

Continuing Non-Statutory Service (Proposed Base Budget Reduction Targets) – Template 3 BOP 041 (v3) (Revised 26.11.15)			
Service name PUBLIC TRANSPORT (BBR refs 067/077)	Service description: Please see over		
	2015/16 £m	2016/17 £m	2017/18 £m
Forecast before savings	28.900	30.043	31.239
Budgeted savings (cumulative)	-0.500	-0.500	-0.500
Planned net expenditure (Approved 2015 net budget)	28.400	29.543	30.739
August 15 monitoring position	-0.600		
Demand variations (cumulative)		0.063	0.041
Price variations (cumulative)		-1.581	-3.300
Undeliverable savings (cumulative)	0.000	0.000	0.000
Loss of grant (cumulative)	0.000	0.000	0.000
Revised Resource Requirement	27.800	28.025	27.480
Additional savings target for approval (cumulative)	0.000	-5.593	-5.153
Revised proposed budget	27.800	22.432	22.327
Proposed risk reserve provision (discrete year)		0.000	0.000
Policy Decisions needed to deliver the budgeted savings	<p>To maintain the current investment in Community Transport and allocate £0.5m of uncommitted resource together with an additional £1.5m, to establish a £2m pa budget to support parish and community based transport provision. This will provide a flexible budget that can be utilised to create innovative and creative transport solutions in partnership with local communities. The new Corporate Strategy's needs assessment would be used to identify high levels of inaccessibility.</p> <p>To agree that during 2016/17, whilst alternative models of delivery are being explored and developed with local communities, the priority for the allocation of the new £2m fund will be:</p> <ul style="list-style-type: none"> To ensure that residents in rural locations, together with any specifically disadvantaged groups will be supported in accessing employment, education, health and other essential services. <p>This will be accompanied by a £1m capital provision to support the Parish Based Bus Initiative.</p> <p>To cease the subsidy for bus services with effect from 1st April 2016, or as soon as practicable following notice.</p> <p>Reduce the revenue budget provision for concessionary transport by £0.75m pa (as a consequential impact of the removal of the subsidised network).</p>		
Impact upon service	<p>The removal of subsidies will impact fifty nine bus contracts affecting 129 routes across Lancashire with the possible termination of those routes by operators.</p> <p>If the proposed £2m were used to support bus services using the current assessment criteria, it would lead to a small number of supported service with no provision for all other areas. This proposal</p>		

	would allocated the £2m "safety net" as widely as possible for the benefit of as many people as possible within available resources. It also offers the potential of developing sustainable transport solutions in partnership with local communities.
Actions needed to deliver the target savings	<ul style="list-style-type: none"> • Notification to operators of the removal of subsidies (12 weeks notice) • Notification to the Traffic Commissioner of the removal of those routes affected following consideration by operators. • Identify and make provision in 2016/17 for specific interventions to mitigate the impact of the proposal on rural areas and specifically disadvantaged groups. • Consultation with Community Transport operators and local Parishes to determine the most effective and efficient transport solutions for local communities in need. • Establish a dedicated project officer resource to implement the parish bus initiative.
Equality Analysis	Click here to view document

Service description

- a) The service provides the current network of subsidised bus services across the county.
- b) The service administers the Lancashire Concessionary Travel Scheme; 225000 concessionary passes and associated agreements with 19 bus operators for the provision of free off-peak travel for eligible elderly and disabled people anywhere in England
- c) Provision of Community Transport services