



CABINET – 9 MARCH 2018

**DRAFT PASSENGER TRANSPORT POLICY AND STRATEGY
AND REVIEW OF THE COMMUNITY BUS PARTNERSHIPS**

REPORT OF THE DIRECTOR OF ENVIRONMENT AND TRANSPORT

PART A

Purpose of the Report

1. The purpose of this report is to advise the Cabinet of the need to develop a Passenger Transport Policy and Strategy (PTPS) that will replace the existing 'Revised Policy on the Supported Bus Network' and to seek approval to undertake an engagement and consultation exercise on the draft PTPS. The Cabinet is also asked to note the outcome of the recent review of the Community Bus Partnerships (CBP).

Recommendations

2. It is recommended that:
 - (a) The draft Passenger Transport Policy and Strategy (PTPS) be approved for consultation;
 - (b) The outcome of the review of Community Bus Partnerships and the extension of CBP contracts to June 2019 be noted;
 - (c) A further report be submitted to the Cabinet in autumn 2018 presenting the outcome of the consultation and seeking approval for the final PTPS.

Reason for Recommendations

3. A new PTPS will ensure that the Authority meets its statutory duties and delivers value-for-money passenger transport services.
4. Updating the Authority's approach to managing and maintaining passenger transport services will deliver a service that supports the 2018/19 to 2021/22 Medium Term Financial Strategy (MTFS).
5. Initial engagement and consultation with stakeholders is an important part of the process for developing new policies. This also helps to ensure that the Authority's policies take account of customer expectations and delivers the most appropriate service levels, consistent with the budget available. The extension to CBP contracts will enable all the CBPs to be fully assessed against the PTPS.

Timetable for Decisions (including Scrutiny)

6. Subject to approval, initial stakeholder engagement and consultation on the draft PTPS is expected to take place between 21 March and 13 June 2018.
7. As part of the consultation exercise, the draft PTPS will be reported to the Environment and Transport Overview and Scrutiny Committee on 31 May and 6 September 2018.
8. A further report on the outcome of the consultation, presenting the final revised draft PTPS for approval, will be submitted to the Cabinet in autumn 2018.
9. Subject to the Cabinet's approval, it is intended that key policy changes would be fully implemented from April 2019.

Policy Framework and Previous Decisions

10. The Local Transport Plan 3 (LTP3) identifies six overall priorities, three of which are relevant when considering passenger transport provision:
 - Supporting the local economy;
 - Encouraging active and sustainable travel;
 - Improving connectivity and accessibility.
11. In September 2013 the Cabinet considered a report of the Environment and Transport Scrutiny Review Panel on the County Council's 95% Bus Coverage Policy and agreed a new supported bus policy which aimed to provide a strategic fit with LTP3 objectives, meet 'essential travel needs', and would ensure that the whole transport offer was underpinned by clear value-for-money criteria (see Appendix A).
12. In May 2014 the Cabinet considered another report of the Environment and Transport Scrutiny Review Panel and agreed that Community Bus Partnerships and agreed, inter alia, four routes to be covered by a CBP.
13. In December 2015, the Cabinet approved a revised funding methodology for Community Transport services. This saw a fall in grant from the Council in 2016/17 but the performance criteria allowed community transport providers to qualify for additional funding in 2017/18 and 2018/19 if they were able to expand their service.
14. On 18 January 2018, the Environment and Transport Overview and Scrutiny Committee considered a report on the 'Community Bus Partnership Review' outlining current performance of these four community bus partnerships.

Resource Implications

15. If approved, the adoption of a new PTPS will support the £400,000 efficiency savings in passenger transport support, required from the MTFs. The existing budget for services provided totals £2.41million and further details are given in Part B of this report below.

16. The cost of the proposed consultation exercise will be funded from within the existing Environment and Transport revenue budget.
17. The Director of Corporate Resources has been consulted on the content of this report.

Legal Implications

18. A new PTPS would support the Authority's responsibilities as Local Transport Authority (LTA) in meeting the requirements of the Transport Act 1985, Section 63 (1) (a). LTAs must "secure the provision of such public transport services as the council consider it appropriate to secure to meet any public transport requirements within the county which would not in their view to be met apart from any action taken by them for that purpose". The Authority's statutory duties are set out in Appendix B.
19. The Director of Law and Governance has been consulted on the content of this report.

Circulation under the Local Issues Alert Procedure

None. A copy of this report will be sent to all members of the County Council via the members News in Brief service.

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PART B

Background

Historic policy

20. The Transport Act (1985) states that it is the “Duty of the County Council to secure the provision of such public transport services as the Council consider it appropriate to secure to meet any public transport requirements within the County which would not in their view be met apart from any action taken by them for that purpose”.
21. Between 2002 and 2014, the County Council operated a 95% Bus Coverage Policy which, in conjunction with the commercial bus network, provided a daytime (Monday to Saturday) bus service of an hourly frequency or better, within an 800 metre walk, for 95% of the County residents.
22. The policy was reviewed through a Scrutiny Review Panel between 2012 and 2014, in recognition of the bus market maturing and the local demography and economy changing. In September 2013 the Cabinet approved a “Revised Policy for the Supported Bus Network” (Appendix A), which guides the Authority’s current approach.

Current Local Bus Policy

23. The current policy defines what the Authority considers the essential transport needs of residents, balanced against affordability and value for money in order to influence what (if any) service should be provided. .

Objectives will be met through a mix of:

- conventional bus services for higher demand areas
 - less frequent minibuses and demand responsive transport (DRT) type services in areas of low usage (rural areas).
24. However, shifting demographics and market forces have meant that more areas are now seeing less frequent commercial bus services. The viability of more routes is being called into question by commercial operators, with the likelihood that more services will be withdrawn if there is no local authority support.
 25. This increased demand for the Council’s support, compounded by the increasing cost of providing bus services and budget constraints, requires a review of the existing contracted provision.
 26. In order for all existing supported services to be considered in the development of the PTPS all tendered bus service contracts (including CBPs) have, where necessary, been extended until its adoption.

Existing Service Expenditure

27. Current expenditure on services within scope of the PTPS is identified in the table below:

Service Provided	2017/18 Total Budget £
Local Bus Service	1,951,000
DfT Bus Subsidy Operator Grant (BSOG)	-423,000
Demand Responsive Transport (DRT)	126,000
Community Transport Providers	449,000
Public Transport Information	121,000
Budget contingency/provision for cost increase	186,000
Total	2,410,000

28. A list of the current local bus services is provided in Appendix C. The contracts cover all of the service operation or part-service operation. Park and Ride services are not within scope of the PTPS, as explained in paragraph 48 of this report.
29. The Bus Service Operators Grant (BSOG) payment is made directly to the Authority. It relates to the element of fuel duty rebate previously paid to bus operators where these services were entirely contracted by and operated at the risk of the Authority. This figure was fixed by government a number of years ago and has not changed, regardless of any changes in contract provision.
30. There are currently 39 Demand Responsive Transport services under contract across the County, providing transport for rural isolated villages where there are no public transport services available. These services provide transport into the nearest settlement or market town and operate at fixed times on fixed days and must be pre-booked for the service to operate.
31. There are 13 Community Transport Providers operating schemes, supported by the Community Transport Grant across the whole of the County. They provide transport for elderly, infirm, disabled and rurally isolated residents who cannot access or use conventional bus services.
32. Some cost savings have been made in-year with contract changes previously agreed by the Cabinet. Understanding more recent commercial changes to bus services, these savings were identified as a budget contingency / provision for cost increases, including provision to subsidise bus services / routes that are no longer commercially viable.
33. The Public Transport Information element involves a variety of tasks, such as the promotion of bus services, the maintenance of bus shelters, and the provision of data through websites. This helps to ensure residents are aware of the different types of passenger transport available and that supporting infrastructure is appropriately maintained.

Catalysts for Change

National Policies – Bus Services Act 2017

34. The Bus Services Act (BSA) received Royal Assent in April 2017. The aim of the BSA is to improve local services for passengers and to provide local authorities and bus operators with a more effective toolkit to enable improvements to be made to bus services in their areas.
35. In addition the BSA aims to:
- Improve partnership options
 - Make franchising easier (in areas with elected mayors only)
 - Make it easier for passengers to access information about routes, fares and timetables and ensure ticketing schemes meet passengers' needs
 - Give the Secretary of State the power to make regulations requiring bus operators to provide audio-visual information on board buses.
36. As an “Enabling Act” the BSA brings with it no direct financial implications for the Authority - there are no costs to the Council but nor is there any financial support to improve local bus services. Without additional financial support from central government, the Act only serves as a reminder of what could be done, not what will be done.
37. The draft PTPS takes into account all the regulations and guidance attached to the BSA.

Medium Term Financial Strategy 2018/19 to 2021/22

38. The Medium Term Financial Strategy 2018/19 to 2021/22 includes a £400,000 saving arising from the implementation of a PTPS.
39. On 6 December 2017 the County Council approved the new Strategic Plan and Single Outcomes Framework. The five strategic outcomes for the Authority are:
- **Strong Economy** – Leicestershire’s economy is growing and resilient so that people and businesses can fulfil their potential.
 - **Wellbeing and Opportunity** – The people of Leicestershire have the opportunities and support they need to take control of their health and wellbeing
 - **Keeping People Safe** – People in Leicestershire are safe and protected from harm
 - **Great Communities** – Leicestershire communities are thriving and integrated places where people help and support each other and take pride in their local area.
 - **Affordable and Quality Homes** – Leicestershire has a choice of quality homes that people can afford.
40. The draft PTPS has been developed in light of the Council’s new Strategic Outcomes.

Community Bus Partnership Review

41. In September 2013 the Cabinet agreed to develop four CBPs as part of the supported bus policy. The CBPs focus on a specific bus route, working with partners aim to improve the service, increasing usage and making the service more viable. The services covered by a CBP are:

Service Number	Service Coverage
7	Ashby to Nuneaton, via Measham and Atherstone
55/56	Melton to Grantham, via Buckminster and east Leicestershire villages
113	Melton to Oakham, via Somerby
129	Ashby to Loughborough, via Osgathorpe and Belton

42. In January 2018 the Environment and Transport Overview and Scrutiny Committee considered a report on a review of the CBPs which covered service patronage and costs for each service, alongside an assessment of their level of achievement of CBP principles. This was supplemented with the views of each member of the partnership and the Rural Community Council (Leicestershire and Rutland) officer who had supported the CBP. Travel behaviour surveys were also undertaken for each route to understand user type and journey purpose.
43. The review established that there was no conclusive evidence over the three years of operation that the Community Bus Partnership approach achieved the original target of making the service more financially viable and that it was debatable that the services offered value for money.
44. The Overview and Scrutiny Committee noted that there was no evidence that CBPs had achieved their original objective of making bus services more financially viable, but agreed that all bus service contracts, including CBPs, should be extended pending a review against the new Passenger Transport Policy.
45. Flexibility will be afforded to all of the CBPs, to enable them to consider how they wish to continue their services prior to finalising the contract extensions.

Passenger Transport Policy and Strategy

Scope

46. The PTPS would be applicable to road-based general passenger transport services within Leicestershire. This covers a broader spectrum than just conventional “big bus” services and includes passenger transport solutions using a range of appropriate smaller vehicles.
47. Rail travel, commercial taxi and private hire services, and specialist transport services for education and social care purposes, are not included, as these are dealt with in other policy documents.

48. Park and Ride services form part of transport initiatives that Leicestershire County and Leicester City Councils have implemented to tackle congestion in the Leicester urban area and are therefore not covered in any detail.
49. The Authority's statutory duty and responsibility with regard to the provision of transport to school is covered under the Mainstream Home to School/College Transport Policy and therefore is not in scope of the PTPS. The draft PTPS will look to maximise value from services provided and this may include looking at their potential to carry school and college attendees.
50. The draft PTPS covers two specific elements:
- 1) The policy objectives i.e. what the Authority is trying to achieve in relation to passenger transport.
 - 2) How those objectives will be delivered, including what is value for money within the available resource.
51. This will allow the Authority to:
- Meet its statutory duties
 - Address priority needs within budget constraints
 - Ensure services are delivering value for money
 - Inform and manage expectations about the likely levels of service
 - Provide a transparent process for decision making and priorities.
52. Copies of the draft PTPS can be found at Appendix D (Policy) and E (Strategy). Appendix F shows the proposed framework of the PTPS documents. This sets the context against which service delivery and performance will be monitored on an ongoing basis. A summary is given below.

Policy Principles

53. The draft Policy sets out the key policy principles for the Authority in delivering future passenger transport services. These are:

Policy	Description
PTP1	Leicestershire County Council will continue to encourage residents, workers and visitors to use passenger transport services in preference to the private car wherever possible, because of the environmental and decongestion benefits of doing so.
PTP2	Leicestershire County Council will encourage commercial transport operators to meet as many of the access needs of Leicestershire residents, workers and visitors as possible through provision of commercial transport services.
PTP3	Leicestershire County Council will encourage community organisations to provide transport services for their communities that address access

	needs that are not covered by commercial passenger transport services. The aim will be for such services to be self-financing; however, the Council will provide some level of grant support (within affordability constraints) to help facilitate the establishment and operation of such services where necessary.
PTP4	In the planning of new development in Leicestershire, the County Council will work with district and borough councils (planning authorities) to ensure that viable, long term accessibility by passenger transport is properly considered and, where appropriate, contributions are secured to facilitate such accessibility.
PTP5	Where commercial, development-supported or community passenger transport services do not meet high priority needs for some residents, the County Council may consider intervening by offering organisational, operational or financial support for alternative passenger transport services. Leicestershire County Council is not a major passenger transport provider to the general public and will only consider intervening where there is demonstrable and significant unmet demand for transport services that serve the high priority journey purposes of food shopping, primary healthcare, and/or employment and training. Financial support will only be offered subject to affordability, value-for-money and other criteria defined within the Passenger Transport Strategy.
PTP6	The County Council will provide concessionary travel on registered local bus services for older and disabled people in accordance with legal requirements.
PTP7	The County Council will work with commercial and community service providers to ensure that up-to-date, clear and accurate information is available to the public on passenger transport services through a range of appropriate information channels.

Key Draft Policy Approach

54. There are four key elements of the draft Policy that should be noted:
- The emphasis that is placed on the reliance of commercially operated bus services to meet the needs of most Leicestershire residents.
 - The focus on community based solutions as the first port of call where passenger transport needs are not met by commercially operated bus services.

- That the Authority will only consider intervening where appropriate community solutions cannot be delivered. Intervention is unlikely to be in the form of a conventional bus service however.
- There may be circumstances where due to funding limitations it is not possible to meet an area's particular needs (either full or part).

55. In proposing this approach, officers are seeking to strike a balance between the approach adopted/proposed by some other authorities withdrawing all funding support for passenger transport services, with the need to have a transparent and equitable process in allocating limited resources to best meet accessible objectives.
56. There are a further 10 supporting principles, which cover community engagement, commercial engagement, use of low emission technologies, behaviour change, bidding for funding, seeking customer feedback, provision of user data, provision of information on services and seeking to maximise value, including looking at potential to carry school and college attendees.

Key Draft Strategy Priorities

Support Commercial Network

57. Many people's passenger transport needs in Leicestershire will be met by commercial operators. The draft Strategy therefore gives priority to supporting the commercial market, by both encouraging use of those services and by working with operators to create the conditions in which commercial services can thrive.
58. Where the commercial market cannot meet some transport needs, the Authority has to consider whether it should intervene organisationally, operationally or through financial support to any additional passenger transport.

Identification of Priority Groups

59. Priority is given to the meeting some of the key needs of the following groups:
- Older population,
 - Disabled
 - Isolated people
 - People living in employment-deprived areas in order to help them access the job market.

This prioritisation is in line with the Authority's new Strategic Outcomes, as defined in paragraph 39 of this report.

Access to a local centre

60. Where considering supporting services to supplement those provided commercially, the draft Strategy gives the highest priority to the following journey purposes:
- Food shopping
 - Primary healthcare
 - Employment and training

61. A bus user survey for all the Authority contracted local bus services was undertaken in October 2017. This has provided detailed information from the 3,346 respondents and includes “the purpose of journey”. The headlines are:
- To/from shopping – 41%
 - Travelling to/from work – 19%
 - Visiting friends/relatives – 13%
 - Leisure – 11%
 - To/from college/training – 8%
 - Healthcare – 4%
 - Personal business 4%.
62. This evidence provides the basis for the proposed priority journey purposes. It should be noted that despite the relatively low use for healthcare, officers propose that enabling access to primary healthcare should be considered important in meeting a number of the wide ranging outcomes set out in the Strategic Plan. The consultation exercise will help to further develop the Authority’s understanding around the priority journey purposes.
63. The draft Strategy is therefore focussed on supporting passenger transport services that are most likely to enable people to access a range of such services and facilities. Priority is given to trying to ensure that as many Leicestershire residents as possible are able to reach a local centre at least once per week.

Definition of Core times

64. The draft Strategy focusses on supporting passenger transport trips on certain days of the week and at certain times. In general, these are the times when the highest priority journey purposes are likely to be wanted. Consideration will only be given to supporting services that depart or arrive at their first Leicestershire location between the following times:
- Monday to Friday 07.00 to 19.00
 - Saturday 08.00 to 18.00

Strategy Elements

65. The draft Strategy covers the Authority’s approach for the following elements:

Strategy Element	County Council Approach
Commercial Passenger Transport Services	Support operators in delivering high quality services e.g. highlight opportunities for operators arising from development plans and potential growth markets
Support for Community Transport (CT)	Encourage existing operators to become less reliant on Council grants to deliver services, with the aim of becoming financially sustainable. The Authority will continue to pay a grant to organisations based on the number of trips and size of catchment population. Through the consultation the Authority will explore opportunities and roles in the development of community based solutions.

Strategy Element	County Council Approach
Subsidised passenger transport services	See paragraphs 67-70.
Intervention in the planning system	<p>Encourage developers to engage with passenger transport operators to develop solutions that align with the type and nature of development to be served. These will need to be commercially viable and sustainable.</p> <p>Developer contributions to be sought to facilitate such accessibility.</p>
Passenger information	Work in conjunction with passenger transport operators to ensure that information on local bus services is provided in suitable formats.
Supporting infrastructure	Continue to provide and maintain infrastructure that facilitates passenger transport use, in cooperation with operators.
Fares and ticketing	<p>Bus fares for commercial services and CT fares are primarily a decision for operators. Grant funded CT operators fares are expected to be comparable to other CT operators in the area.</p> <p>Encourage operators to offer discounted fare products e.g. weekly tickets.</p> <p>Fares on supported services will be set in line with those on commercial services in the area. Fares will be monitored to ensure fairness and consistency.</p> <p>Strong support for smart ticketing and willingness to work with operators to realise greater use of smart tickets in Leicestershire.</p>
Concessionary travel	Continue to fund statutory English National Concessionary Travel Scheme for older and disabled people boarding local buses in Leicestershire.
Dealing with service disruptions	<p>Improve the co-ordination, control and communication of road works through the introduction of a new Road Works Permitting Scheme.</p> <p>In all cases of passenger transport service disruption, the works promoter will be expected to consider the needs of users of those services and if necessary put forward a proposed alternative solution (in cooperation with service operators and the County Council) for meeting those needs.</p>

Financial Support for passenger transport services

66. It is intended that all currently supported bus services will be reviewed under the new PTPS following its adoption, as will any services where an operator proposes to withdraw a commercial service. Under the draft PTPS financial support will only be provided if a supported replacement bus service or part-service scores well under an objective assessment scoring scheme. This will enable the key aspects of the benefits and costs of supporting that service to be captured. Three key indicators to be used in the assessment are:

Assessment Criteria	Description
1. Net subsidy cost per passenger - km	This is the main indicator of value for money and compares the cost of supporting the service with the actual or forecast demand. The net cost part of this measure takes account of what the cost would otherwise be of arranging alternative school transport where the service provides travel to school / college for entitled pupils, and of the additional cost of providing free travel to concessionary pass holders.
2. Number of Leicestershire residents within the bus service's catchment area who do not have access to another direct service to a local centre by other means (e.g. another bus or train service stopping within 800m of their home), and who are not within reasonable walking distance (800m) of a local centre.	This indicator relates to the number of people for whom a particular service has a high value. Where the catchment area includes areas of employment deprivation, people within the employment-deprived areas will count double for this measure.
3. Journey purposes served	Bus services that accommodate a number of high priority journey purposes are considered more 'valuable' than those that focus primarily on lower priority journey purposes.

67. Once a bus service has been through the scoring mechanism, the resultant overall score (out of 35) will be viewed in the context of a case-for-support rating and used by officers to decide what intervention, if any, should be provided. Any decision on the future of services will consider the implications of service removal on the overall provision of commercial passenger transport in the local area.
68. Where an existing bus service scores poorly under the objective scoring mechanism and is therefore withdrawn or curtailed, the Authority will consider the case for providing a localised 'lifeline' demand responsive transport (DRT) service. The best candidate service option will be determined by officers (in

collaboration with community representatives, where possible) and will normally be the option that offers the best value within affordability constraints.

69. Even where a bus service scores well there could be occasions where the Authority is not able to provide financial support due to budgetary pressures.

Proposed Consultations

70. It is proposed that a consultation with the public and key stakeholders is undertaken on the draft PTPS between 21 March and 13 June 2018. Consultation documents and surveys will be available as hard copy on bus routes and on request via a dedicated phone number. The survey will be designed so as to be easy to complete using mobile phones and tablets. The consultation will be advertised widely through media channels and stakeholder networks.
71. It is important that the consultation attracts not just existing passenger transport service users, but engages as wide an audience as possible in order to help understand:
- Views on the role that the Authority should play in providing mobility to those without use of/access to a private car (legislative requirements notwithstanding)
 - What is considered to offer good use of money in light of the Authority's wider service and budgetary pressures?
72. It is also important that people have an understanding of what the *potential* implications for currently supported passenger transport services *could* be, *should* the draft PTPS be implemented. The consultation could also help the Authority to understand community capabilities and future assistance they might require to deliver their own solutions, as necessary.
73. Thus it is proposed that the consultation will include the following:
- 1) Scene setting – why a new PTPS is needed.
 - 2) Set out broad principles of the PTPS.
 - 3) Explain the key assessment criteria.
 - 4) Potential effects of the PTPS – this will show how current supported bus services could be affected with the adoption of the PTPS as currently drafted.
74. Responses to the consultation will provide a basis for developing passenger transport services that are appropriate to the needs of users as well as the realities of the Authority's financial position.

Draft PTPS Potential Resource Implications

75. The draft PTPS places an emphasis on communities meeting their own passenger transport needs where they cannot be met by commercially operated bus services. Whilst it is not the intention that the Authority should take the lead in proposing and helping to implement community-led solutions, nevertheless it is recognised that communities would require some support and assistance.

76. Ascertaining the level of support needed by communities is one of the key aims of the consultation exercise. This could include access to a dedicated officer, sharing of best practice, and possible grant funding. This will be addressed in more detail when the outcome of the consultation is known but the potential for resource and finance implications in respect of this should be noted.

Timeline and Next Steps

77. The intended timetable for development of the PTPS is:
- A public consultation will be carried out from March 2018 to June 2018.
 - Consultation with the Environment and Transport Overview and Scrutiny Committee on 31 May 2018.
 - A full report on the final draft PTP, which takes account of the consultation feedback, will be presented to the Environment and Transport Overview and Scrutiny Committee in September 2018.
 - The Cabinet to consider approval of final draft PTPS in Autumn 2018
 - Implementation of approved PTPS from April 2019.

Equality and Human Rights Implications

78. The Equality Act 2010 requires the Authority to have due regard to the need to eliminate discrimination and to promote equality of opportunity between different protected groups.
79. An Equality and Human Rights Impact Assessment (EHRIA) is currently in development and will be informed by the outcome of the consultation. A completed EHRIA will be presented to the Cabinet in November 2018, alongside the consultation outcomes, to assist the Cabinet with its decision on the exercise of its Public Sector Equality Duty under the Equality Act 2010.

Environmental Impact

80. The development of the policy will provide an opportunity to consider the impact of the policy and strategy on climate change, carbon emissions, congestion and street-scene.
81. All of these matters will be considered as part of the PTPS development. Where relevant an appropriate environmental impact assessment will be completed as specific policies and strategies are developed.

Background Papers

Environment and Transport Overview and Scrutiny Committee - 18 January 2018
 'Community Bus Partnership Review'
<http://politics.leics.gov.uk/ieListDocuments.aspx?CId=1044&MId=5326&Ver=4>

Environment and Transport Overview and Scrutiny Committee – 22 June 2017 'Update on the Implementation of the Revised Funding Methodology for Community Transport Provision' <http://politics.leics.gov.uk/ieListDocuments.aspx?MId=5118>

Cabinet – 11 December 2015 ‘Outcome of Consultation on Community Transport Funding’

<http://politics.leics.gov.uk/ieListDocuments.aspx?CId=135&MId=4233&Ver=4>

Environment and Transport Overview and Scrutiny Committee – 03 September 2015 ‘Community Transport Funding Model Consultation’

<http://politics.leics.gov.uk/ieListDocuments.aspx?CId=1044&MId=4279&Ver=4>

Cabinet – 09 July 2015 ‘Community Transport’

<http://politics.leics.gov.uk/ieListDocuments.aspx?CId=135&MId=4438&Ver=4>

Cabinet – 06 May 2014 ‘Third Report of the Scrutiny Review Panel on the County Council’s 95% Bus Coverage Policy’

<http://politics.leics.gov.uk/ieListDocuments.aspx?CId=135&MId=3990&Ver=4>

Environment and Transport Overview and Scrutiny Committee – 30 April 2014 ‘Third Report of the Scrutiny Review Panel on the County Council’s 95% Bus Coverage Policy’

<http://politics.leics.gov.uk/ieListDocuments.aspx?CId=1044&MId=4144&Ver=4>

Cabinet – 13 September 2013 ‘Second Report of the Scrutiny Review Panel on the County Council’s Bus Coverage Policy’

<http://politics.leics.gov.uk/ieListDocuments.aspx?CId=135&MId=3634&Ver=4>

Environment and Transport Overview and Scrutiny Committee – 12 September 2013 ‘Second Report of the Scrutiny Review Panel on the County Council’s Bus Coverage Policy’

<http://politics.leics.gov.uk/ieListDocuments.aspx?CId=1044&MId=3888&Ver=4>

Cabinet – 03 April 2012 ‘Report of the Scrutiny Review Panel on the County Council’s 95% Bus Coverage Policy’

<http://politics.leics.gov.uk/ieListDocuments.aspx?CId=135&MId=3390&Ver=>

Appendices

- Appendix A - Second Report of the Scrutiny Review Panel on the County Council’s 95% Bus Coverage Policy 2013
- Appendix B - The Council’s legal duty regarding subsidised bus services
- Appendix C - List of current contracted local bus services
- Appendix D - Draft Passenger Transport Policy
- Appendix E - Draft Passenger Transport Strategy
- Appendix F - Draft Passenger Transport Policy and Strategy Framework