

## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member - Environment
<b>Date:</b>	6 April 2010
<b>Title:</b>	Retendering of local bus services - Havant
<b>Reference:</b>	1100
<b>Report From:</b>	Director of Environment

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#### 1. Executive Summary

- 1.1. The purpose of this paper is to detail the outcome of tenders for renewal of four year bus subsidy contracts in the Havant tendering area (inter-urban, rural and local town routes serving the Rowland's Castle, Emsworth, Southwick, Denmead, Hambledon, Clanfield, Waterlooville, Hayling Island areas, but extending to Fareham, Cosham and Portsmouth).
- 1.2. It proposes a plan of action to ensure value for money and seeks to enable transport services which give access to employment, education, health, retail and leisure facilities for the widest section of the community, so enhancing well-being.

#### 2. Contextual information

- 2.1. Tenders were invited for the existing pattern of services and for alternative service options aimed at ensuring continued service provision within value for money criteria. Some of the tenders invited price options to incorporate housekeeping measures where particular journeys were found to be poorly used.
- 2.2. The decision will enable the continued provision of local bus services which give access to employment, education, health, retail and leisure facilities for the widest section of the community within a modest increase of the available budget.
- 2.3. Some tenders include the carriage of pupils attending schools on Hayling Island, which is relatively isolated and in places has significant levels of deprivation. Some of the bus services tendered interwork with other services providing vital links to education.

- 2.4. The review of services considered a number of options for delivering local services which consisted of looking at community transport options. Options for a Community Transport solution were considered but the volume of passengers recorded on some individual journeys would exceed the capacity of Community Transport alternatives.
- 2.5. Three operators submitted tenders and all tenders were the subject of at least one bid.

### **3. Finance**

- 3.1. The current cost is £611,929, including home to school transport £24,843 from Children's Services. Of the £611,929, Havant Borough Council and the neighbouring authorities of Portsmouth and West Sussex contribute £34,188.
- 3.2. Awarding tenders for new four year bus subsidy contracts retains the existing service pattern at a cost of £628,807 per annum (an increase of 2.75%). This equates to a cost increase to the Passenger Transport budget of £16,878 per annum. The increase can be accommodated within existing budget levels.

### **4. Performance**

- 4.1. The proposed tenders retain existing service levels, on the whole meet value for money criteria and provide services to the widest area within affordable budget levels.

### **5. Other key issues**

- 5.1. It should be noted that a number of the bus services in the Havant tender round provide a vital link to education, therefore resulting in a reduction on the reliance of the private car.
- 5.2. Service 45/45A operates between Hambledon and Portsmouth. It was proposed to fund this service under de minimis arrangements with the incumbent operator, First Group. As the anticipated cost is in excess of the Council Standing Orders and EU procurement levels the service has now been placed for tender to a timescale which will enable the service to continue without interruption.

### **6. Consultation**

- 6.1. Details of the proposed tenders were circulated to local County Councillors, relevant parish councils, Havant Borough Council, Fareham Borough Council, Winchester City Council, Portsmouth City Council and East Hampshire District Council and comments invited before the tenders were issued. South East Hampshire Chamber of Commerce and Havant Borough 50+ Forum were also invited to comment.
- 6.2. Comments received, in the main, expressed the wish that existing service levels be retained and enhancements explored. However, against the background of rising tender prices, enhancements did not prove affordable and emphasis has been placed on the retention of existing levels of service.

This has been reflected in the actions proposed and the County Councillors are in agreement with the proposals.

## **7. Future direction**

7.1. The award of these tenders represent the best means to meet the public transport travel needs of the local community.

## **8. Recommendation**

8.1. That approval be given to award tenders for new four year bus subsidy contracts for the Havant area at a cost of £628,807 per annum, of which £569,776 is attributable to the bus subsidy budget. This will retain the widest travel opportunities within available budget levels.

**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):	

**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. Equalities Impact Assessment:**

- 1.1. The proposals in this report maintain accessibility for the widest section of the community.

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

- 2.1. Not applicable.

### **3. Climate Change:**

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

Maintaining journey opportunities by bus will result in fewer journeys being made by 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?

This recommendation will have a significant positive effect on sustainable transport provision.