

HAMPSHIRE COUNTY COUNCIL**Decision Report**

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	23 July 2013
Title:	Extension of Local Public Transport Contracts in Alresford, Andover and Burghclere Areas
Reference:	4851
Report From:	Director of Economy, Transport and Environment

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1. Executive Summary

1.1. This report proposes that three bus subsidy contracts and one Taxi-share service are extended to ensure continued access to work, education, retail, leisure and health services for the widest section of the community thereby supporting quality of life as well as achieving value for money. This proposal reflects the current financial situation and the budget that is allocated.

1.2. This paper seeks to obtain authority to extend one bus contract and one Taxi-share contract for one year and to extend two contracts for six months.

2. Contextual information

2.1. Cango flexible bus services in Alton, Andover, Burghclere were included in the Bus Subsidy Review in 2011. The Alton and Andover Cango services were each reduced from two vehicles to one, and replaced in part by conventional (fixed-route) bus services or Taxi-share routes; the Burghclere Cango was completely replaced by conventional bus services. This report seeks to exercise the option to extend those contracts either for one year as allowed in the original decision or for six months to allow options to be developed or confirmation of continued external funding.

2.2. Passenger Transport bus contracts for Andover Cango, Burghclere Services 21, 22, 23, 24, Alton-Alresford services 206, 208, 240, and Picket Piece Taxi-share, were approved for a two year period commencing 10 October 2011 with an option to extend up to a further four years.

- 2.3. The Andover, Burghclere and taxi share contracts have been performing well with a steady patronage and subsidies of between £3.00 - £5.00.
- 2.4. The Burghclere services were formerly a Cango, and so the County Council provides the vehicle and retains fare income. Basingstoke and Deane Borough Council meets half the operating costs. The Borough Council is undertaking a review of funding of local bus services. It is proposed to extend the current contract for six months so that the external funding situation is known and the new timetable can reflect the budget available. Where bus services are contracted on behalf of the District Council, those contracts normally reduce in line with the reduction in District Council funding. In the case of community transport services such as Dial-a-Ride, the policy is that any withdrawal of joint funding would be matched by a similar reduction from Hampshire County Council.
- 2.5. Alton area services 206, 208 and 240 which run on 3 days a week have been less well patronised, and it is proposed that these services be retendered with a revised timetable to attract more passengers as a result of feedback from passengers and the local member.
- 2.6 At the 27 July 2011 Decision Day, approval was also given for the award of the Alresford – Basingstoke Cango. This was retendered from April 2013 as a result of the previous contractor ceasing trading. No further action is needed at this time.

3. Finance

- 3.1. These contracts are all gross cost, that is to say the tender price shown is before fares income which is then offset against this. The contracts were tendered on a day rate basis for the operator using their own vehicle and also at a lower day rate for using the supplied Hampshire County Council vehicle. The maximum costs per annum for the contracts are: Andover Cango £135,366.63, Burghclere services £130,052 and the taxi share £2,600.
- 3.2. The Andover Cango contract also incorporates a mainstream school bus contract funded by Children's Services at a cost of £4.20 a passenger trip, whilst the public service side has a subsidy level averaging £4.07 a passenger trip.
- 3.3. The Alton contracts, totally funded by Hampshire County Council, operate at a subsidy averaging £5.12 per passenger trip.
- 3.4. Because Hampshire County Council's vehicles are currently used most days the cost of the contracts has been less than the maximum budget figure for the past 18 months but this may not be the case in the future.
- 3.5. Picket Piece has a total annual cost of £2,600 and a £4.30 average subsidy level. The average subsidy cost for a taxi share across the

county is £5.78. This is a higher cost than the subsidy cost per trip paid for conventional bus services, but annual contract costs are significantly lower as contracts only operate when required.

3.6. These services are currently running so funding is already in the budget.

4. Performance

4.1. Passenger figures on these services are sustainable, with an average of 1,300 passenger trips per month on both the Burghclere service and the Andover Cango plus the additional school trips.

4.2. The taxi share has 27 registered users and 7 regular users.

5. Recommendations

5.1. That Andover Cango bus contract be extended for a further one year from 10 October 2013. (Contract C119)

5.2. That Burghclere conventional services 21, 22, 23, 24 be extended for a further six months from 10 October 2013 (Contract B308) to allow for Basingstoke and Deane Borough Council's review of bus subsidies to take place and to re-tender the service according to available funding.

5.3. That the Picket Piece – Andover taxi share be extended a further one year from 10 October 2013. (Contract T248)

5.4. That Alresford conventional services 206, 208, 240 operating in the Alton, Alresford, Binsted area be extended for a further six months from 10 October 2013. (Contract A192)

Rpt/4851/PS

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):	

Other Significant Links

Links to previous Member decisions:		
<u>Title</u>	<u>Reference</u>	<u>Date</u>
Bus Service Review	2710	27 July 2011
Cango Services – emergency Interim Arrangements	3204	6 September 2011
Direct links to specific legislation or Government Directives		
<u>Title</u>	<u>Date</u>	

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.)

<u>Document</u>	<u>Location</u>
None	

IMPACT ASSESSMENTS:

1. Equalities Impact Assessment:

- 1.1 The proposals in this report have been developed with due regard to the requirements of the Equality Act 2010, including the Public Sector Equality Duty and the Council's equality objectives. The website contains a summary [assessment of the impacts](#) under 'Safe and Efficient Transport systems in Hampshire'.
- 1.2 It is considered that the issues covered by this report will not have impacts requiring further specific actions by the Council above those already established in its existing policies and working procedures.

2. Impact on Crime and Disorder:

- 2.1 None

3. Climate Change:

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

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

- 3.2 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 minimises carbon emissions.