

Universal  
Services

# Kings Barton Tender

Tuesday 12<sup>th</sup> March 2024  
Mike Griffin-Thorn

# Recap

**Option 1** and our preferred option is to use Hampshire Transport Management (HTM)

Implementation – As long as it takes for the arrangements to be made by HTM but hopefully within 2-3 months (Start January)

**Option 2** if HTM are unable to cover this, would be to go out to tender so the wider market can bid on the proposal.

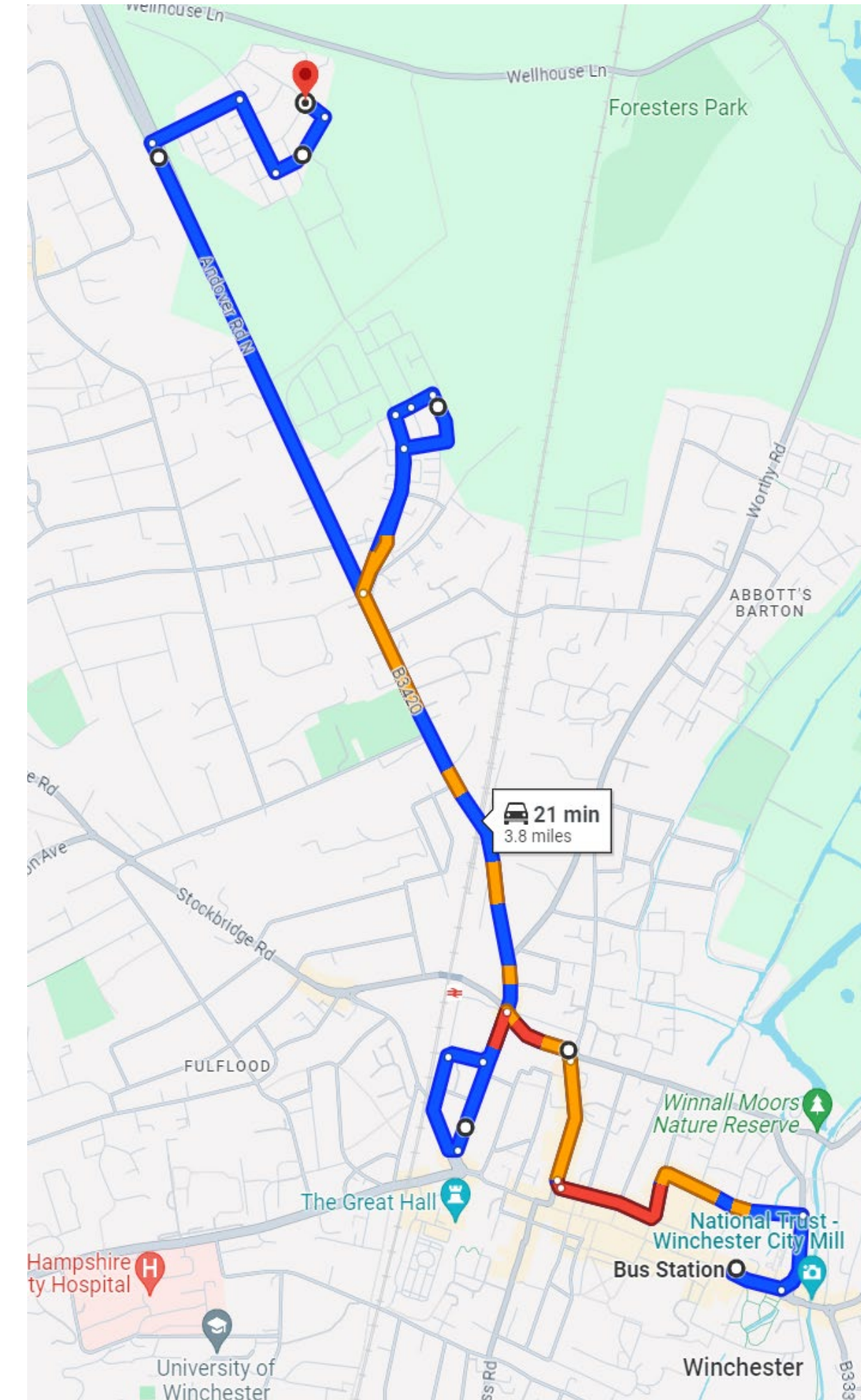
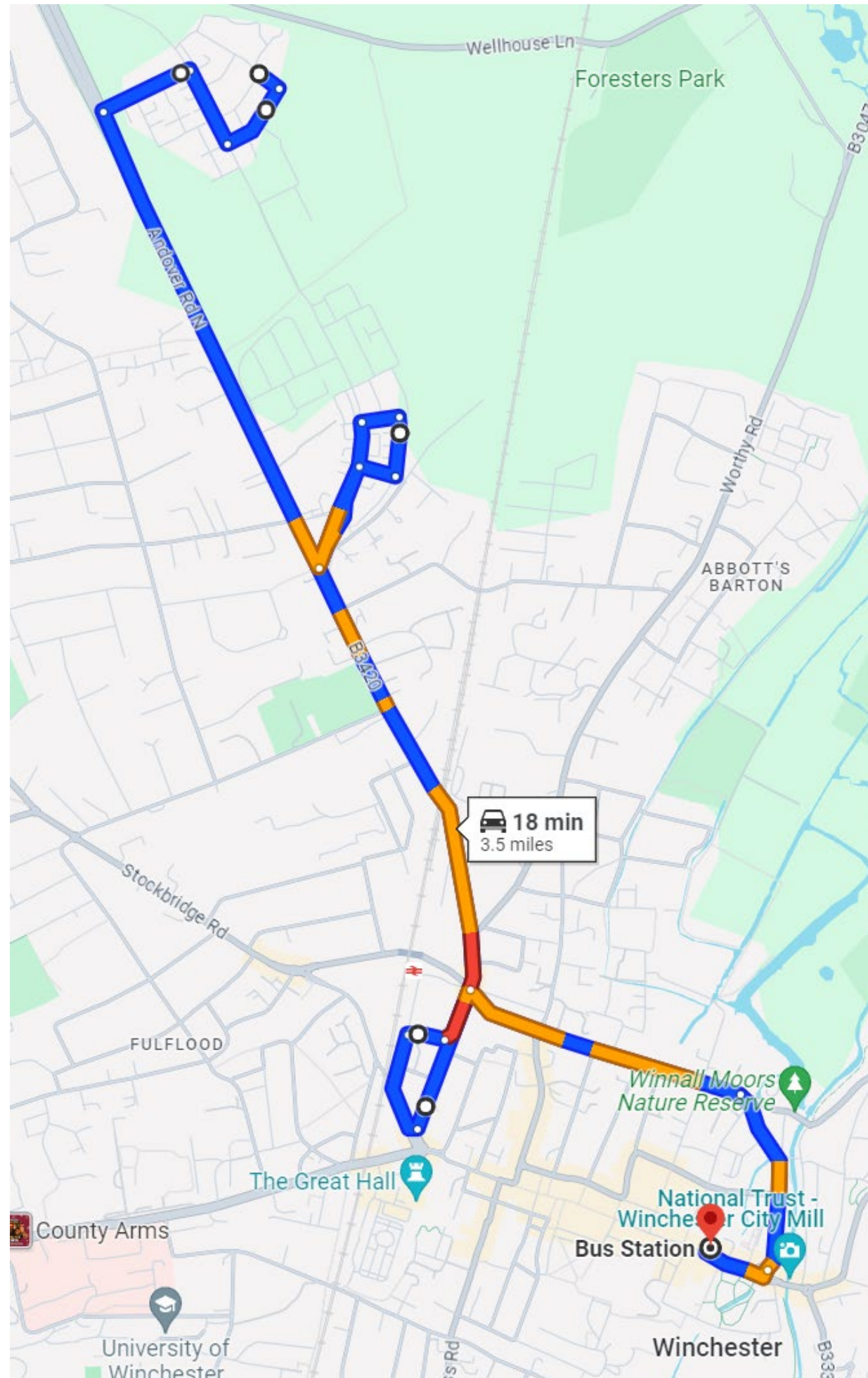
**Option 2a** will be included in option 2 and that is to get the cost from a local bus provider so we can compare the minibus versus a local bus provider.

# Update

HTM advised they were unable to assist with something on this scale. Decision was taken to go out to tender with multiple options.

Two main options tendered with increasing enhancements to the timetable for each of those options.

# Option 1 – Offering the most direct route.



# **Option 1 – Offering the most direct route.**

## **Sub option 1**

This option is an hourly service from 0600 until 2059. Only requires 1 bus for the whole operation.

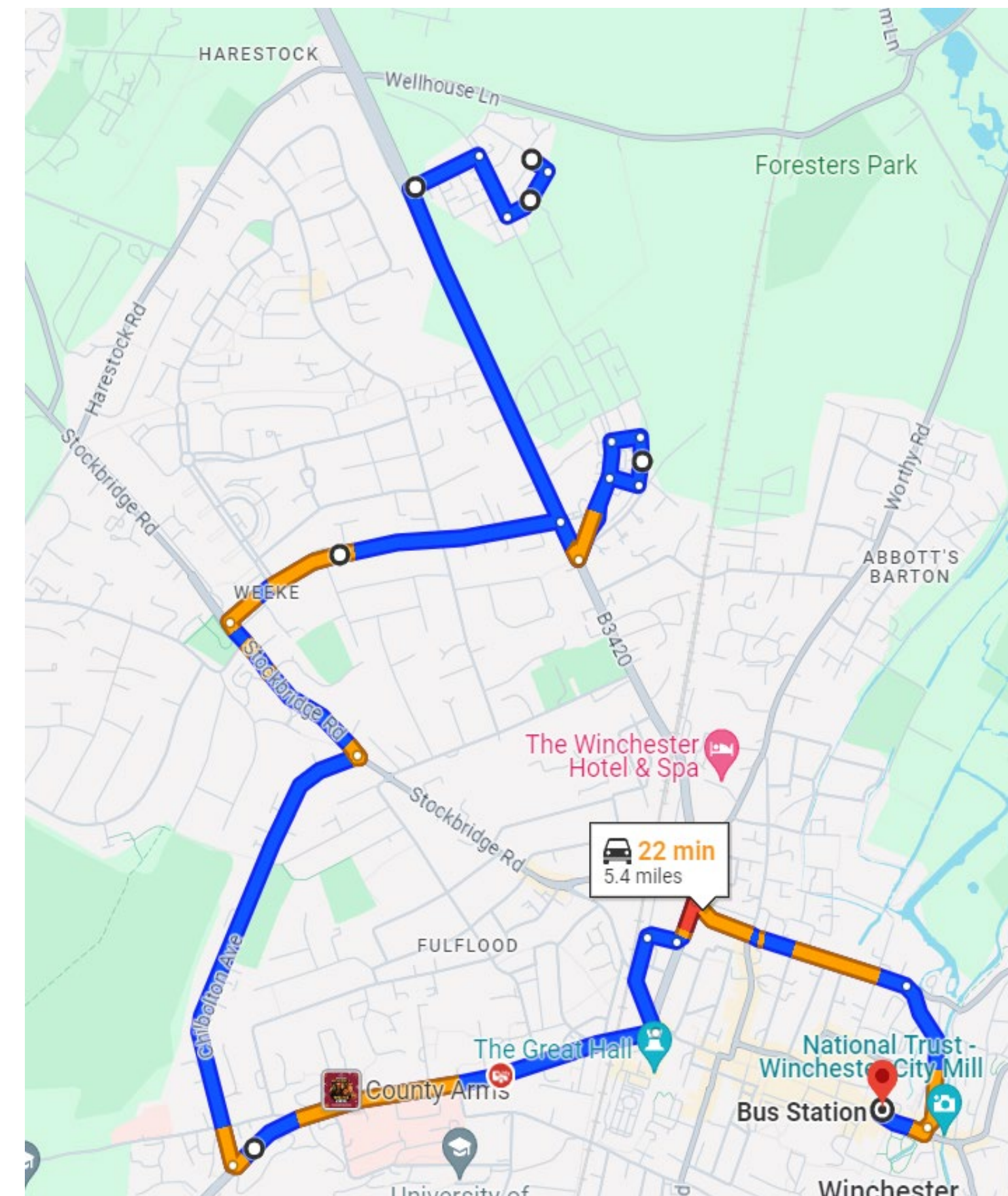
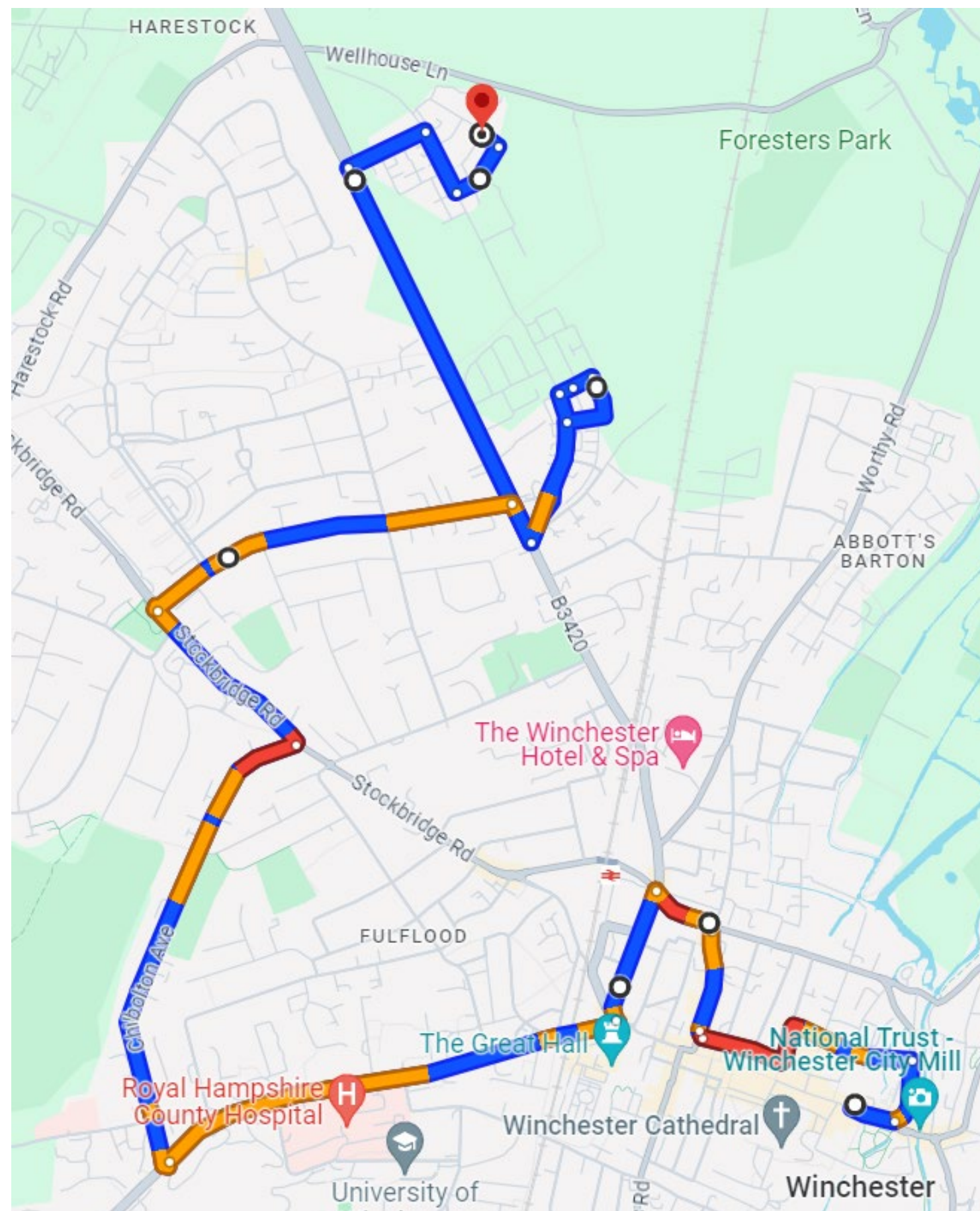
## **Sub option 2**

This option is an hourly service from 0600 until 2059. Every 30mins at peak times from 0600 until 0900 and then 1635 until 1935. Will require 2 buses during peak hours.

## **Sub option 3**

This option is an hourly service from 0600 until 2059. Every 30mins at peak times from 0600 until 0900 and then 1635 until 1935. Offers an hourly service on a Sunday from 1000 until 1635. Will require 2 buses during peak hours.

# Option 2 – Offering a less direct route.



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# Outcome

Bids in excess of £280k per annum only from bus/coach operator.

Feedback from operator's to advise The bus industry has struggled to attract and retain drivers in recent years, for a number of reasons - including greater availability and pay in other driving industries, higher numbers of retirees/part-time working post-pandemic, licencing delays, and fewer workers coming in from/more returning to Europe.

Other concerns raised by operators included adequate access through the development, particularly on non-spine roads and timescale of spine road opening.



# Next steps

Work with interested local bus and community bus providers.

Obtain proposals from these interested parties.

**Be prepared that the level of service expected may not be achievable or sustainable long term.**