

**HAMPSHIRE COUNTY COUNCIL**

**Report**

<b>Committee:</b>	Environment and Transportation Select Committee
<b>Date of meeting:</b>	12 May 2011
<b>Report Title:</b>	Bus Subsidy Review
<b>Report From:</b>	Director of Environment

**Contact name:** Peter Shelley

**Tel:** 01962 847212      **Email:** peter.shelley@hants.gov.uk

**1. Purpose of Report**

1.1. To provide an update on the consultation programme for the Review of Subsidised Bus Services which was presented to the Members' Half Day Briefing on 30 March 2011.

**2. Contextual Information**

2.1. The consultation programme is designed to ensure that service support makes the best use of the reduced budget available following the reduction in funding from Government.

2.2. This presentation to the Environment and Transportation Select Committee forms part of the consultation programme approved by the Executive Member for Environment on 1 March 2011.

2.3. The consultation programme includes the following elements: public consultation through a dedicated webpage, media publicity, purpose-designed questionnaire available on line, in local libraries, at rural post offices, by post or by distribution in town centres and bus stations; the series of Members' Workshops held in 2010, the Members' Briefing on 30 March 2011 and information on the Members' Portal; specially arranged Passenger Transport Forums across the county and a detailed Equalities Impact Assessment informed by consultation responses.

**3. Progress to Date**

3.1. Public consultation commenced on 28 February 2011 and will run until 31 May 2011. In addition to the dedicated webpage and phone number, some 2,000 questionnaires have been distributed directly to passengers at bus stations, shopping centres and town centre bus stops. To date this has

included Alton, Andover, Alresford, Basingstoke, Eastleigh, Farnborough, Hedge End, Hythe and Petersfield.

- 3.2. Areas planned for the next two weeks include Winchester, Romsey, Lymington, Lyndhurst, New Milton, Fordingbridge, Ringwood, Fareham, Gosport and Havant.
- 3.3. Forms have also been delivered to libraries, rural post offices and Citizens Advice Bureaux.
- 3.4. At present a total of 240 forms have been received back, 77% by post and 33% received electronically.
- 3.5. 47% of responses so far are from those in the 60-74 age group.
- 3.6. Respondents were asked to prioritise a range of alternatives.

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

- 3.7. A further communications programme will invite responses in May.
- 3.8. A series of nine special passenger transport forums were arranged, some 1,900 invitations were issued – there will be some duplication where individuals or organisations were invited to more than one forum.
- 3.9. 261 attended the forums, including County and district councillors, and 73 apologies were received. Invitations were sent to district and parish councils, user and community groups, groups supporting those with disabilities or older people and transport providers.
- 3.10. All those invited are now receiving a detailed report of the forums and workshop sessions and a further copy of the questionnaire for further thoughts or late responses.

3.11. Amongst those at the forums, travel to hospital was the top priority (18%), followed by journeys to work (16%) and journeys to doctor/dentist/chemist (15%).

3.12. Workshop groups were asked to prioritise a range of alternatives. Results are as follows:

Comprehensive service on main routes and reduced service elsewhere	37%	63%	More evenly spread service elsewhere
Services to one major town	42%	58%	Less frequent service to more than one town
Infrequent service every day	70%	30%	More frequent service on fewer days
Regular services only at core times (Monday to Saturday daytime)	50%	50%	Less regular services at more times of day (e.g. including evenings and Sundays)
Just turn up (no need to book) infrequent service	55%	45%	More frequent service but bookable
Bus services where possible	25%	75%	Maintain transport link regardless of vehicle type.

3.13. The responses to these and the other questions posed, suggestions received together with details of what particular groups or organisations may be able to offer and responses from other stakeholders will help build up a set of priorities.

3.14. A Members' Briefing session was held on 30 March 2011 and a copy of the presentation will be available at the meeting.

#### **4. Conclusions**

4.1. To date almost 4,000 individuals or organisations have been invited to participate in the consultation programme, at present 500 responses have been received.

4.2. Member information and input has been by means of the Members' Workshops in 2010, attendance at the passenger transport forums, the Members' Briefing on 30 March 2011 and the Members' Portal and through the Environment and Transportation Select Committee today.

4.3. A further media push will seek to capture more responses and analysis of these and the response to date will feed into the Equalities Impact Assessment and Executive Member decision process.

**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>
Presentation to Members' Half Day Briefing – 30 March 2011	Passenger Transport, Economy, Transport and Environment Department

**IMPACT ASSESSMENTS:**

**1. Equalities Impact Assessment:**

1.1. An Equalities Impact Assessment is being carried out, informed by the responses to the consultation.

**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.