

**HAMPSHIRE COUNTY COUNCIL**

**Decision Report**

<b>Decision Maker:</b>	Executive Member – Environment and Transport
<b>Date:</b>	8 May 2012
<b>Title:</b>	Romsey Area Public Bus Contract
<b>Reference:</b>	3895
<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 gain approval to retender local public bus services in the Romsey, Totton and Waterside areas.
- 1.2. This paper seeks to propose 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 whilst achieving value for money.
- 1.3. A further report detailing the outcome of the tendering exercise will be presented to the Executive Member for Environment and Transport in September for final decision.

**2. Contextual information**

- 2.1. The present contracts for subsidised bus services in the Romsey, Totton and Waterside areas were renegotiated as part of the Bus Subsidy review in 2011, but are now due for re-tendering.
- 2.2. It is proposed that the retendered services would have a start date of 4 November 2012.

**3. Finance**

- 3.1. The current contract costs are £399,000 per annum.
- 3.2. Totton and Eling Town Council currently contribute £12,184 towards services T1 and T2.

#### **4. Performance**

- 4.1. The tendering process will be carried out through the Local Public Bus Dynamic Purchasing System.
- 4.2. The tender appraisal will be evaluated on 80% price and 20% quality.
- 4.3. Parish Councils and Hampshire County Councillors in the Romsey, Totton and Waterside areas will be consulted on the proposed services. The views of the Marchwood Focus Group will also be sought.

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

- 5.1. Retendering of these contracts will enable continued provision of prioritised services which were identified in the 2011 Bus Subsidy Review consultation.

#### **6. Recommendations**

- 6.1. That, in accordance with the County Council's Contract Standing Orders and Constitution, approval be given to procure and spend on contracts for public bus services in the Romsey, Totton and Waterside areas. Contracts will be for two to six years duration with a value of £0.4-0.5 million per annum (it is intended that these contracts will be procured under the proposed Public Bus Dynamic Purchasing System, considered elsewhere on this Agenda).
- 6.2. That a further report detailing the outcome of the tendering exercise be presented to the Executive Member for Environment and Transport in September for final decision.

**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 – Environment and Transport Agenda item 1: Bus Subsidy Review	<u>Reference</u> 2710	<u>Date</u> 27 July 2011
<b>Direct links to specific legislation or Government Directives</b>		
<u>Title</u> None	<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. A detailed Equalities Impact assessment was undertaken as part of the Bus Subsidy Review in July 2011. No adverse impact was identified.

### **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 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.