

**Local Transport Review update: Briefing Sheet**

Item	Key Points
<p><b>1. Background</b></p>	<p><b>Background to bus services</b></p> <ul style="list-style-type: none"> <li>• 29 million passenger journeys are made on Surrey’s bus services each year (average of 80,000 trips everyday).</li> <li>• Of these, 8 million trips are made annually by those holding elderly or disabled person passes allowing free travel, and 1.2million trips are made by students travelling to school or college.</li> <li>• 200 bus services operated in Surrey, run by 22 different commercial operators.</li> <li>• Some operators receive funding from Surrey County Council, to ensure that the service can continue. Over half of all the passenger journeys in Surrey are on services supported in this way.</li> </ul> <p><b>The current budgeted spend (2014/15) on transport provision</b></p> <ul style="list-style-type: none"> <li>• Local bus contracts: £8.949m</li> <li>• BSOG rebate a fuel duty (rebate grant that SCC disburses to bus operators on behalf of government): £1.125m</li> <li>• Concessionary fares: £8.676m</li> <li>• Community transport: £0.643m</li> </ul> <p>Overall spend: <b>£19.393m</b></p>
<p><b>2. What’s being reviewed?</b> The Local Transport Review is reviewing SCC’s major spending in public transport and aims to find efficiencies, and make savings via 3 streams:</p>	<p><b>1. Local Bus</b></p> <ul style="list-style-type: none"> <li>• Review the subsidy provision to supported local bus services</li> <li>• Maintain access to essential services.</li> <li>• Secure new capital funding to benefit bus services so that revenue subsidy costs may be reduced</li> </ul> <p><b>2. Concessionary fares</b></p> <ul style="list-style-type: none"> <li>• Review how we reimburse operators.</li> <li>• Review two extra funded concessions for disabled pass holders and older person’s pass holders</li> </ul> <p><b>3. Community Transport</b></p> <ul style="list-style-type: none"> <li>• Develop and integrate the CT sector</li> <li>• Support the move towards commercial operation</li> </ul>
<p><b>3. Context:</b> Why is Surrey County Council reviewing Local Transport?</p>	<ul style="list-style-type: none"> <li>• Surrey County Council is subject to enormous pressures on our funding. Increased demand for essential services such as adult social care and school places, coupled with reduced Government funding, means we need to review our spend on all the services we provide for the county’s residents.</li> <li>• Bus operating costs have risen faster than general inflation.</li> <li>• Increased road traffic in Surrey means bus services are becoming less efficient, which means higher operating costs.</li> <li>• The council's approved Medium Term Financial Plan includes the requirement to reduce local transport costs by £2m per year by 2017/18, including a reduction of £0.4m in 2015/16.</li> </ul>
<p><b>4. Latest update on the review:</b> Cabinet member approval and start of the public consultation</p>	<p><b>On 23 September, Cabinet members authorised the following recommendations:</b></p> <ol style="list-style-type: none"> <li>1. To carry out wide-ranging consultation on proposed approach to seeking savings in Local Transport with partners, stakeholders, and the wider public during the period October 2014 to January 2015.</li> <li>2. At a further meeting in spring 2015, Cabinet consider a report</li> </ol>

	<p>incorporating an equality impact assessment and costed proposals for change which take into account views expressed in the consultation.</p> <p><b>Launch of the consultation</b></p> <ul style="list-style-type: none"> <li>• The Local Transport Review public consultation went live online on 8 October 2014. This included the web page, the online survey and the social media advertising campaign.</li> <li>• The printed material for the review will launch at the end of October 2014, with a poster campaign on buses, at selected bus stops, bus stations, libraries, County and District &amp; Borough offices, Parish &amp; Town councils and other public buildings in Surrey. The printed survey will also be available at these locations with the exception of, on buses and at bus stops.</li> </ul>
<p><b>5. The public consultation:</b> How will we engage?</p>	<ul style="list-style-type: none"> <li>• The consultation will use a variety of communications mediums, with the main focus online via the website and online survey. However we're organising a series of events to help stakeholders contribute their views on the Local Transport Review. This will include face to face meetings/workshops with the 11 local committee meetings, Member Reference Group, disability groups (DANS, empowerment boards, community transport groups), Parish &amp; Town councils (SSALC, Parish group meetings, work stream developing a rural transport alternative), 2 thematic forums for youth/businesses and disabled/older people, and a bus 'surgery' (roving bus visiting multiple locations in Surrey to discuss the review with residents) with Bus Users UK and NW bus user group meeting.</li> </ul>
<p><b>6. What lines of enquiries are we pursuing to achieve the £2m in savings?</b> The Local Transport Review has been scoped to examine the level of service provided and consider options for efficiencies and savings in the three streams:</p>	<p><b>1. Concessionary fares</b></p> <ul style="list-style-type: none"> <li>• Review how reimburse bus operators to ensure it offers best value</li> <li>• Review two SCC-funded extra concessions: <ul style="list-style-type: none"> <li>- Free disabled travel before 9.30 am or after 11.00 pm</li> <li>- Free 'companion' passes</li> </ul> </li> </ul> <p><b>2. Community transport</b></p> <ul style="list-style-type: none"> <li>• Continue current work with the CT sector to foster growth and replace grant funding with contracts</li> </ul> <p><b>3. Local bus</b></p> <ul style="list-style-type: none"> <li>• Work with 2 or 3 Parish Councils to develop a community-based alternative to rural buses</li> <li>• Joint marketing study with Surrey University to increase patronage and profitability</li> <li>• Make wider use of developer contributions (eg S106 funds) to support bus service improvements</li> <li>• Renegotiate existing payments, inflation uplift, and length of contracts</li> <li>• Review all routes and services, with a focus on maintaining essential services</li> </ul>
<p><b>7. *Bus service categories:</b> Bus services in Surrey have be divided into the following six categories for the Local Transport Review:</p>	<ol style="list-style-type: none"> <li>1. <b>Commercial services not funded by SCC</b> - Run without financial support from the council, generally carry large numbers of passengers and therefore profitable.</li> <li>2. <b>Primarily commercially operated services</b> - Primarily commercially operated, but with some top-up support, such as for evening and Sunday services, provided by the council.</li> <li>3. <b>Primary supported services</b> - Funded wholly or partly by the council, but generally carry more passengers than services in</li> </ol>

	<p>other supported categories and more likely to be sustained or improved through partnership work between the council and the operator.</p> <ol style="list-style-type: none"> <li>4. <b>Secondary supported services</b> - Supported services which are less fundamental to the bus network than those in the Categories 1-3, but important to communities where no alternative bus services are available. Include local services which form the only link between some residential areas, away from main bus routes, into town centres. Generally carry less people than services in category 1-3.</li> <li>5. <b>Tertiary supported services</b> - Supported services, generally run outside peak or school travel hours, at low frequency or only on certain days of the week, mainly for shopping trips. Many of the passengers are those travelling on elderly/disabled persons free travel passes. Include services providing closer links to residential areas than the main bus services, or the only service in a small or rural community.</li> <li>6. <b>Supported school special services</b>- Publicly available but designed specifically to cater for particular school travel needs. Cover locations where the main bus services do not run at the right time or on the right route for the school/college or where there would be insufficient capacity on the main bus services to cater for all the students. Some students travel for free on these services, others pay a fare.</li> </ol> <p><i>*These service categorisations will be presented alongside a bus network map tailored to your area and will be explained in more detail at the meeting.</i></p>
<p>Members views on approach and next steps</p>	<ul style="list-style-type: none"> <li>• Printed material will be published and distributed in the second week of November</li> <li>• Stakeholder meetings and events will continue through autumn/winter</li> <li>• Consultation will run through to 14 January 2015</li> <li>• Officers will carefully analyse responses to inform decision making on what proposals are developed</li> <li>• Cabinet will consider proposals at a meeting in Spring 2015.</li> </ul>

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