





**Brighton & Hove  
City Council**

# Policy & Resources Committee

Title:	<b>Special Policy &amp; Resources Committee</b>
Date:	<b>6 September 2012</b>
Time:	<b>4.00pm</b>
Venue	<b>Council Chamber, Hove Town Hall</b>
Members:	<b>Councillors:</b> J Kitcat (Chair), Littman (Deputy Chair), G Theobald (Opposition Spokesperson), Hamilton, Mitchell (Opposition Spokesperson), A Norman, Peltzer Dunn, Shanks, Wakefield and West
Contact:	<b>Mark Wall</b> Head of Democratic Services 01273 291006 mark.wall@brighton-hove.gov.uk

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# Democratic Services: Policy & Resources Committee

Monitoring Officer	Councillor J. Kitcat Chair	Chief Executive	Head of Democratic Services
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- Director of Finance
- Strategic Director Resources
- Strategic Director People
- Strategic Director Place
- Strategic Director Communities

**Councillor Littman**  
Deputy Chair

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**Councillor Shanks**

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**Councillor Wakefield**

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**Councillor West**

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Officer Speaking

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Officer Speaking

**Councillor A. Norman**

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**Councillor G. Theobald**  
Opposition Spokes

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**Councillor Peltzer Dunn**

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**Councillor Mitchell**

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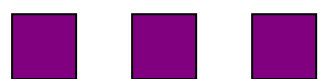
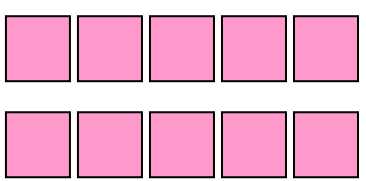
**Councillor Hamilton**

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Councillor Speaking

Public Speaker	Public Speaker
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Public Seating



Press

## AGENDA

### PROCEDURAL MATTERS

#### 1. PROCEDURAL BUSINESS

(a) **Declaration of Substitutes:** Where Councillors are unable to attend a meeting, a substitute Member from the same Political Group may attend, speak and vote in their place for that meeting.

(b) **Declarations of Interest:**

- (a) Disclosable pecuniary interests not registered on the register of interests;
- (b) Any other interests required to be registered under the local code;
- (c) Any other general interest as a result of which a decision on the matter might reasonably be regarded as affecting you or a partner more than a majority of other people or businesses in the ward/s affected by the decision.

In each case, you need to declare

- (i) the item on the agenda the interest relates to;
- (ii) the nature of the interest; and
- (iii) whether it is a disclosable pecuniary interest or some other interest.

If unsure, Members should seek advice from the committee lawyer or administrator preferably before the meeting.

(d) **Exclusion of Press and Public:** To consider whether, in view of the nature of the business to be transacted, or the nature of the proceedings, the press and public should be excluded from the meeting when any of the following items are under consideration.

**NOTE:** *Any item appearing in Part Two of the Agenda states in its heading the category under which the information disclosed in the report is exempt from disclosure and therefore not available to the public.*

*A list and description of the exempt categories is available for public inspection at Brighton and Hove Town Halls.*

#### 2. CHAIR'S COMMUNICATIONS

## POLICY & RESOURCES COMMITTEE

### GENERAL MATTERS

#### 3. PUBLIC INVOLVEMENT

To consider the following matters raised by members of the public:

- (a) **Petitions:** to receive any petitions presented by members of the public in relation to the specific items listed on the agenda at the meeting itself;
- (b) **Written Questions:** to receive any questions submitted by the due date of 12 noon on the 29<sup>th</sup> August 2012 that relate to the specific items listed on the agenda for the special meeting;
- (c) **Deputations:** to receive any deputations submitted by the due date of 12 noon on the 29<sup>th</sup> August 2012 that relate to the specific items listed on the agenda for the special meeting.

#### 4. SENIOR OFFICERS STRUCTURE

To Follow

Report of the Acting Chief Executive (to be circulated separately).

Contact Officer: Charlotte Thomas

Tel: 29-1290

Ward Affected: All Wards

#### 5. SUPPORTED BUS ROUTES

1 - 12

Report of the Strategic Director; Place (copy attached).

Contact Officer: David Parker

Tel: 29-2474

Ward Affected: All Wards

#### 6. ITEMS REFERRED FOR COUNCIL

To consider items to be submitted to the 25<sup>th</sup> October 2012 Council meeting for information.

*In accordance with Procedure Rule 24.3a, the Committee may determine that any item is to be included in its report to Council. In addition, each Minority Group may specify one further item to be included by notifying the Chief Executive no later than 10.00am on 15<sup>th</sup> October 2012 (the eighth working day before the Council meeting to which the report is to be made), or if the Committee meeting takes place after this deadline, immediately at the conclusion of the Committee meeting.*

**PART TWO**

**CONTRACTUAL MATTERS**

**7. SUPPORTED BUS ROUTES – EXEMPT CATEGORY 3**

**13 - 20**

Report of the Strategic Director; Place (circulated separately to Members only).

Contact Officer: Nick Mitchell  
Ward Affected: All Wards

Tel: 29-2481

**PROCEDURAL MATTERS**

**8. PART TWO PROCEEDINGS**

To consider whether the item listed in Part Two of the agenda and decisions thereon should remain exempt from disclosure to the press and public.

The City Council actively welcomes members of the public and the press to attend its meetings and holds as many of its meetings as possible in public. Provision is also made on the agendas for public questions and deputations to committees and details of how questions and deputations can be raised can be found on the website and/or on agendas for the meetings.

The closing date for receipt of public questions and deputations for the next meeting is 12 noon on the fifth working day before the meeting.

Agendas and minutes are published on the council's website [www.brighton-hove.gov.uk](http://www.brighton-hove.gov.uk). Agendas are available to view five working days prior to the meeting date.

Meeting papers can be provided, on request, in large print, in Braille, on audio tape or on disc, or translated into any other language as requested.

**WEBCASTING NOTICE**

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For further details and general enquiries about this meeting contact Mark Wall, (01273 291006, email [mark.wall@brighton-hove.gov.uk](mailto:mark.wall@brighton-hove.gov.uk)) or email [democratic.services@brighton-hove.gov.uk](mailto:democratic.services@brighton-hove.gov.uk)

**ACCESS NOTICE**

The lift cannot be used in an emergency. Evac Chairs are available for self-transfer and you are requested to inform Reception prior to going up to the Public Gallery. **For your own safety please do not go beyond the Ground Floor if you are unable to use the stairs.**

## **POLICY & RESOURCES COMMITTEE**

Please inform staff on Reception of this affects you so that you can be directed to the Council Chamber where you can watch the meeting or if you need to take part in the proceedings e.g. because you have submitted a public question.

Date of Publication - Friday, 31 August 2012

# **SPECIAL POLICY & RESOURCES COMMITTEE**

6<sup>th</sup> September 2012

## **Agenda Item 5**

Brighton & Hove City Council

<b>Subject:</b>	<b>Supported Bus Routes</b>		
<b>Date of Meeting:</b>	<b>06 September 2012</b>		
<b>Report of:</b>	<b>Strategic Director, Place</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Nick Mitchell</b>	<b>Tel: 29-2481</b>
	<b>Email:</b>	<a href="mailto:Nick.Mitchell@brighton-hove.gov.uk">Nick.Mitchell@brighton-hove.gov.uk</a>	
<b>Ward(s) affected:</b>	<b>All</b>		

For General Release

Note: The special circumstances for non-compliance with Council Procedure Rule 3, Access to Information Procedure Rule 5 and Section 100B(4) of the Local Government Act 1972 (as amended), (items not considered unless the agenda is open to inspection at least five days in advance of the meeting) were that there were some outstanding issues that needed addressing and the report could not be finalised in time for the normal despatch deadline.

### **1. SUMMARY AND POLICY CONTEXT:**

1.1 At Full Council on 19 July 2012 a number of proposed amendments to the Supported Bus Services Network Report were submitted. This report contains responses to various resolutions passed at Full Council with the exception of those relating to exempt information, which are contained in Part 2 of this agenda.

### **2. RECOMMENDATIONS:**

2.1 That the Committee note the action taken by officers following the resolutions passed at Full Council on 19 July and approves the responses as set out below.

### **3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:**

3.1 On 19 July Full Council considered a report on the Council's supported bus routes and passed a resolution in response to a number of proposed amendments and a petition. Extracts of the proceedings are attached in Appendix 1.

3.2 Where necessary/appropriate, officers have taken action in pursuance of Council as set out below. The resolutions are in bold and responses in normal type. The numbering of each reflects the numbering actually proposed in the amendments received at Full Council.

## **Resolutions of the Supported Bus Routes Report:**

**1.1 That in view of the decision taken at the Policy & Resources Committee meeting on the 14<sup>th</sup> June, 2012 the petition be noted;**

Response.

No further action required

**1.2 That the moves from Brighton & Hove City Council and Brighton & Hove Bus Company to enable the majority of the bus services previously threatened with service reductions to continue running be welcomed;**

Response

No further action required

**1.3 That officers be requested to seek to identify the necessary funding and maintain discussions with the bus companies with a view to running a direct service connecting Woodingdean and Ovingdean to the city centre and to report back to the Policy & Resources Committee as to how this can be achieved;**

Response

In order to allow sufficient time for the Contract and route registration formalities to be dealt with and to enable contracts to be operational by September, a contract award notification letter has been sent to Big Lemon in relation to the short route 52. The Contract is likely to be in place by 6<sup>th</sup> September. Officers have not been able to identify additional funding to bridge the gap within existing allocations for transport.

Discussions with Compass, Brighton & Hove Bus Company and Big Lemon have enabled re-working of timetables for service 52 and 47 to provide a through service via the Marina to the City Centre at no additional cost to the Council or passengers.

Council officers have brokered discussions between Big Lemon, Compass and Brighton & Hove Bus Company to agree acceptance of Saver tickets and through ticketing arrangements on supported buses and commercial services, as well as bigger buses on the 47 and extended services at no additional cost.

Officers propose that the operation of the short service be monitored and the numbers of passengers changing bus services at the Marina ascertained.

A more detailed response relating to the commercially sensitive data is contained in Part 2 of this agenda.

**1.4 That officers be requested to consider including in the new contract for the service 52 (if not already included and subject to legal advice) a requirement for low-floor, wheel-chair accessible buses to be used on this route;**



### Response

For service 52 from Ovingdean & Rottingdean to the Marina, the tender states that “vehicles used to provide the services in this tender are required to meet all of the minimum requirements in The Public Service Vehicles Accessibility Regulations (PSVAR) 2000. If a vehicle is incapable of meeting these minimum specifications, it will not be acceptable for the operator to use it on these services.”

The PSVAR state that a regulated public service vehicle shall be fitted with not less than one wheelchair space. All new buses introduced into service since 1st January 2001 have to be fully accessible.

Council officers will work with the operator to ensure that these conditions are met.

**1.5 That officers be requested to consider including in the new contract for service 52 (if not already included and subject to legal advice) a requirement that the service 52 is incorporated within the ‘Real Time’ bus information system or any replacement similar system;**

### Response

The council is currently rolling out a new ‘Real Time’ information system that will provide a better service and wider coverage for the city, and all operators will have access to this as it will be more accessible and have a lower cost of entry. The new system will be live in the New Year. This requirement is covered in the Operators’ Code of Practice and is also contained within the contract.

**1.6 That officers be requested to facilitate discussions between the relevant bus operators to achieve ‘through ticketing’ agreements to be in place for the new contract for the service 52 so that Ovingdean residents are not further disadvantaged by having to pay two separate fares to access the city centre due to the new, reduced route terminating at Brighton Marina;**

### Response

Following meetings facilitated by council officers, all three operators of council-funded bus services (Brighton & Hove, Compass and The Big Lemon) are keen to make things as straightforward as possible for the passenger. Cash fares will be in line with fares charged on the main bus routes. On council-funded services it is a condition that all types of Saver tickets can be issued and accepted – but there is a technical problem with accepting tickets bought on a Key (smart)card.

Brighton & Hove Buses confirm that they will accept Compass and The Big Lemon on-bus issued ‘Saver’ tickets on their commercial services. This extends to the full range of ‘Saver’ tickets that B&H would themselves issue on-bus (i.e. it does also include Bus ID Savers).

Brighton & Hove Buses have offered to swap Key cards for conventional printed Saver tickets (at no extra charge) for those residents living on Council-funded routes – and they will continue to offer 3 Month and 1 Year versions of the ‘paper’ ticket to those residents in future. This will ensure that residents on supported routes can still take advantage of cheaper longer period tickets.

Brighton & Hove Buses will place notices on-bus on the council's supported services immediately, advising residents in the areas affected that they can swap their Key cards for paper tickets at One Stop Travel shops (only).

All operators will brief their staff on the full range of tickets that will be valid on their services.

The scheduled connections between service 52 and service 47 at Brighton Marina will be promoted.

The Competition Commission recommends new statutory powers for local authorities to introduce mandatory multi-operator ticketing schemes. It calls for such tickets to be competitively priced with single-operator tickets.

At this moment in time the government has indicated that it is not considering introducing powers that would allow local authorities to introduce mandatory schemes.

The Commission's wish to see authorities pursue voluntary agreements ahead of legislation may prove difficult to realise, in Brighton as much as anywhere, as Brighton & Hove Bus and Coach Company has considerable market share with its Saver tickets.

Future technological changes with smartcards should make the introduction of a multi operator ticket easier.

It may be possible to bid for funding from central government to explore this issue in greater depth and to set up a scheme if it is required.

There is currently no funding or resources allocated within the council to pursue a pilot scheme, voluntary or mandatory.

**1.7 That Officers be requested to report to the Policy & Resources Committee on the progress regarding 1.4 to 1.6 above.**

Response

This report outlines progress regarding paragraphs 1.4 to 1.6.

**Resolutions of the Supported Bus Routes Report:**

**2.1 That in view of the decision taken at the Policy & Resources Committee meeting on the 14<sup>th</sup> June, 2012 the petition be noted;**

Response

The petition was noted.

**2.2 That the Council welcomes moves from Brighton & Hove City Council and Brighton & Hove Bus Company that enable the 21B, 22, 24, 26, 27, 81A, 81, 74 and 96 bus services to continue running;**

Response

No further action is required.

**2.3 That officers be requested to report to the Policy & Resources Committee at its next meeting confirming the completion of contracts to run the 81, 81A, 21B, 96 and 74 services;**

Response

Contracts for all of these services have now been issued.

**2.4 That, in addition to 2.2 and 2.3, officers be recommended to seek to identify the necessary funding and continue discussions with the bus companies with a view to running a direct service, with through ticketing, connecting Woodingdean and Ovingdean to the city centre and to report back to the Policy & Resources Committee with an Urgency meeting taking place if necessary due to the short timescales;**

Response

In order to allow sufficient time for the Contract and route registration formalities to be dealt with and to enable contracts to be operational by September, a contract award notification letter has been sent to Big Lemon in relation to the short route 52. The Contract is likely to be in place by 6th September.

A more detailed response relating to the commercially sensitive data is contained in Part 2 of this agenda.

Discussions with Compass, Brighton & Hove Bus Company and Big Lemon have enabled re-working of timetables for service 52 and 47 to provide a through service via the Marina to the City Centre at no additional cost to the Council or passengers.

Council officers have brokered discussions between Big Lemon, Compass and Brighton & Hove Bus Company to agree acceptance of Saver tickets and through ticketing arrangements on supported buses and commercial services, as well as bigger buses on the 47 and extended services at no additional cost.

All three operators of council-funded bus services (Brighton & Hove, Compass and The Big Lemon) are keen to make things as straightforward as possible for the passenger. Cash fares will be in line with fares charged on the main bus routes. On council-funded services it is a condition that all types of Saver tickets can be issued and accepted – but there is a technical problem with accepting tickets bought on a Key (smart)card.

Brighton & Hove Buses confirm that they will accept Compass and The Big Lemon on-bus issued 'Saver' tickets on their commercial services. This extends to the full range of 'Saver' tickets that B&H would themselves issue on-bus (i.e. it does also include Bus ID Savers).

Brighton & Hove Buses have offered to swap Key cards for conventional printed Saver tickets (at no extra charge) for those residents living on council-funded routes – and they will continue to offer 3 Month and 1 Year versions of the 'paper' ticket to those residents in future. This will ensure that residents on supported routes can still take advantage of cheaper longer period tickets.

Brighton & Hove Buses will place notices on-bus on the council's supported services immediately, advising residents in the areas affected that they can swap their Key cards for paper tickets at One Stop Travel shops (only).

All operators will brief their staff on the full range of tickets that will be valid on their services.

The scheduled connections between service 52 and service 47 at Brighton Marina will be promoted.

Officers propose that the operation of the short service be monitored and the numbers of passengers changing bus services at the Marina ascertained

**2.5 That officers be requested to seek to ensure that any new contract approved for the service 52 contains a requirement (if it doesn't already do so and subject to legal and procurement advice) for wheelchair accessible buses to be used on this route and that it is integrated into the 'Real Time' bus information system or a suitable alternative system and to report back to the Policy & Resources Committee on the outcome of the contract negotiations.**

#### Response

For service 52 from Ovingdean & Rottingdean to the Marina, the tender states that "vehicles used to provide the services in this tender are required to meet all of the minimum requirements in The Public Service Vehicles Accessibility Regulations (PSVAR) 2000. If a vehicle is incapable of meeting these minimum specifications, it will not be acceptable for the operator to use it on these services." Council officers will work with the operator to ensure that these conditions are met.

The PSVAR state that a regulated public service vehicle shall be fitted with not less than one wheelchair space. All new buses introduced into service since 1st January 2001 have to be fully accessible.

The Council is currently rolling out a new 'Real Time' information system that will provide a better service and wider coverage for the city and all operators will have access to this as it will be more accessible and have a lower cost of entry. The new system will be live in the New Year. This requirement is covered in the Operators' Code of Practice and is also contained within the contract.

For a temporary period, some services will not show countdown times on the real time screens but it is intended that they are able to be shown with timetable times, until the new system goes live. We are working with operators to ensure a smooth transition to the new system.

#### **4. COMMUNITY ENGAGEMENT AND CONSULTATION**

This report is a response to amendments and does not require further community engagement.

## 5. FINANCIAL & OTHER IMPLICATIONS:

### Financial Implications:

- 5.1 There are no direct financial implications arising from the approval of the responses in this report to the amendments proposed at Council on 19 July.

*Finance Officer Consulted: Heather Bentley*

*Date: 24/08/12*

### Legal Implications:

- 5.2 The legal risks as contained in Part 2 of this agenda.

*Lawyer Consulted:*

*Abraham Ghebre-Ghiorghis*

*Date: 29/08/12*

### Equalities Implications:

- 5.3 The provision of safe, accessible, affordable and reliable public transport provides travel opportunities for all sectors of the community without access to private transport. The contracts specify that, where a whole route is funded, the vehicles used must be wheelchair accessible. Equalities Impact Assessments have been conducted on the supported bus routes to gain knowledge of the profile of bus passengers using the service.

### Sustainability implications

- 5.4 The provision of Council supported bus services in areas where there is no commercial bus provision provides a sustainable alternative to car use, with benefits to congestion and air quality. The contracts specify that, where a whole route is to be provided, the vehicles used must meet Euro 3 emissions levels.

The council will continue to promote bus services to increase bus patronage which will result in improved carbon efficiency.

### Crime & Disorder Implications:

- 5.5 It is not considered that there are any adverse implications for crime and disorder arising from the recommendations in this report.

### Risk and Opportunity Management Implications

- 5.6 It is not considered that there are any risks to the City Council associated with this report. The successful contractor(s) will be paid four-weekly in arrears for services already delivered.

### Public Health Implications

- 5.7 It is not considered that there are any Public Health Implications arising from the recommendations in this report.

## Corporate / Citywide Implications

- 5.8 The availability of safe, accessible, affordable, reliable and frequent public transport services is key to meeting each of the Brighton and Hove City Council's core objectives. Most of the bus routes covered in this report represent the only routes serving certain communities, and without these routes there would be significant social exclusion.

## **6. EVALUATION OF ANY ALTERNATIVE OPTION(S):**

- 6.1 This report contains responses to amendments which are considered to be alternative options.

## **7. REASONS FOR REPORT RECOMMENDATIONS**

- 7.1 To report and consider the resolutions.

## **SUPPORTING DOCUMENTATION**

### **Appendices:**

1. Extract of Resolutions following Full Council 19 July 2012

### **Documents in Members' Rooms**

1. N/A

### **Background Documents**

1. N/A

**SPECIAL POLICY & RESOURCES  
COMMITTEE MEETING**

Appendix 1 to Agenda Item 5

6<sup>th</sup> September 2012

Brighton & Hove City Council

**Subject:** Subsidised Bus Services – Extract from the Council Meeting held on the 19 July 2012

**Date of Meeting:** 6 September 2012

**Report of:** Strategic Director: Resources

**Contact Officer:** Name: Mark Wall Tel: 29-1006

E-mail: mark.wall@brighton-hove.gov.uk

**Wards Affected:** All

**BRIGHTON & HOVE CITY COUNCIL**

**4.30pm 19<sup>th</sup> July 2012  
COUNCIL CHAMBER, HOVE TOWN HALL**

**DRAFT MINUTES**

**Present:** Councillors Randall (Chair), Meadows (Deputy Chair), Barnett, Bennett, Bowden, Brown, Buckley, Carden, Cobb, Cox, Davey, Deane, Duncan, Farrow, Fitch, Gilbey, Hamilton, Hawtree, Hyde, Janio, Jarrett, Jones, Kennedy, A Kitcat, J Kitcat, Lepper, Littman, Mac Cafferty, Marsh, Mears, Mitchell, Morgan, A Norman, K Norman, Peltzer Dunn, Phillips, Pidgeon, Pissaridou, Powell, Robins, Rufus, Shanks, Simson, Smith, Summers, Sykes, C Theobald, G Theobald, Wakefield, Wealls, Wells and West.

**PART ONE**

**7(A). SUBSIDISED BUS SERVICES**

7.1 The Mayor stated that under the Council's petition scheme, if a petition contained 1,250 or more signatures, it could be debated by the Full Council and such a request had been made in respect of an e-petition concerning Subsidised Bus Services.

7.2 The Mayor invited Ms. Hill to present her petition.

7.3 Ms. Hill thanked the Mayor and stated that a total of 1,789 people had signed the combined paper and e-petition which read as follows:

"We the undersigned petition the council to continue the current funding of subsidised bus services in Brighton and Hove.

Bus services exist so that people can get around without the need for a car, and reducing subsidies will make it more difficult to reduce car ownership and usage. The proposed cuts will mostly affect those who cannot afford a car, cannot walk far, or cannot pay for a taxi. We urge the council to find the modest sums required to continue bus subsidies from other projects and avoid this backwards step.”

- 7.4 Ms. Hill stated that she hoped the council would find a way to ensure that the bus services were maintained and that a solution would be found for the No.52 service that served Woodingdean.
- 7.5 The Mayor noted that there were two amendments to the report’s recommendations and stated that he would therefore called on Councillor Robins to move the Labour & Co-operative Group’s amendment followed by Councillor G. Theobald to move the Conservative Group’s amendment.
- 7.6 Councillor Robins moved the Labour & Co-operative amendment which sought to add further recommendations to the report.
- 7.7 Councillor Mitchell formally seconded the amendment.
- 7.8 Councillor G. Theobald moved the Conservative Group amendment which also sought to add further recommendations to the report.
- 7.9 Councillor A. Norman formally seconded the amendment.
- 7.10 Councillor J. Kitcat noted that all parties had voted for the budget in February which had included revisions to the bus services and noted that had the amendment moved at the June Policy & Resources Committee been carried, the £1m saving achieved since then would not have been made. Having set out the council’s position the independent operators had chosen to maintain a number of services on a commercial basis and following the information presented at the last Policy & Resources Committee, it was possible to subsidise a number of the other routes so that they were available. There was a need to look at the school routes and to find a more flexible alternative to simply continuing with the subsidy in view of the falling numbers of pupils.
- 7.11 Councillor Mitchell stated that she believed it was appropriate to lobby for the retention of services and noted that the previous Labour Administration had worked closely with the bus company to improve services and provision such as accessible bus stops and real time bus information.
- 7.12 Councillor Davey stated that he could not support the proposed amendments as elements would require retendering of the contracts and this could not be achieved within the required timescales of the Traffic Commissioner.
- 7.13 Councillor Mears suggested that the current Administration had placed ideological views above the interests of the city. She noted that the owner of the Big Lemon had contacted ward councillors to say that buses would be sourced to meet the requirements of the contract, but she suggested that this should have been done in the first place. She also questioned the process which had resulted in the report to the July P&R Committee which identified an error in the contract award that had resulted in the No.52 service being awarded to the Big Lemon and a saving that was used to subsidise



other services. She hoped that an explanation would be forthcoming on how such an error could have been made.

- 7.14 Councillor G. Theobald stated that he would be seeking further discussions to see if the full route for the No.52 service could be supported as it was the only service that enabled residents of Woodingdean to get in to the centre of the city and to the main hospital. He hoped that the Conservative amendment could be supported as there was a need to ensure that contract requirements for low-floor buses and through-ticketing could be met by the provider.
- 7.15 Councillor West referred to the One-Planet Living project and noted that the council and the city needed to reduce their carbon footprint and water-usage and that the funding allocated for the project would enable savings to be generated and then used to support other services such as the bus routes. The decision to adhere to the procurement process had been vindicated as a saving had been achieved and services maintained.
- 7.16 Councillor Brown stated that the retention of the No.81 service had been welcomed by residents of Hove Park Ward as they would have been left with no service at all.
- 7.17 Councillor Simson referred to the No.52 service and queried whether in reviewing the contract the number of students from the Language School using the service had been taken into account, as this was on the increase, but was likely to go down if the restricted route was the only one available. She also noted that it would cost bus users more as they would have to purchase a second ticket once their journey ended at the Marina and therefore it was likely to discourage more people from using the service. She believed that there was a clear need for a full No.52 service that covered Woodingdean and Ovingdean and did not require having to change at the Marina.
- 7.18 Councillor Peltzer Dunn queried why there had been a need to discover an error in the award of the contracts to provide a solution to the situation that had been created and why so many people had been put through a period of worry only to find that there had been no need to do so.
- 7.19 Councillor Smith stated that he believed residents of Woodingdean, Ovingdean and Rottingdean had been treated as second class and denied equal accessibility to a service that enabled them to get to the centre of town or to the hospital. He did not believe that many would be willing to change at the Marina and therefore it was likely that more people would enter by car and thereby increase numbers in the city.
- 7.20 Councillor Jarrett stated that the budget proposals had been voted on by all Groups and it was normal practice for a successful contractor to have the necessary equipment in place at the time the contract came into operation and not before.
- 7.21 Councillor Kitcat stated that he was pleased to see that two new operators would be providing services within the city and that they would meet the contract requirements in regard to their fleet. He believed that the procurement process had shown that a number of routes could be maintained on a commercial basis and this would not have been the case had the decision in June been to retain all the subsidies as they were.
- 7.22 The Mayor noted the comments and thanked Ms. Hill for attending the meeting and presenting the petition. He then put the Labour & Co-operative amendment to the

report's recommendations to the vote which was carried. He then put the Conservative amendment to the report's recommendations to the vote which were carried.

7.23 The Mayor then put the recommendations as amended to the vote which was carried.

7.24 **RESOLVED:**

- (1) That in view of the decision taken at the Policy & Resources Committee meeting on the 14<sup>th</sup> June, 2012 the petition be noted;
- (2) That the Council welcomes moves from Brighton & Hove City Council and Brighton & Hove Bus Company that enable the 21B, 22, 24, 26, 27, 81A, 81, 74 and 96 bus services to continue running be welcomed;
- (3) That officers be requested to report to the Policy & Resources Committee at its next meeting confirming the completion of contracts to run the 81, 81A, 21B, 96 and 74 services;
- (4) That, in addition to (2) and (3) above, officers be recommended to seek to identify the necessary funding and continue discussions with the bus companies with a view to running a direct service, with through ticketing, connecting Woodingdean and Ovingdean to the city centre and to report back to the Policy & Resources Committee with an Urgency meeting taking place if necessary due to the short timescales;
- (5) That officers be requested to seek to ensure that any new contract approved for the service 52 contains a requirement (if it doesn't already do so and subject to legal and procurement advice) for wheelchair accessible buses to be used on this route and that it is integrated into the 'Real Time' bus information system or a suitable alternative system and to report back to the Policy & Resources Committee on the outcome of the contract negotiations.

7.25 The Mayor then moved that the reports listed at Item 21 in the agenda and 21(A) in the addendum should be noted.

7.26 **RESOLVED:**

- (1) That the report (Item 21) be noted.
- (2) That the report (Item 21(a)) be noted.

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