

NOT FOR PUBLICATION

This report contains exempt information as defined in
Paragraph 3 of Part 1 of
Schedule 12A to the Local Government Act 1972
(applies to Appendices 1 and 2)

AGENDA
ITEM
14

SOUTH HAMS DISTRICT COUNCIL

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NAME OF COMMITTEE	Executive
DATE	11 December 2014
REPORT TITLE	Review of Dartmouth Park & Ride service
Report of	Street Scene Manager
WARDS AFFECTED	All

Summary of report:

This report explores the future options for the Park & Ride service in Dartmouth, as the current contract for bus provision will end in early 2015. It also considers the longer-term options for the service. The report summarises the views and debate of the various local consultees who have been involved in the preparation of the service options.

Financial implications:

Financial savings will be dependent on the level of service agreed through a tendering exercise, and will be clearly established early in 2015. It is the aim of service review to ensure that costs are managed to provide the best possible local service within the available finances.

RECOMMENDATIONS:

It is recommended that the Executive consider the proposal for the future of Dartmouth Park & Ride service and make a recommendation to Council in respect of the following points:

- a) For a tendering exercise to be undertaken in respect of the provision of a Park & Ride service for 2015, with input from Dartmouth Town Council, BID and Business Forum.
- b) Tenderers to be requested to provide a quote for each of the three service options attached at Appendix 1. In addition tenderers will be given the opportunity to propose alternative solutions to give additional value to the service.
- c) To amend the Residents Car Parking permit scheme which currently allows permit holders to use the Park and Ride service free of charge and, instead, for Dartmouth Park & Ride permits to be made available at a cost of £100 per annum.

- d) To provide the extended Dartmouth Regatta Park & Ride service from the rugby fields located next to the Park & Ride site from 2015, rather than from Venn Lane fields, in order to make further financial savings, as detailed in Appendix 2.

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1. BACKGROUND

- 1.1 Members will recall that, following a previous report to the Executive in January 2014, it was resolved that officers and local Ward Members should look at options for the future of the service, taking into account the need to make financial savings.
- 1.2 The service is currently subsidised by the District Council. As can be seen below, the service runs at a loss, despite being partially supported by Section 106 monies of £19,200 per annum. The table below shows the deficit since 2009/ 10:

	Income*	Expenditure	Net deficit
	£	£	£
2013/14	-177,771	213,996	36,225
2012/13	-174,635	196,334	21,699
2011/12	-178,147	217,101	38,954
2010/11	-177,108	196,099	18,991
2009/10	-139,195	149,495	10,299

* It should be noted that the income includes £19,200 Section 106 monies.

- 1.3 The section 106 monies will expire after the financial year 2017/ 18, and currently includes an amount of capital funding for the improvement of the current Park & Ride site. The capital amount has not been spent because the service could potentially be moved elsewhere in the longer term future as a result of local housing development. Once the development decision is made, it will be possible to make improvements to the current site if it is not moved.
- 1.4 This year was the final year of the current Park & Ride bus contract, with the service having ceased at the end of October 2014.

- 1.5 The table below shows the number of Pay & Display ticket sold during each Park & Ride service year. The amount has been fairly consistent for the last 4 years:

	April	May	June	July	August	September	October/ November	TOTAL
2014	2,001	3,472	3,388	5,635	7,931	4,458	2,345	29,230
2013	1,804	3,710	4,025	6,241	8,601	4,075	2,151	30,607
2012	2,507	2,918	4,276	5,061	7,571	4,197	2,038	28,568
2011	3,027	3,004	4,478	5,566	8,072	3,997	1,693	29,837
2010	2,912	3,282	5,797	6,980	8,513	5,080	2,585	35,149
2009	2,527	3,445	3,842	5,549	7,184	4,735	2,133	29,415

2. CONSULTATION

- 2.1 In order to consider the value of the options with the community representatives, officers and District Members met with representatives from Dartmouth Town Council, Regatta Committee, Business Forum, BID, and TIC, to explore the future service options with consideration being given to local business needs.
- 2.2 The outcome of the most recent meeting with stakeholders, held on the 11th November, was to procure a short term bus service for the immediate future and explore longer term service options with stakeholders.

3. REVISED SERVICE

- 3.1 Officers have been advised by the Corporate Procurement Officer that it is possible to undertake a simple tender exercise for the provision of a Park & Ride service during 2015. This will allow officers and Members to liaise with Dartmouth Town Council, BID and Business Forum, together with any other stakeholders, to consider the long term future of the service, including the possible transfer of the asset and/ or service to a community group/ company.
- 3.2 As part of the tender exercise, applicants will be requested to quote against three possible scenarios, as detailed in Appendix 1, in addition to being given the opportunity to present alternative solutions, which will provide best value for the Council, whilst maintaining an appropriate level of service.
- 3.3 It is proposed that Dartmouth Town Council, BID and Business Forum be consulted in respect of tenders received and that the successful applicant should be chosen following an interview process of all applicants, with a panel of Members, officers and a total of two representatives from the stakeholder group.
- 3.4 It is anticipated that savings may be made as a result of re-tendering the contract. However, further work should be undertaken in order to maintain and improve on the savings made, including assessing the feasibility of transferring the service and/ or asset.
- 3.5 It is the joint aim of the local working group to reach a cost-neutral point by 2017, when the Section 106 contribution ends, and, in addition to tendering the service for financial year 2015/16, it is important that the current dialogue between the District and key stakeholders in Dartmouth continues in order to reach this position.

4. SERVICE OUTSIDE OF PARK & RIDE OPERATING HOURS

- 4.1 It is recommended that officers continue to liaise with public bus service providers in order to provide a separate 'ride' service during the hours that the Park & Ride service is not operating.
- 4.2 To aid this service, it may be necessary to invest some money in providing a high quality bus stop at the entrance to the Park & Ride site and this matter will be considered together with the long-term service solutions.
- 4.3 In addition, it would be necessary to reduce the parking fee charged during times when we are expecting customers to then catch and pay for a public bus service. It is, therefore, recommended that the all day parking fee for these times is £1 for the duration of the next financial year.
- 4.4 Having analysed use of the car park during the closed period, it is anticipated that this reduction in the cost of a Pay & Display ticket will result in a loss of income for the Council of approximately £560 per annum. However, this will be negated by the other proposed savings as part of the overall package.

5. ELIMINATE USE OF RESIDENTS' CAR PARK PERMITS

- 5.1 Currently, any resident who holds a Residents' Car Park Permit may make use of the Park & Ride service free of charge. This represents a substantial loss of income for the Council.
- 5.2 It is estimated that up to 15 motorists regularly make use of the service per day during the current season. This results in a saving for customers of up to approximately £700 (for someone who works in the town five days a week) and a loss of the same amount per customer for the District Council.
- 5.3 In addition, these permits have been purchased by parents to allow their children to travel between the Park & Ride site and the town at a much reduced price.
- 5.3 Taking into account the reduced service available it is recommended that a new permit be introduced specifically for the Park & Ride service and that this be sold at £100 per annum. This will allow customers to make use of the service as frequently as they wish over the 13 weeks that the service is available (a saving of approximately £200 for anyone working in the town five days a week).

6. DARTMOUTH REGATTA

- 6.1 The final area of saving is in respect of the extended Park & Ride service that the Council currently provides in order to support Dartmouth Regatta.
- 6.2 The spreadsheet provided at Appendix 2 demonstrates that substantial savings of approximately £12,000 may be made by moving the extended service from Venn Lane fields to the rugby fields located next to the Park & Ride site, and it is recommended that Members support this change.

7. LEGAL IMPLICATIONS

- 7.1 The Council has power to provide off-street parking under the Road Traffic Regulation Act 1984 (as amended).
- 7.2 The Council has the power to deal with the provision, management and control of car parks.
- 7.3 Council has the powers to provide this service under the General Powers of Competence in the Localism Act 2011.
- 7.4 Since there is commercially sensitive information in the Appendices 1 and 2, there are grounds for the publication of these appendices to be restricted, and considered in exempt session. The public interest has been assessed and it is considered that the public interest will be better served by not disclosing the information in Appendices 1 and 2. Accordingly this report contains exempt information as defined in paragraph 3 of Schedule 12A to the Local Government Act 1972.

8. FINANCIAL IMPLICATIONS

- 8.1 Financial savings will be dependent on the success of the proposed pilot scheme to be run during 2015. The pilot will be closely monitored and its level of success will be reported to the Executive throughout the year.

9. RISK MANAGEMENT

The Risk Management implications are shown at the end of this report in the Strategic Risks Template.

Corporate priorities engaged:	Community well-being Access to services Towards excellence Customer first
Statutory powers:	As stated in paragraph 6
Considerations of equality and human rights:	An equality impact assessment has been carried out and, as a result, no further actions are required.
Biodiversity considerations:	None
Sustainability considerations:	None
Crime and disorder implications:	None
Background papers:	None
Appendices attached:	None

STRATEGIC RISKS TEMPLATE

No	Risk Title	Risk/Opportunity Description	Inherent risk status				Mitigating & Management actions	Ownership
			Impact of negative outcome	Chance of negative outcome	Risk score and direction of travel			
1	Public reaction	There may be a negative reaction from members of the public to the proposals.	2	2	4	↓	<p>Officers will continue to negotiate with local bus operators to achieve a reasonable but cost effective service.</p> <p>In addition, regular press updates to be issued so that members of the public are made aware of the reasons behind the changes to the service.</p>	C Aubertin
2	Town centre vibrancy	Possible loss of footfall in the town centre if service is reduced.	4	2	8	↓	<p>Officers and Members to continue to work closely with stakeholders to negate this, particularly Dartmouth BID, who have invested heavily in promoting Dartmouth nationally.</p>	C Aubertin

Direction of travel symbols ↓ ↑