number (if appropriate):	
Maximising well-being:	yes
Corporate Improvement plan link number (if appropriate):	
Enhancing our quality of place:	no
Corporate Improvement plan link number (if appropriate):	

Section 100 D - Local Government Act 1972 - background documents

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

Document

Location

None

IMPACT ASSESSMENTS:

1. Equalities Impact Assessment:

- 1.1. A detailed Equalities Impact assessment has been undertaken and is attached as Appendix 1.

2. Impact on Crime and Disorder:

- 2.1. None.

3. Climate Change:

- a) How does what is being proposed impact on our carbon footprint / energy consumption?

Delivering an effective public transport system within available funding levels provides an alternative to use of the private car.

- b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

An effective public transport alternative matches provision to need and minimise carbon emissions.

Bus Subsidy Review consultation summary document

June 2011

This document summarises the processes and findings of the Bus Subsidy Review consultation exercise carried out by Hampshire County Council between February and May 2011.

Hampshire County Council has had a significant reduction in the funding it receives from central government, and as a result the level of subsidies paid to bus companies to operate bus service that are not commercially viable has been reduced.

The consultation invited individuals, representative organisations, Parish Councils and District Authorities to provide feedback on where the council's finite resources are best targeted. The consultation document asked;

1. Type of journey priority
2. Types of service could be used to meet those priority needs
3. Preference of alternative type of service provision
4. What could your parish council or organisation do to provide additional services or facilities locally
5. Thinking of an existing route, if the service was reduced or removed, suggest how you would cater for the unmet demand in a different way
6. For any services with which you are familiar, how could these services be changed to better meet the priorities you have identified.
7. Any further comments.

The form was made available in hard copy, on the council's website, at Passenger Transport Forums across the county, promoted through the Post 16 Transport Forum and over 5,000 copies were distributed by hand at bus stations and bus stops across the county.

Analysis of responses

The total number of completed forms returned by email, collected at the Passenger Transport Forums and posted in hard copy was 607. The total number of people expressing a view is higher than 607 as 92 of the returned forms were on behalf of groups, organisations and councils. A full list is available on request.

150 responses/comments were received by email to the designated Bus Service Review Inbox.

The number of responses from individuals by age group were:

Age 15 – 30	17
Age 31 – 44	36
Age 45 – 59	64
Age 60 – 74	230
Age 75+	165

Not all individual respondents completed the monitoring form, but of those that did, information collected was as follows:

Gender

Female 70%

Male 30%

People with a disability 16%

Post Codes

A map showing the spread of responses is attached.

Responses to questions by all age groups, individuals, Parish, District and Town Councils

1. Type of journey priority

- 1) Shopping 17%
- 2) Doctors 15%
- 3) Hospital 14%
- = Major town 14%

2. Type of journey priority by specific age groups;

15 -30 years

- 1) Shopping 14%
- 2) Doctors 14%
- 3) Work 11%

31 -44 years

- 1) Work 19%
- 2) Shopping 13%
- 3) Major Town 13%

45-59 years

- 1) Work 17%
- 2) Shopping 16%
- 3) Doctors 13%

60-74 years

- 1) Shopping 17%
- 2) Major Town 17%
- 3) Doctors 16%

75 and over

- 1) Shopping 24%
- 2) Doctors 18%
- 3) Hospital 17%

The priorities for Parish, District and Town Councils were;

- 1) Work 15%
- 2) Shopping 14%
- 3) Doctors 13%

The priorities that were noted at the Passenger Transport Forums across the County were;

- 1) Hospital 18%
- 2) Work 16%
- 3) Doctors 13%

3. Types of service could be used to meet those priority needs

The vast majority of responses preferred the option of a regular bus service, with community transport and taxi shares being viewed as possible options in rural areas.

4. Preference of alternative type of service provision

Comprehensive service on main routes and reduced service elsewhere	35%	65%	More evenly spread service to all places
Service to one major town	51%	49%	Less frequent service to more than one town
Infrequent service every day	68%	32%	More frequent service on fewer days
Regular services only at core times (Monday to Saturday daytime)	61%	39%	Less regular services at more times of day (e.g. including evenings and Sundays)
Just turn up (no need to book) infrequent service	61%	39%	More frequent service but bookable
Bus services where possible	60%	40%	Maintain a transport link regardless of vehicle type

Local bus services

an opportunity to have your say – Spring 2011

www3.hants.gov.uk/busreview

3.2. Introduction

Hampshire County Council is facing significant reductions in the amount of money it has from Government to spend on supporting bus services. Therefore we are now inviting views from you or your organisation to ensure that our finite funds are best targeted. We will use your feedback to help us develop the priorities for the design of a package of services, that will be tendered for introduction in October 2011.

Previously, the County Council has carried out reviews of its supported services on an area by area basis. We will keep in mind the results of previous area reviews and the reasons why changes to services have been made before. However, budget changes mean that this time we will be considering the whole county at once. This will allow us to ensure that all areas are treated equitably and give you the opportunity to offer fresh input.

Three quarters of all bus services in Hampshire are provided commercially (with no subsidy from the County Council) by various bus operators. In some cases the whole service is commercial. In other cases the County Council supports journeys at certain times of day or certain parts of the route. We have little jurisdiction over the routes and timetables of commercial services. We are seeking your views about the priorities that should guide our approach to supporting these additional services and journeys that are not operated commercially. We would ask that you focus on the types of services that you would prefer us to be able to fund in the future.

Bus services form only a part of the overall transport provision. We would ask you to also consider alternative services such as Call & Go, community bus services, voluntary car schemes and taxi-share schemes. These may well work out cheaper and allow us to retain important links.

3.3. What to consider

Please think about all groups in your community; people getting to work, those going shopping, schoolchildren and teenagers, the elderly, the disabled. What services do they find most useful and what changes would cause least inconvenience? If you are responding as an individual, look at your own needs and your use of the different services; how do they measure up?

We are not necessarily looking for specific route suggestions. We want to find out what **types** of services are most important. For example, should we prioritise work journeys or leisure journeys? Should we provide a limited service to a wide variety of places, or a more comprehensive service to fewer places? Should we concentrate services at key times of day, or aim to provide a more limited service at all times?

3.4. Fact finding so far

We have been surveying all County-subsidised journeys and, where bus companies have agreed, this has included some commercial journeys too. Our surveyors have been recording the use of each route at all times of day to see how well services are being used. In addition we will look at data on levels of car ownership and access to facilities such as shops.

We want to take into account local views on why particular services are important, and what alternative transport might be available. This is why we are giving you this opportunity to comment, if you wish. We would be interested in your views about priorities for bus service provision as soon as possible or **by 31 May 2011 at the latest**.

Please complete this questionnaire and return it to Bus Subsidy Review, Passenger Transport Group, Environment Department, Hampshire County Council, The Castle, Winchester, Hampshire, SO23 8UD or by email to environment.bus.review@hants.gov.uk Tel: 01962 846921

Bus services review consultation response form

Information recorded on this form may be used in computerised records. Under the terms of the Data Protection Act 1998 this information will be treated in a secure and confidential manner.

Individual or organisation name and contact details

Name:
Organisation or other people represented by this reply
Address:
Postcode (responses will be considered by postcode area)
Contact phone number or email:

- Thinking strategically, rather than for specific services, please select your priorities from the list below by numbering them 1, 2, 3 etc, 1 as your top priority.

Type of service	Your priorities	Type of service	Your priorities
Journeys to work		Journeys to school/college	
Local shopping trips		Daytime leisure trips	
Trips to major town		Evening services	
Journeys to doctor, dentist, chemist etc		Sunday and Public Holiday services	
Journeys to hospital		Other (please specify below)	

If you specify "other" types of service or journey purpose above, please list these below

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2. Based on your priorities in question 1 (overleaf) which of the following types of service could be used to meet those priority needs?

Bus services (just turn up services running on a fixed route)
Call and Go or Dial a Ride (bookable minibus service with restricted eligibility criteria)
Cango (bookable minibus service operating to a flexible route)
Community bus service (a local bus service run by volunteers)
Community minibus (hired by an organisation to provide a self-help solution, e.g. by a Parish Council to provide a weekly shopping trip)
Voluntary car schemes (locally organised individual journeys provided by volunteers)
Taxishare (bookable bus service operated with a taxi or private hire vehicle)
Lift giving scheme (individually or locally organised)
Other (please specify suggested solution)

3. For each pair of alternatives below please tick the one that you feel is more important.

Comprehensive service on main routes and reduced service elsewhere	<input type="checkbox"/>	<input type="checkbox"/>	More evenly spread service to all places
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Service to one major town	<input type="checkbox"/>	<input type="checkbox"/>	Less frequent service to more than one town
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Infrequent service every day	<input type="checkbox"/>	<input type="checkbox"/>	More frequent service on fewer days
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Regular services only at core times (Monday to Saturday daytime)			Less regular services at more times of day (e.g. including evenings and Sundays)
Just turn up (no need to book) infrequent service			More frequent service but bookable
Bus services where possible			Maintain a transport link regardless of vehicle type

4. What could your parish council or organisation do to provide additional services or facilities locally? (please state affiliation against each comment)

Example: Community bus for weekly shopping (Ambridge Parish Council)

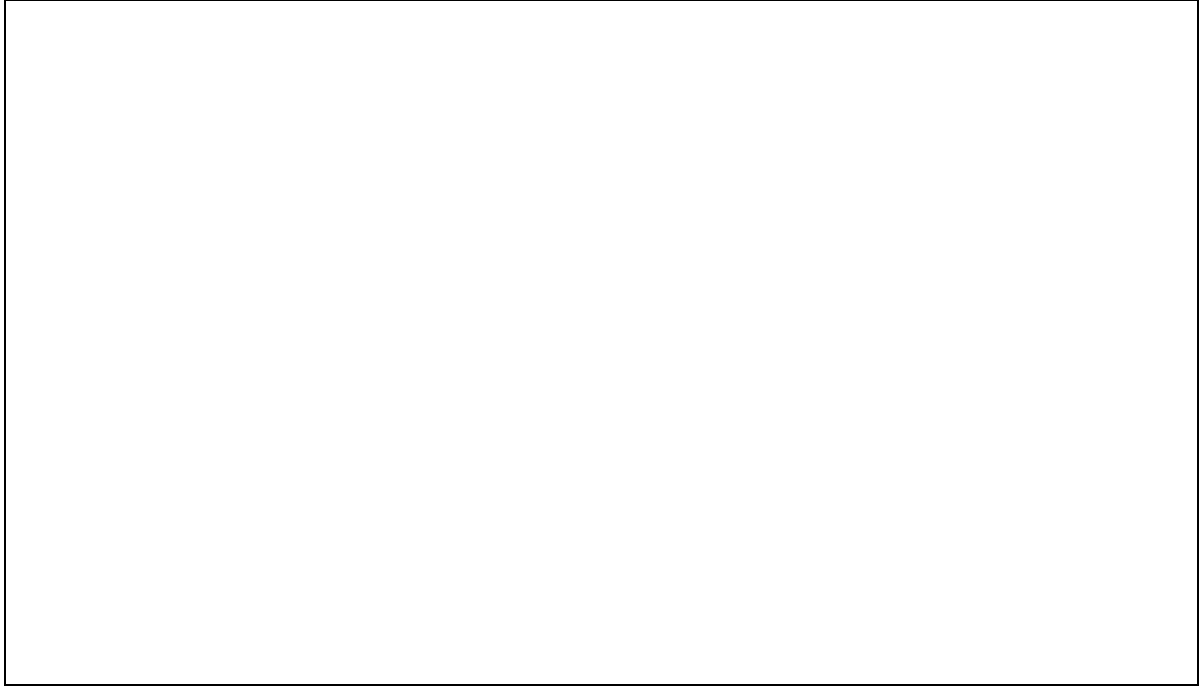
5. Think about a specific example of an existing route that you know about. If this service was to be reduced or removed please suggest how **you** would cater for the unmet demand in a different way? Please specify service number or name.

A large, empty rectangular box with a thin black border, occupying the upper half of the page. It is intended for a user to provide input or feedback.

6. For any services with which you are familiar, how could these services be changed to better meet the priorities you have identified.

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7. Please add any further comments or suggestions here:



Monitoring form follows below:

Monitoring form - Data Protection Act 1998

Completion of this equalities form is voluntary and anonymous and is to improve our monitoring of equalities. Part-completed forms are welcome.

The County Council wishes to ensure that everyone has equal access to the services it provides regardless of their age, disability, gender, race, religion/belief or sexual orientation. If monitoring shows certain groups of people are not using particular services we can seek to address this. It is in line with our responsibilities under the Equality Act 2010, our commitment as outlined in the Equality Policy. The purpose is to identify whether take up of the service reflects the community we serve.

It is for this reason **ONLY** that you are asked to provide the information below, which will be treated in the strictest confidence and used only for statistical purposes. We ask for this information in order to ensure that as many people as possible have a say.

Information recorded on this form may be used in computerised records. Under the terms of the Data Protection Act 1998 this information will be treated in a secure and confidential manner.

The completion of this part of the form is purely voluntary and optional

Are you? Male Female

What is your age

How would you best describe your ethnic origin?

- | | | |
|--|---|----------------------------------|
| <input type="checkbox"/> White – British / Irish | <input type="checkbox"/> Mixed | <input type="checkbox"/> Black |
| <input type="checkbox"/> Asian | <input type="checkbox"/> White – Eastern European | <input type="checkbox"/> Chinese |
| <input type="checkbox"/> White – Rest of World | <input type="checkbox"/> White – Western European | |

The Disability Discrimination Act (1995) defines a disabled person as “a person who has or has had in the past a physical or mental impairment which has a substantial and long term adverse effect on their ability to carry out normal day-to-day activities”

Under this definition, do you consider yourself to be disabled? Yes No

What is your sexual orientation? Prefer not to say

What is your faith background? Prefer not to say

Please complete and return this form by 31 May 2011 in hard copy to the address below or electronically to environment.bus.review@hants.gov.uk

For further information or if you need any help in completing this form please contact Neil Beswick, Passenger Transport Group, Environment Department, Hampshire County Council, The Castle, Winchester, Hampshire, SO23 8UD

Telephone: 01962 846921 or **email:** environment.bus.review@hants.gov.uk

Website: www3.hants.gov.uk/busreview

Thank you for taking part in this consultation.

List of organisations which responded

Ampfield Parish Council
Andover Town Council
Basingstoke & Deane Borough Council
B&DBC Labour Group
Bentworth Parish Council
Bishopstoke Parish Council
Braishfield Parish Council
Bramdean & Hinton Ampner PC
Bramshott & Liphook Parish Council
Bransgore Parish Council
Buriton Parish Council
Cheriton Parish Council
Chilcomb Parish Council
Chilworth Parish Council
Church Crookham & Ewshot
Copythorne Parish Council
East Boldre Parish Council
East Hants District Council
Eastleigh Borough Council
Eversley Parish Council
Fareham Borough Council
Froxfield Parish Council
Gosport Borough Council
Hale Parish Council
Hannington Parish Council
Hart District Council
Hartley Wintney Parish Council
Havant Borough Council
Hawley Parish Council
Headley Parish Council
Hordle Parish Council
Horndean Parish Council
Houghton Parish Council
Hound Parish Council
Hursley Parish Council
Hythe & Dibden Parish Council
Kings Somborne Parish Council
Liss Parish Council
Longparish Parish Council
Lockerley Parish Council
Milford on Sea Parish Council
Mottisfont Parish Council
New Forest District Council
New Milton Town Council
Newtown Parish Council
Nursling & Rownhams Parish Council

Oakley & Deane Parish Council
Overton, Laverstoke & Steventon PC
Owslebury Parish Council
Pamber Parish Council
Ringwood Town Council
Rooksdown Parish Council
Rushmoor Borough Council
Silchester Parish Council
Soberton Parish Council
South Wonston Parish Council
Swanmore Parish Council
Sway Parish Council
Tadley Town Council
Tangley Parish Council
Test Valley Borough Council
Totton & Eling Town Council
Warnford Parish Council

Yateley Town Council

Alresford & District Partnership
Andover VIPs (visually impaired people)
Baddesley Friends
Brockenhurst College
East Hants Advocacy Scheme
Frimley Park Hospital
Greyfriars Men's Club - Ringwood
Hart Citizens Advice
Hounslow Community
Liphook Day Centre
Liphook Village Surgery - Patients Group
Marchwood Bus Focus Group
Mencap
New Forest Transport Comm Action N/W
New Milton, Barton & District Res Assn
Pebbles Children's Centre, Basingstoke
Royal Air Force - Odiham
Segensworth Business Forum
South Downs College
South Downs Society
St Vincent's College, Gosport
Stockbridge Neighbour Care
Stoic
The Sunshine Club, Sutton Scotney
Totton & Eling Town Council
Waterloo & District Residents Assn
Yateley & Yateley Green WI

Locations of responses

<u>Town/Villages</u>		<u>Replies</u>
Abbots Ann		3
Aldershot		1
Alresford		11
Alton		13
Andover		19
Ashurst		3
Axford		2
Basingstoke		18
Bishop's Waltham		12
Bishopstoke		1
Bitterne	Southampton	3
Blackfield		2
Bordon		2
Botley		2
Boyatt Wood		1
Buriton	Petersfield	1
Bursledon		2
Chandler's Ford		2
Chawton		1
Cheriton		31
Chilcomb		1
Christchurch	Dorset	1
Church Crookham		10
Cliddesden	Basingstoke	16
Colden Common		4
Curdrige		6
Dibden Purlieu	Waterside	3
Dummer		2
Durley		1
Eastbourne	West Sussex	1
Eastleigh		19
Emsworth		8
Everton, Lymington		1
Fair Oak		7
Fareham		9
Farnborough		16
Farnham		2
Fleet		11
Four Marks		1
Frimley	Surrey	1
Froxfield		1
Fyfield		1
Gosport		15

Greatham		2
Havant		16
Hawley	Camberley	2
Hedge End		7
Hook		4
Horton Heath		4
Hounslow	Totton	4
Hurstbourne Tarrant		4
Hythe	Waterside	3
Itchen Abbas		5
Lee on Solent		13
Lindford		2
Liphook		65
Liss		5
Lymington		5
Marchwood	Waterside	3
Medstead		2
Micheldever		1
Milford		1
Netley Abbey		1
New Milton		5
North Baddesley		2
North Waltham		16
Over Wallop		2
Pamber Heath	Basingstoke	4
Pennington		1
Petersfield		20
Portsmouth		2
Preston Candover		1
Redford	Surrey	1
Romsey		9
Ropley		2
Rowlands Castle		1
Selborne	Alton	6
Sherfield on Loddon		2
Southampton		13
Southsea		1
South Wonston		2
Stubbington		3
Sutton Scotney		6
Swanmore		3
Sway		1
Tadley		2
Totton		1
Twyford		9
Upper Froyle		1
Upton Grey	Basingstoke	1
Waltham Chase		8
Waterlooville		3

West End	9
West Meon	1
West Tytherley	1
Whitehill	3
Whiteley	2
Winchester	45
Yateley	4
Address incomplete	2
TOTAL	608

5. EqIA – Summary Report

Name of the service, policy, plan or project being impact assessed: Bus Subsidy

Department: Economy, Transport & Environment

Name of lead officer: Peter Shelley

Publication date: July 2011

Review date: July 2014

Describe the main purpose and aims of the service, policy, plan or project.

Subsidy funding for non-commercial local bus services seeks to provide access to key services (employment, food shopping, doctors, education, leisure) which are not available locally. We strive to offer a link to one local centre or a feeder to the wider transport network using transport appropriate to the level of use and where alternative transport services are not available nearby. The current review seeks to ensure we can best fulfil needs within a reduced budget.

What are the main elements of the initiative, policy, plan or project?

The level of bus subsidies and their application to local services are under constant review with funding availability and service needs assessed annually. Local bus service provision is typically reviewed on a three year cycle on an area basis looking at service usage with regard to value for money criteria.

In what way will or might the policy, plan or project advance equality or improve access?

Bus subsidies are provided to improve transport choices for those people who have lower levels of mobility and / or are in areas with poorer accessibility. Whilst 55% of funding is planned to remain and be tailored to the responses of our public consultation, the reduction in funding levels dictated by the Council's financial position will have an adverse impact on the existing service users. There will in particular be a disproportionate impact on people over 65 (particularly women) who, in tandem with concessionary bus passes are a predominant user group of the subsidised services. Other actions are therefore proposed.

What actions will be taken to address any issues identified?

1. Service reductions will be tailored in line with consultation responses to generally lower service frequencies to cover better used services as opposed to totally withdraw from geographical areas.
2. A Toolkit will be rolled out to provide better support and information on alternative transport provision and to encourage self help within local communities.

Conclusion:

Bus service reductions required by reduced funding will inevitably impact on the convenience and quality of life for many residents. However, this is a discretionary service and is not believed any unlawful discrimination will arise in respect of equality legislation. The Council has also taken steps to enable local communities to reduce hardship and indeed improve personal mobility and geographic accessibility.