

# HAMPSHIRE COUNTY COUNCIL

## Decision Report

<b>Decision Maker:</b>	Executive Member for Environment and Transport
<b>Date:</b>	29 October 2018
<b>Title:</b>	Passenger Transport Review 2018
<b>Report From:</b>	Director of Economy, Transport and Environment

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### 1. Recommendations

- 1.1 That the Executive Member for Environment and Transport notes the outcome of the Passenger Transport Review.
- 1.2. That the strategy as detailed within this report for reducing the passenger transport budget be approved.
- 1.3. That approval be given to revise supported services in line with the detailed proposals set out in the report and appendices.
- 1.4. That approval be given to reduce the amount of printed material and make better use of electronic information.
- 1.5 That approval be given to discontinue offering the grants set out in 6.4 and 6.5 of this report.
- 1.6 That approval be given to increase the charges to Wheels to Work users as set out in 6.6 of this report.
- 1.7. That approval be given to revise the discretionary discount for the older person's and disabled person's bus pass on Dial-a-Ride and Call and Go services from 50% to 25%.
- 1.8. That authority is delegated to the Director of Economy, Transport and Environment to take all necessary steps, including entering into contractual arrangements in consultation with the Head of Legal Services, and fulfilling

procurement requirements, to implement the proposed changes to bus subsidies and passenger transport expenditure as set out in this report.

- 1.9 That authority is delegated to the Director of Economy, Transport and Environment, in consultation with the Executive Member for Environment and Transport, to make minor variations to the details of proposals on specific passenger transport services provided overall budget savings are maintained and changes are consistent with the approach set out in this report.

## **2. Executive Summary**

- 2.1. The purpose of this paper is to propose a strategy for supporting public transport services to the widest section of the community, ensure that every community with a passenger transport service retains an essential transport link, and revise the support available to reflect residents' priorities within the budget available.
- 2.2. In 2017, the County Council undertook a countywide consultation with residents to seek views on options for managing the anticipated budget shortfall of £140million by April 2019. This shortfall is due to national austerity measures, combined with demographic and inflationary pressures.
- 2.3. In February 2018, Hampshire County Council agreed not to remove the financial support which it provides for supporting passenger transport services across Hampshire. As a direct result of the views expressed by local communities, the proposed savings from this area have been reduced from £4million to £1.1million by April 2019.
- 2.4. Savings of £1million are also proposed from the English National Concessionary Travel Scheme which the County Council administers, of which £650,000 has already been secured. The statutory English National Concessionary Travel Scheme is administered by the County Council and provides for free off-peak travel on local bus services (defined as 0930 and 2300 on Monday to Friday, and at all times at weekends and on Bank Holidays) for eligible older and disabled persons.
- 2.5. The County Council also took the decision to protect the core funding (£900,000) which it provides to frontline community transport services (Dial-a-Ride, Call and Go, Minibus Group Hire and Wheels to Work schemes). whilst also seeking options as to how these services can be made more financially sustainable for the future.
- 2.6. In June 2018 the County Council undertook a further Countywide consultation with residents specifically focussing on the approach towards the £1.1million proposed savings from support for passenger transport services. In addition, it included proposals to help achieve £1million savings from the concessionary travel scheme. This consultation also asked residents for their views on proposals for changes in street lighting which will be the subject of a separate decision report to the Executive Member for Environment and Transport

- 2.7. Some 89% of bus journeys in Hampshire are provided on a commercial basis not controlled or funded by the County Council, whilst others are paid for by time-limited developer contributions or by district councils. Other services are provided as part of statutory Home to School Transport. All of these were outside of the scope of the consultation.
- 2.8. The consultation included those public bus services which receive financial support from Hampshire County Council and also included funding for ferry services, publicity and information, support services, and the use of the older persons' bus pass and disabled persons' bus pass on community transport services and Taxishares.
- 2.9. Residents' views were sought for the idea of a 50p per journey charge for the use of Older Person's Bus Pass on local bus services but this was for information purposes only as such a charge would require a change of the law.

### **3. Contextual information**

- 3.1 The Transport Act 1985 requires the County Council to identify socially necessary bus services which are not provided by the commercial bus operators. The Act does not set out the level of support required. The Transport Act 2000 addresses information provision and requires the County Council to implement the mandatory travel concession as set out in the Transport Act 2000, amended by the Concessionary Bus Travel Act 2007.
- 3.2 Hampshire County Council has a well regarded record of innovation in passenger transport with services such as Taxishare and, in 2017, becoming the first shire authority to roll out contactless payment across the county to make travel easier and reduce congestion due to boarding delays. A vibrant community transport sector provides 500,000 passengers trips a year whilst bus use has been increasing in Hampshire in recent years, contrary to national trends, and is close to a 20 year high, allowing most bus services to be provided commercially, paid for by the fares collected. This positive situation has been achieved by working closely with our district partners and volunteers, and through award-winning partnerships with commercial bus providers.
- 3.3 The consultation looked closely at how access is provided to services for those without their own transport, consulting widely to understand community priorities and inviting ideas for alternative approaches. To this have been added detailed usage data and proposals from commercial bus operators for better ways to deliver services which provide budget savings whilst maintaining key links.
- 3.4 A key aim of the review, as with previous reviews in 2011 and 2014, is that any community which currently has a transport service will retain an essential transport link. The proposals in this report achieve that aim within the budget available.

- 3.5 Areas of public transport that the County Council currently support include subsidising bus services which are not commercially viable but are considered socially necessary (£2.7 million, of which £133,000 is budgeted for ferry services), and community transport services for those unable to use public transport (£0.9million). The concessionary travel scheme costs £13.1 million which includes discretionary enhancements to the national scheme for residents with disabilities (£280,000) and for all passholders on community transport and Taxishare services (£154,000). In addition, the County Council provides electronic and printed information to increase public transport access and use at a cost of £500,000.
- 3.6 Savings of £1.1 million have been identified from a wide range of areas of support for passenger transport services. The largest element of the savings, £449,000, will be realised through renegotiating subsidised local bus services with existing providers and retendering contracts. It is important to note that only the key points are shown here. Proposals are set out in greater detail in Appendix 1 at Passenger Transport Review Area Breakdown.
- 3.7 Concessionary Fares savings of £60,000 are proposed by reducing the discount for concessionary passholders on community transport
- 3.8 The passenger transport review has been a carefully considered process. It has built on previous experience and lessons learnt and the Equalities Impact Assessment.
- 3.9 Consultation took place over an eight week period between June and August 2018, with analysis over the summer, and proposals being presented in this report. Any changes approved could be implemented from early 2019.
- 3.10 Based on previous feedback in 2014 and since, the proposals in the consultation included:
- making operational changes to the current public bus and ferry services which Hampshire County Council supports;
  - replacing some supported public bus services with alternative forms of community transport, such as Taxishares and Call and Go;
  - reducing the amount of printed material and making greater use of electronic information;
  - reducing the amount of support available to organisations that provide, promote or support transport services;
  - removing the use of the Older Person's Bus Pass on Taxishares, Dial-a-Ride and Call and Go services
- 3.11 Respondents, both individuals and organisations, were invited to put forward their own suggestions or identify or provide alternative sources of funding.

## **4. Consultation Approach**

- 4.1 The public consultation was carried out to seek residents' and stakeholders' views on proposals to change street lighting, supported passenger transport

services and the concessionary travel scheme. The aims of the consultation were to ascertain the public's views and the impact each proposal would have on the residents of Hampshire, and to gather the public's views on the introduction of a 50p charge for single journeys made using an Older Person's Concessionary Bus Pass on public bus services.

- 4.2 Public consultation ran from June to August 2018 and responses were received from 111 organisations and over 4,500 individuals. This has been essential to forming the proposals in this report.
- 4.3 A Consultation Information Pack and Response Form were made available to view, print, and download from the County Council's website. Information was sent to Members of the County Council and users and representative groups across Hampshire. Responses could also be submitted through an online questionnaire accessed via:  
<https://www.hants.gov.uk/aboutthecouncil/haveyoursay/consultations/publictransportandstreetlighting>
- 4.4 Some 5,000 printed copies of the consultation Information Pack and Response Form were made available at all libraries and discovery centres in Hampshire, local post offices, and shops; they were also sent to district, parish, and town councils, and distributed at bus stations and key bus stops across the county.
- 4.5 Some 800 copies of the consultation Information Pack and Response Form were sent out to residents on request and large print, audio and braille formats were also made available.
- 4.6 The consultation was promoted through social media, online through Hantsnet and Hantsweb, and through news items on local radio, television and news papers.
- 4.7 The consultation was also the main focus of the Passenger Transport Fora and Parish Council Transport Representative Meetings held over the summer, with information provided to over 1,200 on the mailing list. Posters were provided for almost 1,000 buses across Hampshire and promoted on 380 real time information displays at bus stops and bus stations. How the consultation was promoted in detail is set out in Appendix 2.
- 4.8 The questionnaire included asking which service respondents used, how often they travelled on supported services, and the purposes of their journeys. They were asked what alternatives they had available, how the proposals would affect them if implemented, and their preferences as to the priority for funding. There were also free text questions for respondents to record any other comments or suggestions for alternative savings.
- 4.9 The questionnaire was also used to gather the views on the introduction of a 50p charge for single journeys made using an Older Person's Concessionary Bus

Pass on public bus services. This was for information purposes only as a charge would require a change in the law.

4.10 Consultation responses are set out in Appendix 2.

## **5. Public Transport**

- 5.1. Public Transport forms the largest element of the budget with supported bus journeys accounting for 11% of passenger trips in Hampshire. Bus use in the county has been increasing in recent years against the national trend.
- 5.2. Hampshire County Council has the aim that any community with a passenger transport service should retain an essential transport link and as a result, no community has been left without transport since 2011. The proposals in this report continue that situation.
- 5.3. Taxishare schemes provide services to 60 communities and deliver some 28,000 passenger trips a year. Service patterns have been established over eight years. Budgets have been set at maximum journey levels which have never been achieved so it is proposed to cap the trips to the current level plus 25% which will give a realistic budget saving of £150,000 a year.
- 5.4. 2,421 respondents to the consultation told us that they would prefer fewer journeys a day rather than a reduction in the days of the week a service ran, though almost three quarters could alter their travel plans if services were reduced, with 33% having their own car. Just over half of respondents preferred retaining a bus service to a community transport alternative. In part, this is due to a lack of information as to how the alternatives would operate.
- 5.5. Wherever possible, the priorities of respondents have been reflected in the proposals, with services being reduced rather than withdrawn, and bus services being retained in preference to community transport.
- 5.6. Competitive tendering of the Andover Villages Service (formerly Cango) and the Winchester-Petersfield 67 to maintain the current services whilst the review was taking place have already secured savings of £25,000.

### **Proposed Local bus service changes in detail by area**

See Appendix 1 for further detail.

#### **Aldershot, Farnborough and Fleet Service Areas**

- **Bus 7 Hartley Wintney - Aldershot.** This service would be curtailed to generally run between Aldershot and Elvetham Heath. By interworking this route with the commercial route 10 to Farnborough, the daytime frequency between Fleet, Dukes Mead and Elvetham Heath is effectively doubled. One shopper journey each way on weekdays to Hartley Wintney & Phoenix Green will be retained. The existing commercial Reading Buses service 7 will maintain the hourly link between Fleet and Hartley Wintney. Early morning rail commuter journeys reintroduced in 2015 will

no longer run due to poor use. There would be a reduction in the journeys each way on Saturday from 12 to 10; and

- Bus **9** Cove – Farnborough. One journey would no longer run but a similar span of day would be covered.

### **Andover Area Services**

- Bus **5** Thrupton – Andover. The existing 1115 and 1315 round trips would be combined into one trip at 1215. The 1715 trip would no longer run;
- Bus **7/7A** Andover – Newbury. The 1450 7A would no longer run on weekdays. Burghclere would retain one shopper's option with 3 hours in Newbury. All 7As would no longer run on Saturdays and the Service 7 would be diverted via Woolton Hill as a partial replacement for the 7A; and
- Buses **C1, C3, C4, C5, C5A, C6 & C8** Andover Villages Service (formerly Cango). The timetable would be reduced to better reflect the usage.

### **Basingstoke Area Services**

- Bus **12** Hatch Warren to Basingstoke. The span of the day would be kept broadly similar but the early morning and evening inbound journeys would be withdrawn. Black Dam would be withdrawn from the 12 and served by a new service **17**;
- Bus **14** Basingstoke to Tadley. This service would be reduced to every two hours over most of the day;
- Bus **15** Basingstoke to South View. This would become off peak only; and
- Bus **C41** Basingstoke to Alresford. This service would be reduced from three to two days per week.

### **Eastleigh Area Services**

- Bus **X6/X7** Eastleigh to Hiltingbury. A revised service pattern would be developed within the existing budget; and
- Bus **E1/E2** Eastleigh to Winchester. Monday to Friday; the hourly morning service would be maintained but reduced to one peak bus on weekdays. The 0727 Twyford to Eastleigh would be no longer run in addition to the 1340, 1625 and 1820 Winchester to Eastleigh and the 0750, 1435 and 1735 Eastleigh to Winchester services. Saturday Services: the first and last trips in and out of Winchester would no longer run. The journeys to and from Eastleigh would start one hour later and finish one hour later. The 1340 and 1540 Winchester to Eastleigh would no longer run in addition to the 1435 and 1635 Eastleigh to Winchester.

### **East Hampshire Services**

- Bus 13 Liphook - Basingstoke. On weekdays, this service would remain hourly between Basingstoke, Alton & Whitehill. At Whitehill the service

would divide, with services running generally every two hours to Liphook via the current 13 route, extending from Liphook to Haslemere, and every two hours to Headley Down and Haslemere as new service **14** (via the current 18 route). Journeys from Liphook to Haslemere would return to Bordon/ Whitehill as a service 14. Journeys from Haslemere to Liphook (and on to Bordon / Whitehill would be as a service 13. This would preserve the hourly frequency between Bordon/Whitehill and Haslemere. On Saturdays the frequency of the Alton-Whitehill section would be reduced from hourly to two hourly. Saturday journeys would extend to Headley Down & Haslemere as a 14 to replace the Saturday 18 service;

- Bus **18/618** Aldershot - Haslemere. Service 18 would operate commercially between Aldershot and Bordon/Whitehill only at an hourly frequency Monday to Saturday daytimes and approximately a two hourly frequency on Sundays. On Saturdays the frequency of the Alton-Whitehill section would be reduced from hourly to two hourly; and
- Bus **38**. Two journeys in each direction would no longer run. Some extra journeys which were commercial would no longer run due to poor use.

### **Fareham and Gosport Services**

- Bus **11**. Fareham - Alverstoke. This route would be retendered to a reduced timetable. Some early and late journeys would no longer run;
- Bus **20** Fareham – Wickham. Some early and late journeys would no longer run and the Saturday service would be reduced;
- Bus **21/21A** Fareham – Hill Head. This route would be retendered to a reduced timetable. Some early and late journeys would no longer run and the Saturday service reduced; and
- Bus **28/28A** Fareham - Whiteley. Some early and late journeys would no longer run.

### **Havant Services**

- Bus **27** Rowlands Castle – Emsworth. This service would run to a reduced timetable; and
- Bus **D1/D2** Waterlooville to Hambledon. This service would run to a reduced timetable.

### **New Forest Services**

- Bus **H1/H2** Netley View – Applemore. This route would be retimed to operate during the Monday to Friday inter-peak only;
- Bus **T3/T4** Totton – Cadnam. This route would be retimed to operate during the Monday to Friday inter-peak only and the Saturday service would no longer run;



- Bluestar **6** Lymington – Southampton. The existing morning peak journey of this route would be retimed;
- Bus **112** Hythe – Lymington. The Saturday service would no longer run; and
- Bus **C32/33** New Forest Cango. No change to this service, this would be recognised as a community transport service in future and funding transferred to that budget.

#### **Romsey area services**

- Bus **5** Romsey – Eastleigh. The journeys supported by Hampshire County Council would become commercial;
- Bus **35** Braishfield – Romsey. Saturday services would no longer run. Taxishare option explored but interworking with busier journeys precludes this; and
- Bus **36** Lockerley – Romsey. Saturday services would no longer run. Taxishare option explored but interworking with busier journeys precludes this.

#### **Winchester Area Services**

- Bus **6A** Abbotts Barton – Winchester. Service would be reduced from three days per week (Monday, Wednesday and Friday) to two days per week (Monday and Thursday);
- Bus **63** Owslebury – Winchester. Service would be reduced from three days per week (Monday, Wednesday, Friday) to two days per week (Monday and Thursday);
- Bus **46** Winchester – North Baddesley. The 1003 inbound trip and 1510 outbound trip would no longer run. There would be some timing changes to some other journeys. The commercial **461** journey at 1445 would operate all year (not just on school days); and
- Bus **67** Winchester - Petersfield. The peak time journeys would be largely as now. The two off peak round trips would be retimed and reduced to 3 days a week: Tuesdays, Wednesdays and Fridays. The Saturday service would be retained.

## **6. Community Transport and Contract Support**

- 6.1. At the meeting of the County Council on 24 February 2018, Members decided to retain the core funding of £900,000 for community transport Dial-a-Ride, Call and Go, Minibus Group Hire and the Wheels to Work scheme. The changes below do not affect the level of service provided or the timetables offered.
- 6.2. It is proposed that a total of £240,000 of savings come from elsewhere in the supported public transport budget. This section of the report goes into detail as to how this will be achieved

- 6.3. Contract efficiency savings. £74,465 in contractual savings have been achieved through negotiation with the Community Transport sector whilst retaining current service levels. This positive solution has been achieved by close working between the County Council, the voluntary sector and our district partners.
- 6.4. Discontinue the Community Transport Grant Stream. The grant for YelaBus, £6,500, will be moved from the Grant Stream to the Core Community Transport budget, as was agreed by the Executive Member for Environment and Transport at the September 2018 Decision Day. The remaining payments were largely to Community Rail Partnerships (CRPs) and funded from the Passenger Transport New Initiatives Fund since CRPs were introduced. Rail franchises now place greater responsibility for such support on rail operators. Only 1 in 6 of the organisations which responded to the consultation had used a grant. This would give a saving of £20,000.
- 6.5. Good Neighbours Support Service Contract. The Good Neighbours Support Service (GNSS) is an umbrella organisation that provides advice and support to the voluntary car schemes in Hampshire. Hampshire County Council supports GNSS in a number of ways, principally via the Adult Health and Care Department. Historically, the Economy, Transport and Environment Department made a modest contribution of £5,000 per annum. Adult Health and Care support is unaffected but is proposed that the ETE contribution should cease, enabling a saving of £5000 from the subsidised public transport budget.
- 6.6. Increased Wheels to Work user charges. After a bench-marking exercise with other schemes around the country, it is proposed to increase the bike hire charge by £1 a week and to introduce a charge in the case of own-fault accidents towards either the insurance excess or repair costs of £100. These proposals would provide increased income of £2,300 a year.
- 6.7. Revision to community transport vehicle replacement policy. The Community Transport Operating Model, previously approved by the Executive Member, recommends the use of second hand or ex-demonstration vehicles for vehicle replacement prior to considering a new vehicle. This approach has been strengthened by successful partnership working with Hampshire Transport Management (HTM) which has sourced an increasing proportion of mid-life vehicles. This, combined with an extension of the generally accepted life span of a community transport vehicle, could generate annual savings of £50,000, whilst allowing vehicle replacement to continue as now and maintaining safety and reliability standards using statutory checks and the HTM checks we require of operators.
- 6.8. Revising the way in which we engage with stakeholders. Previously Hampshire County Council has held Passenger Transport Forums either in each district council area, or where more appropriate in combined district council areas e.g. Fareham, Gosport and Havant, or Rushmoor and Hart. Attendance at these meetings has been on the decline over the past few years and therefore a better attendance and use of resources and staff time

would be to replace local forums with countywide events. This, together with the removal of other back office costs, could provide a saving of £9,235.

- 6.9. Through operational efficiencies an additional saving of £75,000 is forecast in the community transport budget whilst maintaining existing service patterns. It is proposed that this saving be accepted as part of the overall transformation programme.
- 6.10. Cost recovery. Recovering administration costs for both the Fleet Minibus Insurance that is arranged for schools and colleges in Hampshire and the provision of training materials for the MiDAS Training Scheme would produce a combined income of £7,000.

## **7. Concessionary Fares**

- 7.1. As part of the consultation, residents were asked to consider the impact of removing concessionary bus pass use from Dial-a-Ride and Call and Go community transport services. Since 2011, holders of older persons and disabled persons bus passes have received a 50% discount for travel on these services – this is a discretionary enhancement to the statutory scheme which is for local buses only.
- 7.2. Dial-a-Ride and Call and Go fares in many areas have not increased for a number of years and now can cover less than 20% of costs – the single most widely used fare is £1.50 single, £3 return for which passholders pay 75p and £1.50. Consultation did not support removing use of the bus pass on community transport so instead it is proposed that the discount offered for holders of older persons and disabled persons passes be reduced from 50% to 25%. This will help make the services more sustainable in line with the Community Transport Operating Model previously approved by the Executive Member and give an annual saving of £60,000.

## **8. Supported Ferry Services**

- 8.1. Hampshire County Council does not have statutory responsibility for ferry services but has supported some services historically making £133,000 available from the budget used to support socially necessary bus services. In recent years it has supported the Hayling Ferry but has provided no funding since the previous operator ceased trading in 2015. Funding has also been provided for the Hythe Ferry, and when a new operator took over in 2017 a £50,000 payment was made to allow for the hire of a vessel in the handover period. A two year grant was made to help the new operator become established of £75,000 in 2017/18 and £77,250 for 2018/19. Current funding expires in March 2019 and it is proposed that allocating funding for ferries is not continued which would produce a saving of £130,000. £3,000 will be retained to meet harbour dues at Southampton in line with the agreement with Associated British Ports. Any future requests for one-off funding can be considered on their merits in the light of funding available at the time.

## 9. Passenger Information

9.1. Printed Publicity. The County Council produces a range of local travel guides and a countywide map which are provided in print and online. The consultation found that the internet was the first place respondents looked for travel information (49%) – Hampshire County Council provides much of this through the Traveline consortium which provides the data used by Google and many of the Smartphone ‘Apps’ – followed by National Rail, then County Council printed publicity (43%). A further 18% looked at the versions of the printed guides on Hantsweb, meaning that they were used by 61% of the 4,320 who responded. 51% of respondents stated that they had no access to electronic information and a comment was received that ‘information only available on the internet would not be accessible to most service users with a learning disability without 1:1 support’. Most use of the guides was for bus information (43%) so in view of the popularity of the guides and the wider availability of printed railway information, it is proposed to re-focus the guides on bus information which, with further production efficiencies, would allow these to be retained with a saving of £30,000.

Real Time Passenger Information. Hampshire County Council has over 380 electronic displays at bus stops and interchanges and now provides real time information for every stop in the county online and through mobile phones. The introduction of Smartphones has meant that use of the journey planning kiosks introduced from 2005 at some stops has now fallen to zero. It is proposed that these should be removed together with bus stop displays where bus routes have changed, at a saving of £38,000.

## 10. Finance

10.1. The proposals from negotiations with bus operators, efficiencies, and the other proposals detailed in this report produce full year savings £1,100,000.

Local Buses	£449,000
Taxishares	£150,000
Ferries	£130,000
Travel Guides and Maps	£30,000
Real Time Passenger Information	£38,000
Other Public Transport and Contract Support	£243,000
Concessionary Fares	£60,000
<b>Total</b>	<b>£1,100,000</b>

## **11. Performance**

- 11.1. The careful approach taken in formulating these proposals, which included detailed consultation with residents and user groups, and partnership working with service providers, should help secure a sustainable public transport system in Hampshire which builds upon the success achieved in recent years and operates with the budget available.

## **12. Equalities**

- 12.1. An Equalities Impact Assessment (EIA) on the impact of these proposals on users of supported passenger transport services and the concessionary travel scheme was carried out and published in June 2018 as part of the detailed consultation on these proposals. A further Equalities Impact Assessment has been completed following consultation, and can be viewed here: <http://www3.hants.gov.uk/equality/equality-impact-assessments/cx-pu-eqimpact-envi.htm>

## **13. Views on the proposed introduction of a 50p charge for single journeys made using an Older Person's Concessionary Bus Pass on public bus services**

- 13.1 This question was asked to see whether residents would support the introduction of a charge as this would help retain funding for supported services in the future. It was made clear that the introduction of a charge would require a change in the law. Of current passholders who responded (2,104), 54% would be willing to pay a 50p charge and a further fifth might be persuaded if the funding helped to retain or improve services. 47% of respondents as whole (4,399) favoured the charge and 44% opposed the charge.

## **14. Future direction**

- 14.1. If approved, the recommendations will be implemented between January and March 2019.
- 14.2. New or modified contract arrangements will be in place for local bus until 31 March 2021. Where a route features an element of Home to School Transport, Children's Services Department has been fully engaged
- 14.3. A further round of passenger transport forums will be held in autumn 2018 to communicate the changes.

**CORPORATE OR LEGAL INFORMATION:****Links to the Strategic Plan**

<b>Hampshire maintains strong and sustainable economic growth and prosperity:</b>	Yes
<b>People in Hampshire live safe, healthy and independent lives:</b>	Yes
<b>People in Hampshire enjoy a rich and diverse environment:</b>	Yes
<b>People in Hampshire enjoy being part of strong, inclusive communities:</b>	Yes

**Other Significant Links**

<b>Links to previous Member decisions:</b>	
<u>Title</u>	<u>Date</u>
Report of the meeting of the County Council	20 February 2018
Executive Member for Environment and Transport Revised Community Transport Operating Model 8131	23 March 2017
Executive Member for Economy, Transport and Environment: Passenger Transport Review & Hampshire Concessionary Travel Scheme 2015/16 6029	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.)**

Document

Location

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:**

The full Equalities Impact Assessment is available to read here:

<http://www3.hants.gov.uk/equality/equality-impact-assessments/cx-pu-eqimpact-envi.htm>

A medium impact has been identified for older and younger people, and people with disabilities, as these individuals are disproportionately dependant on subsidised and other passenger transport services to access amenities and services. A low impact has been identified upon women, who are statistically more likely to use passenger transport services than men. On this basis, these changes would have a disproportionate effect on women.

The County Council will continue to work with bus operators to achieve savings which minimise the impact on the service available. Every community that currently has a transport service will retain an essential transport link once these proposals have been implemented. The County Council has taken the decision to protect its support for an extensive community transport service. A wide reaching network of volunteer car schemes is also available. These will be promoted as widely as possible so that they can form options for affected service users. Where increased charges will take effect as a result of these changes, the increase has been



judged to be reasonable in terms of value for money and the sustainability of the services, thus ensuring that charges are as affordable as possible.

It should be noted that 89% of bus passenger journeys are on services that are provided without subsidy and will not be affected by these proposals.

**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:**

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

The County Council's support of public bus along with Community Transport services provide an alternative to the private car. This is further enhanced by the concessionary travel scheme which provides a financial incentive to use public transport.

b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

The County Council's support of public bus along with Community Transport services and the concessionary travel scheme supports use of public transport which minimises carbon emissions.