

# Public Document Pack

## Executive Decision Records

Please find set out below a number of Executive Decisions taken at the HAMPSHIRE COUNTY COUNCIL Executive Member for Economy, Transport and Environment Decision Day held virtually on Microsoft Teams on Friday 28th August, 2020

- 58. **BUS SERVICE 95-96 CONTRACT**
- 59. **COVID-19 BUS PROVISION AND PAYMENTS**

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## HAMPSHIRE COUNTY COUNCIL

### Decision Record

<b>Decision Maker:</b>	Executive Member for Economy, Transport, and Environment
<b>Date:</b>	28 <sup>th</sup> August 2020
<b>Title:</b>	Bus Service 95-96 Contract
<b>Report From:</b>	Lisa Cook, Local Bus Manager

**Contact name:** Lisa Cook

**Tel:** 01962 847143

**Email:** lisa.cook@hants.gov.uk

#### 1. The decision:

- 1.1 That the Executive Member for Economy, Transport and Environment approves the proposal set out in the supporting report for the continued provision of the 95/96 local bus service in East Stratton and Micheldever for a period of 12 months, at a cost based on existing service provision.
- 1.2 That authority is delegated to the Director of Economy, Transport, and Environment, in consultation with the Head of Legal Services, to make the necessary contractual and other arrangements for provision as set out in the supporting report.

#### 2. Reasons for the decision:

- 2.1 At present, the market testing and retendering required to confirm longer term arrangements and changes for this transport service are not viable because of the Covid-19 pandemic and associated uncertainties, which are likely to increase costs. In addition, a Taxishare option, which has been previously considered for this area, is also not viable because of Government social distancing requirements.
- 2.2 Nonetheless, the proposals in this report will enable a key transport service to be maintained in East Stratton and Micheldever until such time as longer term arrangements can be put in place. This service contributes to the strategic objectives of the County Council, to ensure that transport services continue to support access to work, education, retail, and health facilities for the widest section of the community, thereby supporting quality of life and wellbeing while achieving value for money.

**3. Other options considered and rejected:**

- 3.2 Options 1. The 95/96 service was competitively tendered in February via the Public Bus Dynamic Purchasing System. A number of options were scoped including adjusted bus service patterns and the use of a Taxishare. However, the bids received were not financially viable within the current bus subsidy budget and were therefore rejected as options at the March Decision Day.
- 3.2 Option 2. Approval was granted at the Executive Member for Economy, Transport, and Environment Decision Day on 10<sup>th</sup> March for an alternative service at a cost of up to £16,390, the details to be determined under delegated authority in consultation with the Executive Member for Economy, Transport and Environment. Approval was subsequently granted by the Director for Economy, Transport and Environment to extend existing arrangements to allow market testing to be carried out. This market testing has not been viable due to the national lockdown announced by the government on March 23<sup>rd</sup>, 2020, and subsequent Covid-19 recovery work. Therefore, the option to pursue market testing has been rejected.
- 3.3 Option 3. In line with other public transport services, levels of patronage on this service since Covid-19 have dropped dramatically. A Taxishare would usually be considered in such circumstances, but this is not currently a viable model due to government guidelines on social distancing, and has therefore been rejected.
- 3.4 Option 4. Do nothing. This option has been rejected because without making extended interim arrangements until such time as a full review/retender becomes viable, transport provision in this area would diminish to the detriment of local residents.

**3. Conflicts of interest:**

- 4.1 Conflicts of interest declared by the decision-maker: None.

**4. Dispensation granted by the Conduct Advisory Panel:** None.

**5. Reason(s) for the matter being dealt with if urgent:** Not applicable.

**6. Statement from the Decision Maker:**

**Approved by:**

**Date:**

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**28<sup>th</sup> August 2020**

**Executive Member for Economy, Transport and  
Environment  
Councillor Rob Humby**

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# Item 59

## HAMPSHIRE COUNTY COUNCIL

### Executive Decision Record

<b>Decision Maker:</b>	Executive Member for Economy, Transport and Environment
<b>Date:</b>	28 August 2020
<b>Title:</b>	Covid-19 Bus Provision and Payment
<b>Report From:</b>	Lisa Cook, Local Bus Manager

**Contact name:**

**Tel:** 07562 434680

**Email:** lisa.cook@hants.gov.uk

**1. The decision:**

- 1.1 That the Executive Member for Economy, Transport and Environment approves the continued use of the methodology set out in the supporting report for allocating the Local Authority COVID-19 Bus Services Support Grant Restart (“the CBSSG Restart”).
- 1.2 That the Executive Member for Economy, Transport and Environment gives authority to spend and enter into contractual arrangements (in consultation with the Head of Legal Services) with qualifying local bus operators in Hampshire in accordance with the approved methodology up to a value of £305,654 to be funded from the CBSSG Restart.
- 1.3 That the Executive Member for Economy, Transport and Environment gives authority to spend and enter into contractual arrangements (in consultation with the Head of Legal Services) with qualifying operators in Hampshire to provide the grant payments allocated by the Department for Transport for PPE and other restart costs when these become available, up to the value of any such award, to be allocated in accordance with the terms of the award.
- 1.4 That if the CBSSG Restart funding is not wholly utilised in offsetting the shortfall in revenue experienced by the operators of tendered local bus services, the Executive Member for Economy, Transport and Environment gives authority to spend and enter into grant agreements with transport providers for any claim that meets the criteria outlined in Appendix One of this report.
- 1.5 That authority is delegated to the Director of Economy, Transport and Environment to award and administer any subsequent tranches of CBSSG Restart funding (or successor funding streams) that may be awarded to Hampshire County Council, up to the value of such awards and in accordance with the terms of the award.

- 1.6 That full payments to local bus operators (contract and concessionary travel payments) continue until 31 October 2020 to provide continuity for local bus users in Hampshire.
- 1.7 That 80% payments to taxishare operators (contract and concessionary travel payments) continue until 31 October 2020 to provide continuity for taxishare users in Hampshire.

## **2. Reasons for the decision:**

- 2.1 The proposal to make ongoing payments would enable the County Council to continue to provide key transport services to members of the public. As lockdown continues to ease, and particularly with the aspiration for schools to reopen, it is anticipated that demand will continue to grow and therefore these services will be paramount to Hampshire's recovery
- 2.2 The decision would contribute to Hampshire's economic growth as recovery progresses, enabling passengers to access their place of employment in addition to health, retail, social and leisure facilities.
- 2.3 This decision would contribute towards Hampshire's strategic aim of enabling its residents to live safe, healthy and independent lives.

## **3. Other options considered and rejected:**

- 3.1 To return the CBSSG Restart funding in full to the Department for Transport. Depending on the area, this would result in either no service or a service reduction and would be harmful to both the recovery of local bus services and the economy in Hampshire.
- 3.2 To offer reduced contract and Concessionary Travel scheme payments to operators based on their activity rather than at pre COVID-19 levels. Depending on the area, this would result in either no service or a reduced service being provided and would be harmful to the recovery of local bus services in Hampshire. This action is contrary to the advice of the Department for Transport (DfT) issued on 8 July 2020 which urged local authorities to continue with this support. Lastly, the DfT has also stated that its budget for financial schemes in place for local bus operators has been calculated on the basis that local authority funding will continue at previous levels. A reduction in payment to local bus operators would undermine this vital support.
- 3.3 To withdraw County Council support from public bus and taxishare services. This would have a negative impact on Hampshire's economic recovery with passengers unable to access employment, health, retail, social and leisure facilities.



**4. Conflicts of interest:**

4.1 Conflicts of interest declared by the decision-maker:

**5. Dispensation granted by the Conduct Advisory Panel: none.**

**6. Reason(s) for the matter being dealt with if urgent: not applicable.**

**7. Statement from the Decision Maker:**

**Approved by:**

**Date:**

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**28 August 2020**

**Executive Member for Economy, Transport and  
Environment  
Councillor Rob Humby**

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