

DECISION-MAKER:	CABINET		
SUBJECT:	CONCESSIONARY FARES SCHEME 2016/17		
DATE OF DECISION:	16 FEBRUARY 2016		
REPORT OF:	CABINET MEMBER OF ENVIRONMENT AND TRANSPORT		
<u>CONTACT DETAILS</u>			
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STATEMENT OF CONFIDENTIALITY;	
None.	
BRIEF SUMMARY	
To agree the final scheme and the reimbursement rate to bus companies for the concessionary fare scheme for 2016/17	
RECOMMENDATIONS:	
(i)	To agree to reimburse bus operators at 49.3% in line with the guidance issued by the Department for Transport.
(ii)	To agree the local enhancements above the statutory minimum.
REASONS FOR REPORT RECOMMENDATIONS	
1.	To enable the Council to comply with the statutory requirement to serve bus operators with the minimum 28 days notice of the local enhancements and the reimbursement rate that the Council will use.
ALTERNATIVE OPTIONS CONSIDERED AND REJECTED	
2.	The Council could withdraw the local enhancements that are offered to city residents but this is likely to achieve little saving as most passengers would just travel 30 minutes later in the morning once free travel is allowed.
DETAIL (Including consultation carried out)	
3.	The Council is required by law to give bus operators 28 days' notice of the Scheme that will operate and the reimbursement rate the Council will use. This report will allow the Council to give the required notice. Should the bus operator refuse to participate in the concessionary fare scheme the Council would need to issue a participation notice requiring them to do so. For the Notices to be effective, final confirmation is necessary of the additional local enhancements to the statutory minimum i.e. travel from 0900 rather than 0930 and between 2300 and 0030 for Southampton residents. Non Southampton residents will qualify to the statutory minimum. The proposed scheme for 2016/17 is the same as that which operates in 2015/16. This offers residents greater opportunity to access health and other facilities so

	helping with well-being.
4.	The Department for Transport provides local authorities with guidance each year on the reimbursement and a calculator to use. This takes various factors into account and the information on the scheme that the authority has submitted. The Council has used this to set its reimbursement rate for several years now. The reimbursement rate for 2016/17 will be 49.3% instead of 48.9% in 2015/16 which increases the cost to the Council by around £10,000pa. The Council also produces a claim form that operators are required to populate with data on concessionary fare use and average fares. It is possible for the Council to agree a fixed reimbursement with any operator which provides reassurance for operators and the Council of the budget for 2016/17. As the bus network in Southampton has been subject to several changes, intensive competition and reductions in fares it is suggested that the Council do not enter into a fixed arrangement with any of the larger operators as it is unclear how the networks will perform in 2016/17. Once the scheme starts on 1 st April bus operators then have 56 days to appeal to the Secretary of State on the proposed reimbursement rates.
5.	Appendix 1 shows details of the proposed scheme for 2016/17.
RESOURCE IMPLICATIONS	
<u>Capital/Revenue</u>	
6.	The current budget for the concessionary fare scheme in 2015/16 is £5,250,300 The draft budget for 2016/17 is £5,407,800 subject to amendment by full Council on the 10 th February 2016.
<u>Property/Other</u>	
7.	There are no property or other implications
LEGAL IMPLICATIONS	
<u>Statutory power to undertake proposals in the report:</u>	
8.	Concessionary fares are governed by the Transport Acts of 1985 and 2000, and the Concessionary Fares Act of 2007. If it were to be agreed that the future that no enhancements over and above the statutory minimum will be offered, then the 1985 Act does not apply as all local enhancements are made under this Act.
<u>Other Legal Implications:</u>	
9.	The provision of a concessionary travel scheme in accordance with the national minimum is a statutory duty. A discretionary power exists to provide a scheme that extends the entitlement of services over and above the national minimum. Any scheme must be made having regard to the Human Rights Act 1998 (with any national minimum scheme will be deemed to comply). Statutory notice must have been given by 1 st December 2015 and any representations received in accordance with the Notice considered and determined in accordance with the Act and Regulations.
POLICY FRAMEWORK IMPLICATIONS	
10.	The provision of concessionary travel accords with the policy direction of the City's adopted Local transport plan 2011 – 2016 by helping the Council meet its targets for increasing the use of sustainable transport modes (and bus travel in particular) and also increasing accessibility and promoting social

	inclusion.

KEY DECISION?	Yes/No
WARDS/COMMUNITIES AFFECTED:	ALL
<u>SUPPORTING DOCUMENTATION</u>	
Appendices	
1.	Scheme details for 2016/17

Documents In Members' Rooms

1.	None
Equality Impact Assessment	
Do the implications/subject of the report require an Equality and Safety Impact Assessment (ESIA) to be carried out.	No
Privacy Impact Assessment	
Do the implications/subject of the report require a Privacy Impact Assessment (PIA) to be carried out.	No
Other Background Documents	
Other Background documents available for inspection at:	
Title of Background Paper(s)	Relevant Paragraph of the Access to Information Procedure Rules / Schedule 12A allowing document to be Exempt/Confidential (if applicable)
1.	None