

DECISION-MAKER:	CABINET		
SUBJECT:	CONCESSIONARY FARES SCHEME 2018/19		
DATE OF DECISION:	20 MARCH 2018		
REPORT OF:	CABINET MEMBER FOR 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 2018/19	
RECOMMENDATIONS:	
(i)	To agree to reimburse bus operators in line with the Department for Transport Concessionary Fares Guidance and the methodology as detailed in appendix 1. This will use the Reimbursement Calculator published by the Department for Transport to determine the reimbursement rate for each operator.
(ii)	To agree the local enhancements above the statutory minimum, which is to allow concessionary travel from 0900 rather than 0930 and between 2300 and 0030 for Southampton residents.
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 proposed methodology for determining the reimbursement rate. 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 2018/19 is the same as that which was agreed and operates in 2017/18. 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 will apply the DfT Concessionary Fares Guidance including the Reimbursement Calculator to determine the reimbursement rates for each operator. This is the same methodology as applied for 2017-18 scheme year.
5.	The Council also produces a claim form that operators are required to populate with data on concessionary fare use and average fares. As the bus network in Southampton has been subject to several changes, intensive competition and reductions in fares, the Council will continue to calculate the average fare and reimbursement as based on the DfT Concessionary Fares guidance as has been the case for the 2017/18 Scheme and will not be entering into a fixed arrangement with any of the larger operators. 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. Appendix 1 shows details of the proposed scheme for 2018/19.
RESOURCE IMPLICATIONS	
<u>Revenue</u>	
6.	The budget for concessionary fares in 2018/19 is £5,084,000 as approved by Full Council on the 21 st February 2018. This incorporates a saving of £130,000 compared to 2016/17 and is forecast to be an appropriate level to fund the proposed scheme in 2018/19.
<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.
RISK MANAGEMENT IMPLICATIONS	
10.	
POLICY FRAMEWORK IMPLICATIONS	
11.	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 2018/19

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