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**Date:** *11 April 2014*

## **NOTIFICATION OF PORTFOLIO HOLDER DECISION**

On 10 April 2014, Cllr Vickers, the Planning and Transportation Portfolio Holder, made the following decision. Any member of the Council, who is not a Portfolio Holder, who considers that this decision should be reviewed should give notice to the Monitoring Officer (Grainne O'Rourke) (in writing or by e-mail) to be received **ON OR BY TUESDAY 22 APRIL 2014**.

Details of the documents the Portfolio Holder considered are attached.

### **DECISION:**

To respond to the County Council on their consultation on proposals that seek to achieve savings on the local bus and community transport services, in the terms set out in the report considered by the Portfolio Holder.

### **REASON(S):**

As set out in the report considered by the Portfolio Holder.

### **ANY ALTERNATIVE OPTIONS CONSIDERED AND REJECTED:**

As set out in the report considered by the Portfolio Holder.

### **CONFLICTS OF INTEREST DECLARED:**

None.

### **For Further Information Please Contact:**

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## **PLANNING & TRANSPORTATION PORTFOLIO HOLDER DECISION: 10 APRIL 2014**

### **REVIEW OF LOCAL BUS AND COMMUNITY TRANSPORT SERVICES**

#### **1 INTRODUCTION**

- 1.1 Hampshire County Council (HCC) has consulted New Forest District Council (NFDC) on its review of local bus and community transport services. This is against the backdrop of HCC needing to offer up a saving of £1.25-£1.5 million from their support of Passenger Transport services by 2015/16.

#### **2 BACKGROUND**

- 2.1 28% of local bus services in Hampshire are supported by the County Council and so the majority of bus services across the County are not subject to this review. However many of the supported routes are very important to the users of those services. Appendix 1 details the services in the New Forest which are supported and these services represent the majority of the bus services in the district. The services in the more rural areas of the district are almost entirely subsidised.
- 2.2 Currently, per year, HCC provides:
- £4.7 million support for local bus services and ferries
  - £1 million support for Community Transport Services
  - £0.5 million on Public Transport Infrastructure
  - £13.25 million Concessionary Travel
- 2.3 The review is looking at all bus and community transport services which receive financial support from HCC and so includes services such as Cango and taxishares. There are no funding possibilities for reinstating previously withdrawn services.
- 2.4 HCC outlines that the main aims of the consultation are to reflect community priorities in the forthcoming changes and that communities that currently have transport options will continue to do so in some form.
- 2.5 HCC consider that a mixture of the following options would enable the required savings from the Passenger Transport Services to be achieved:
- Reducing or ceasing support for Sunday services
  - Reducing or ceasing support for evening services after 7pm
  - Ceasing the 9am early start for the older persons' bus pass
  - Reducing the frequency and/or days of service
  - Replacing bus services with taxishares or community transport services
  - Reducing the amount of printed publicity with a greater use of electronic information

#### **3 NEW FOREST DISTRICT COUNCIL RESPONSE**

- 3.1 NFDC recognise the need for a saving to be made and a financial reduction in support for public transport services. In order to adequately determine the appropriate action an assessment of need across the whole County is required to inform the decisions on where services should be reduced or changed. Transport is vital to access key services such as medical services, schools and employment as well as retail and leisure services. Therefore NFDC considers a greater priority should be given to Passenger Transport and the

reductions sought from this service are too high. Without information on passenger numbers for each service it is difficult to make detailed suggestions as to the extent of reductions or changes for a particular service.

- 3.2 It is vital that everyone in the District has the opportunity to access essential services via public transport, community transport or other support networks (such as family and friends). Given the latter measure is not assured, a transport “safety net” is required. If scheduled services are reduced or removed the need must be met with some form of alternative e.g. a taxishare service. The New Forest is the largest District in Hampshire with a dispersed population, many of whom live in villages. It is incumbent on the Council to ensure that people without transport who live in these areas are not disadvantaged when needing to access essential services.
- 3.3 It is acknowledged that some services are essential for trips to areas of employment or education, whilst services for leisure purposes are desirable but not vital. Reducing frequency of services may be acceptable providing the journeys to work, college or school are not adversely impacted. Where services are removed or significantly reduced it is essential that alternative services are available such as taxishares, particularly in rural areas. Therefore the non-essential services should be the priority for reduction.
- 3.4 With regard to evening and Sunday reductions on the Waterside, HCC should determine whether the savings can be best achieved through either subsidising the ferries or bus services, not both. Bus services however serve a much wider area and so NFDC consider reduction in subsidy of the ferries may be preferable to a reduction in the subsidies of the buses.
- 3.5 Delaying the 9am start for the older persons’ bus pass is supported as an appropriate (or least worst) mechanism for offering a saving. Likewise, reducing the amount of printed publicity is also supported. Information however should be made available at bus stops and the greater use of electronic information is supported.

#### **4 CRIME & DISORDER AND EQUALITY & DIVERSITY IMPLICATIONS**

- 4.1 There are no crime & disorder or equality & diversity implications from the proposals relating to the review of local bus and community transport services.

#### **5 ENVIRONMENTAL IMPLICATIONS**

- 5.1 The review of bus services is unlikely to have any significant environmental implications, although greater use of Public Transport services can reduce the number of single occupancy car trips which, per head, have a greater impact on the environment.

#### **6 FINANCIAL IMPLICATIONS**

- 6.1 As stated above HCC need to reduce the level of support to Passenger Services to obtain a saving of £1.25-£1.5 million.
- 6.2 There are no direct financial implications for NFDC resulting from the recommendation of this report.

## 7 RECOMMENDATIONS

7.1 The Portfolio Holder fully recognises the need for good public transport services particularly for key services. He also accepts the requirement for savings to be made. It is recommended that HCC are made aware of the comments detailed in this report and it is requested that HCC provide information to NFDC's Portfolio Holder for Planning and Transportation and to relevant NFDC officers prior to any changes being made so that detailed consideration of proposed actions can be undertaken.

## 8 PORTFOLIO HOLDER ENDORSEMENT

8.1 I have agreed to the recommendations of this report

Signed: CLLR F P VICKERS  
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Date: 10.04.14  
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Clr Paul Vickers  
Portfolio Holder Planning & Transportation

<b>FURTHER INFORMATION: Please contact</b>	<b>BACKGROUND PAPERS</b>
Nick Hunt Principal Engineer (Transportation) Tel: 023 8028 5588 E-mail: <a href="mailto:nick.hunt@nfdc.gov.uk">nick.hunt@nfdc.gov.uk</a>	Consultation letter and forms from HCC Background data presented at Passenger Transport Forum (March 2014) E-mails in IT Microsoft Office System Files on Transportation Section shared IT Drive
David Stannard Planning Policy Officer (Transportation) Tel: 023 8028 5588 E-mail: <a href="mailto:david.stannard@nfdc.gov.uk">david.stannard@nfdc.gov.uk</a>	

Date on which notice given of this Decision - 11 April 2014

Last date for call-in - 22 April 2014

## **APPENDIX 1: Hampshire County Council Subsidised Bus, Ferry and Community Transport Services**

### **New Forest supported service**

#### *Bus services*

- **112 Hythe/Beaulieu – Lymington**
- **118 Lymington - New Milton – Ringwood** (Fully funded by HCC)
- **119 Lymington – Hordle – New Milton** (Fully funded by HCC)
- **120 Priestlands School – Hordle – New Milton** (Fully funded by HCC)
- **175 Ringwood – Bransgore – Christchurch** (Fully funded by HCC)
- **191 Chatsworth – New Milton** (Fully funded by HCC)
- **193 Barton-on-Sea – New Milton** (Fully funded by HCC)
- **X1 Lymington – Milford – New Milton – Bournemouth** (Monday –Saturday, generally between Lymington and New Milton; Sunday service commercial)
- **X2 Lymington – Hordle – New Milton – Bournemouth** (Monday – Saturday, generally between Lymington and Walkford)
- **6 Lymington – Brockenhurst – Lyndhurst – Southampton** (Monday – Saturday most journeys. Sunday all journeys)
- **41 Alderholt – Sandleheath – Salisbury** (Sandleheath – Breamore section)
- **49 Fordingbridge – Whitsbury – Salisbury** (most of route ie between Parsonage Park and Salisbury)
- **T1 Totton – Calmore** (Fully funded by HCC and Totton & Eling Town Council)
- **T2 Totton – Rushington** (Fully funded by HCC)
- **T3/T4 Totton – Cadnam – Totton** (Fully funded by HCC)
- **8/9 Calshot – Southampton** (Monday to Friday peak time journeys between Calshot and Fawley)
- **11 Cadnam – West Totton – Southampton** (One journey each way between Cadnam and Totton)
- **H1/H2 Applemore – Hythe – Netley View – Hythe**

#### *School services* (Fully funded by HCC);

- **F1/H5 Totton – Foxhills and Hounsdown Schools**
- **A1/W1/N1 Waterside area to Applemore College, Wildground Schools and Noadswood School**

#### *Ferry services*

- **Hythe Ferry**