



Appendix D

Analysis and proposals following the
consultation on draft criteria for assessing
subsidised bus services

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Analysis Assessment Panel

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1. Introduction

The report on the consultation on draft criteria for assessing subsidised bus services has been analysed by the Assessment Panel (AP) to review and consider all the comments received. In total 138 responses to the consultation were received.

A number of suggestions have been made and these comments have been taken into consideration resulting in the AP proposing a number of amendments to the draft scoring criteria.

2. Analysis findings and proposed outcomes

For each of the seven proposed criteria, respondents were asked to consider the suggested categories and scores. The proposed criteria are shown in full in appendix 1.

2.1 Journey purpose, business growth

A key priority for Lancashire County Council's subsidised bus services will be to consider the principal purpose of the bus service and how it is used.

Whilst there was a general consensus of acceptance of this element, many of the comments received suggested the scoring criteria was too focused on employment and biased against Shopping, Personal Business and Leisure, all of which should be deemed more worthy than the initial scores given.

Primary concerns raised revolved around social inclusion and personal wellbeing suggesting these should be of greater consideration for the journey purposes. Especially in rural areas where local amenities are limited and travel to neighbouring communities for those with no access to personal transport.

Furthermore, comments also suggested Education shouldn't be rated a higher score than Shopping, Personal Business and Leisure. These comments were acknowledged by the AP and, whilst transport to Education is deemed to be important, the fact that LCC already has a statutory requirement for eligible students and many higher education establishments provide their own transport, or are in a position to do, then it was deemed the scoring should reflect this.

It is now proposed to adjust this element to better reflect journey purpose. A score will be allocated (up to a maximum of 14 points) based on whether services provide access for employment (6 points), health / medical / welfare (5), shopping / personal business (4), education (3) and leisure (3).

2.2 Sustainable economic growth

This element considered which bus services had the potential to serve employment areas, including business parks, town and city centres.

Whilst there was a general consensus of acceptance of this element, a number of comments received asked how this was going to be measured and what actually determined an employment area.

The AP acknowledged this and felt that measuring actual journeys to employment areas could be difficult to ascertain and be more appropriately assessed through the Business Growth, Journey Purpose element.

It is now proposed to remove this element altogether and better reflect employment by an enhanced score within the Business Growth, Journey Purpose element.

2.3 Impact on Priority Neighbourhoods

This is an additional element to consider whether the bus service directly serves one of Lancashire County Council's Priority Neighbourhood areas.

Priority Neighbourhoods is LCC's response to tackling health inequalities in Lancashire's most marginalised communities.

It is a geographically targeted approach concerned with helping LCC to make a significant contribution to building resilience within communities. The essence of the approach is the establishment of an enhanced level of community responsiveness as the norm for all LCC's Environment Services in specific geographical areas

It is proposed a score of 4 points will be allocated to the service directly serving a Priority Neighbourhood area. No points will be allocated those services outside a Priority Neighbourhood area.

2.4 Impact on carbon emissions

This element considers whether the bus service operates through or near Air Quality Management Areas (AQMA) and congestion hotspots.

Whilst there was a general consensus of acceptance of this element, a number of comments received asked why have the in-between score of operating near to an

AQMA or congestion hotspot. Other comments suggested this was biased against more rural services in favour of urban areas.

The AP acknowledged these comments and felt that either a service was or wasn't in an AQMA or congestion hotspot would be sufficient. The bias was not accepted as whilst services operating wholly within rural areas would not receive a score but those rural services transporting residents into major towns and cities would be reflected.

It is now proposed to remove the 'near' score from the element. A score of 4 points will be allocated to the service directly serving an AQMA or congestion hotspot. No points will be allocated those services outside an AQMA or congestion hotspot / timeframe.

2.5 Operational service days

This element considers on what days of the week the bus service runs giving a higher priority for those routes running Monday to Saturday daytime.

Whilst there was a general consensus of acceptance of this element, a number of comments received asked for detail of what the actual times are referred to as daytime or evening.

The AP acknowledged the comments received regarding the importance of keeping the evening network, especially early evening, as these are generally used for the whole range of journey purposes.

It is proposed to now split the Monday to Saturday and Sunday evenings into different priorities, as weekday evenings are deemed more desirable than Sunday evenings, with the customer demand being greater. Operational times have been now included on the element to define each period.

A score will be allocated (up to a maximum of 5 points) based on whether services run during Monday to Saturday daytime (0700-1830) (5 points), Sunday daytime (0900-1830) (3), Monday to Saturday evening (1830-2330) (3) and Sunday evening (1830-2330) (1).

2.6 Accessibility – travel choice

This element considers whether there are alternative public transport services available, both bus and rail, in the locality and categorises them according to how frequent and how far these are from the bus service concerned.

There was a high general consensus of acceptance of this element, although a number of comments received were keen to stress that 800m was too much of a distance to access alternatives for the elderly or the disabled, as well as a consideration of the topography of the area.

Other comments received suggested that Rail should not be treated as an alternative as higher costs may be involved, particularly where elderly or disabled are not able to access the rail network with their concessionary pass.

The AP acknowledged the comments made, however the reasoning behind the 800m figure was to identify those areas within towns and villages, both rural and urban, where alternative forms of public transport did exist but not necessarily along each road through that particular location.

It is proposed to leave this element as originally consulted upon. A score will be allocated based on whether alternatives existed ranging from 8 points where no alternative was available to 0 points where an alternative within 1 hour existed at the same location, although this does not necessarily mean to the same destination.

2.7 Access for older and disabled people

This element considers how many people with older and disabled persons English National Concessionary Travel Scheme passes (NoWcards) are carried on the service giving a higher priority for those services carrying more ENCTS passholders who may not have access to alternative modes of travel.

There was a high general consensus of acceptance of this element, although a number of comments received were keen to stress that older and disabled people should not be prioritised over other passenger groups, in particular young people and workers who may also not have access to alternative modes of travel.

The AP acknowledged the comments made, however young people and workers are more able to access alternative modes of travel, such as cycling and walking. This is the one element within the criteria dedicated to accessibility for older and disabled people and all other passenger journey considerations will be assessed within the whole criteria.

It is proposed to leave this element as originally consulted upon.

2.8 Service usage

This element considers how many people are carried per year on services. Those services carrying most passengers will receive a higher priority score.

There was a no consensus of acceptance of this element, with less than half agreeing with the element. Whilst service usage is a key component, there was a number of comments received suggesting that scoring passenger usage in terms of actual numbers is not a satisfactory method. Furthermore that it is biased against possibly vital low cost services with low usage, in favour of possibly more high cost services with high usage.

The AP acknowledged the many comments received on this element and analysed alternative ways of measuring service usage. A number of comments suggested calculating passenger miles and subsidy per passenger as more satisfactory ways of assessing usage.

It is now proposed to revise this element to measure usage by calculating passengers per service mile and cost per passenger. A score between 1 and 5 will be allocated, with the higher passengers per mile and lower cost per passenger receiving the greater scores.

2.9 Overall

Around two-thirds of respondents (68%) agree that Lancashire County Council's current method of assessing its subsidised local bus services purely on financial grounds, where 40% of the cost of the provision should be met through fares income, should be replaced by the proposed new criteria.

The consultation produced a number of further suggested elements for inclusion, as detailed in appendix of comments, however the AP determined there was a need to ensure the criteria can be both measureable, accountable and auditable.

All the comments received during the consultation have been considered and amendments made to the proposed criteria to address many of the initial concerns received.

The proposed new criteria takes into consideration operational aspects of the subsidised bus services and keeping within the county council's priority themes.

It will also allow the county council to determine where the future level of funding available to subsidise local bus services is focused and prioritised to the key sustainable areas of the county.

3. Appendix 1 – final proposed criteria

Objective	Criteria	Scoring	Points
Priority Themes Weighted 40%	Business growth - journey purpose (max. score of 14)	Employment	6
		Health / Medical / Welfare	5
		Shopping / Personal Business	4
		Education	3
		Leisure (Social / Recreation)	3
Priority Neighbourhoods	The route directly serves a Priority Neighbourhood area	4	
	No Priority Neighbourhood areas are directly served by the route	0	
Impact on carbon emissions	The route directly serves an Air Quality Management Area (AQMA) and/or congestion hotspot	4	
	No AQMA or congestion hotspots are directly served by the route	0	
Accessibility Weighted 60%	Operational service days (max. score of 5)	Monday to Saturday Daytime (0700-1830)	5
		Sunday Daytime (0900-1830)	3
		Monday to Saturday Evening (1830-2330)	3
		Sunday Evening (1830-2330)	1
		Accessibility - travel choice	No reasonable alternative
	Access for older & disabled people	Alternative within 2 hours during daytime within no more than 800 metres	4
		Alternative within 2 hours during daytime at same location	3
		Alternative within 1 hour during daytime within no more than 800 metres	2
		Alternative within 1 hour during daytime at same location	0
		More than 50% passenger journeys by concessionaires	5
	Service usage	Between 33% and 50% passenger journeys by concessionaires	3
		Less than 33% passenger journeys by concessionaires	1
		No passenger journeys by concessionaires	0
		Average Passengers per Mile - 2.1 and above	5
		Average Passengers per Mile - 1.6 to 2.0	4
Average Passengers per Mile - 1.1 to 1.5		3	
Average Passengers per Mile - 0.6 to 1.0		2	
Average Passengers per Mile - 0.1 to 0.5		1	
Cost per Passenger - £0.01 to £1.00		5	
Cost per Passenger - £1.01 to £1.50		4	
Cost per Passenger - £1.51 to £2.00	3		
Cost per Passenger - £2.01 to £2.50	2		
Cost per Passenger - £2.51 and above	1		