

## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Environment and Transport
<b>Date:</b>	15 September 2016
<b>Title:</b>	Retendering of Bus Public Contracts in Romsey, Totton and Hythe Areas
<b>Reference:</b>	7689
<b>Report From:</b>	Director of Economy, Transport and Environment

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### 1. Executive Summary

- 1.1. The purpose of this paper is to detail the outcomes of tenders for the renewal of a number of four year public bus subsidy contracts in the Romsey, Totton and Hythe areas.
- 1.1. This paper proposes a plan of action to ensure that transport services continue to support access to work, education, retail and health for the widest section of the community, thereby supporting quality of life and well-being while achieving value for money.
- 1.2. The proposed tenders retain a similar pattern of service to that currently provided within the current budget, and take account of any known changes to the commercial network.
- 1.3. Awarding tenders for new contracts as proposed ensures vital transport links at a cost of £148,347per annum from the bus subsidy budget, £64,966 from Childrens Services' Home to School Transport budget and £28,787 from Wiltshire Council.

### 2. Contextual information

- 2.1. The Passenger Transport Review, approved at the Executive Member for Economy, Transport and Environment Decision Day of 27 October 2014 and implemented in January 2015, retained subsidised bus services across Hampshire on an equitable basis, albeit to reduced timetables in line with the lower funding levels available.
- 2.2. The present contracts for the 5, 34, 35, 36, 39, H1/H2, T3/T4 subsidised bus services in the Romsey, Totton & Hythe area were re-negotiated as part of

the 2014 Passenger Transport Review but expire on 29 October 2016, so are due for re-tendering.

- 2.3. Information from the Passenger Transport Review consultation was used to prioritise the main issues to be addressed in these tenders, together with survey data and census and accessibility information.

### **3. Overview of re-tendering**

- 3.1. The present contracts for the subsidised bus services 5, 34, 35, 36, 39, H1/H2, T3/T4 commenced on 4 November 2012.
- 3.2. Go South Coast is the principal operator of both commercial and contracted services in the Romsey, Totton and Hythe areas. Stagecoach operates three of Hampshire County Council's contracted services, and an independent operator, Wheelers, operates the council's Totton and Hythe town services.
- 3.3. Four operators submitted tenders and all tenders were the subject of at least one bid.

### **4. Overview of procurement**

- 4.1. The contracts have been procured using the Public Bus Dynamic Purchasing System and assessed 100% on price.
- 4.2. The start date of the Hampshire County Council funded Romsey, Totton and Hythe area contracts is 30 October 2016 for an initial 4 years term with options to extend for 2 further years in annual increments.
- 4.3. The anticipated County Council spend of the 4 year term £968,400 of which £593,388 would be met from the bus subsidy budget and £259,864 from the home to school transport budget and £115,148 from Wiltshire Council. The equivalent value over the maximum term is £1,452,600 of which £890,082 is met from the bus subsidy budget, £389,796 from the home to school transport budget and £172,722 from Wiltshire Council.
- 4.4. Full financial figures can be reviewed in the attached appendix.

### **5. Finance**

- 5.1. The full financial figures can be reviewed in the attached Appendix 1, but a summary is provided below.
- 5.2. The current cost of Romsey, Totton and Hythe area services 5, 34, 35, 36, 39, H1/H2, T3/T4 is £218,176 which is made up of £132,273 from the bus subsidy budget, £57,749 from Children's Services Home to School Transport Budget and £28,154 from Wiltshire Council.

5.3. The proposed cost of Romsey, Totton and Hythe area services 5, X7R, 35, 36, 39, H1/H2, T3/T4 and 634 is £242,100 which is made up of £148,347 from the bus subsidy budget, £64,966 from Children's Services Home to School Transport Budget and £28,787 from Wiltshire Council.

5.4. The recommended tender options are as follows;

- Service 5 between Romsey and Eastleigh awarded to the current route and timetable at £8,500;
- Service X7R between Southampton, West Wellow and Salisbury awarded to the current route and timetable at a cost of £23,500;
- Service 35 between Romsey, Braishfield and Ampfield awarded to the current route and timetable at a cost of £55,600;
- Service 36 between Romsey and Lockerley awarded to the current route and timetable at a cost of £18,500;
- Service 39 between Romsey, Landford and Nomansland awarded to the current route and timetable at a cost of £18,500;
- Service H1/H2, Hythe town service, and T3/T4, Totton town service awarded to the current routes and timetables at a cost of £77,100; and
- Service 634 East Wellow to Romsey School awarded to the specified route and timetable at a cost of £40,400.

Tables of proposed expenditure are shown in the attached appendix.

## **6. Performance**

6.1. The proposed tenders provide services to the areas specified within affordable budget levels and offer the same level of service as is currently provided

6.2. Prior to tenders being invited, services were surveyed to ensure that value for money criteria are being met. The options proposed meet value for money criteria and provides a service to the widest area within an affordable budget.

## **7. Other key issues**

7.1. Renewal of these tenders will enable continued provision of prioritised services which were identified in the 2014 Passenger Transport Review consultation.

- 7.2. Identifying tender costs from various operators and providing services only at core times has enabled key journey opportunities to be retained within affordable budget limits.

## **8. Consultation**

- 8.1. This retendering was informed by the consultation carried out for the 2014 Passenger Transport Review. County Councillors, District Council liaison officers, and Parish Clerks in the areas affected were informed of the proposal to bring this report by e-mail on 29 June 2016.

## **9. Future direction**

- 9.1. The award of these tenders represents the best means to meet the local communities' travel requirements in the current financial climate. The proposals enable the County Council to maintain current levels of service in the areas affected at an affordable cost, and thus represent acceptable value for money.

## **10. Recommendations**

- 10.1. That approval be given to award the following public bus contracts, under the Public Bus Dynamic Purchasing system, in the Romsey, Totton and Hythe areas to commence on 30 October 2016 for an initial 4 year term, with options to extend for 2 further years in annual increments;
- Service 5 at £8,500 per annum;
  - Service X7R at £23,500 per annum;
  - Service 35 at £55,600 per annum;
  - Service 36 at £18,500 per annum;
  - Service 39 at £18,500 per annum;
  - Service H1/H2 & T3/T4 at £77,100 per annum; and
  - Service 634 at £40,400 per annum.
- 10.2. That the Director of Economy, Transport and Environment be authorised to agree variations to the items referred to in paragraph 10.1 above, in consultation with the Executive Member for Environment and Transport.

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

<b>Hampshire safer and more secure for all:</b>	No
Corporate Improvement plan link number (if appropriate):	
<b>Maximising well-being:</b>	Yes
Corporate Improvement plan link number (if appropriate):	
<b>Enhancing our quality of place:</b>	No
Corporate Improvement plan link number (if appropriate):	

**Other Significant Links**

<b>Links to previous Member decisions:</b>		
<u>Title</u> Executive Member for Economy, Transport and Environment: Passenger Transport Review and Hampshire Concessionary Travel Scheme 2015/16	<u>Reference</u> 6029	<u>Date</u> 27 October 2014
<b>Direct links to specific legislation or Government Directives</b>		
<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.)**

DocumentLocation

None

## **IMPACT ASSESSMENTS:**

### **1. Equality Duty**

1.1. The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, gender and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

**Due regard in this context involves having due regard in particular to:**

- a) The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- b) Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- c) Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

### **1.2. Equalities Impact Assessment:**

A detailed consultation exercise was carried out ahead of the Passenger Transport Review 2014 (implemented from January 2015) together with a detailed Equalities Impact Assessment. The information from these has informed this retendering exercise. The proposed tender awards are to the existing routes and timetables and will continue to give access to employment, education, health, retail and leisure facilities for the widest section of the community while reflecting the current financial environment.

For these reasons it is considered the decision will have no impact other than to maintain the transport opportunities currently available.

### **2. Impact on Crime and Disorder:**

2.1. It is considered that the decision will have no impact on crime and disorder.

**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 available 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.