

Transport Co-ordination (Subsidised Transport):

What is provided?	Why is it provided?	What drives demands?
<p>Torbay Council currently Subsidises 4 bus routes/extended hours services:</p> <ul style="list-style-type: none"> • Route 11 Two additional early morning journeys from The Strand Torquay to Teignmouth Triangle • Route 17/17A Four evening return journeys from Bank Lane Brixham to Halfway House and Copythorne Road. • Route 22/22E two early mornings and five evening return journeys between Brixham Bank Lane and Kingswear, jointly subsidised with Devon County Council. • Route 25 One third of the journey for St Michaels and Roundham areas and Eight return journeys between Paignton and Stoke Gabriel (this route is jointly subsidised with Devon County Council) <p>Torbay Council also provides a fare car scheme that provides subsidised taxi services for the elderly and disabled.</p>	<p>As per the Transport Act 1985: It is the duty of the County Council (Unitary Authority) to secure the provision of such passenger transport services as the council considers appropriate to meet any public transport requirement within the County which would not in its view be met apart from action taken by the Council Once the public transport requirements have been identified, the County Council (Unitary Authority) is entitled to take into consideration the funds available and the source of the funds. However the Council must have regard to the transport needs of the elderly and disabled.</p>	<p>Residents and visitors to Torbay that use the bus routes and the fare car scheme.</p>

Draft Proposals – Outline details	Actual Budget 2014/2015	Savings for 2015/16		Proposed Budget 2015/2016	Implementation Cost	Delivery Date	Possible Risks / impact of proposals
		Income £	Budget reduction £				
	156,000			11,300			
<p>16. Removal of council funding for the existing four subsidised bus services in Torbay-</p> <p>Route 11 Two additional early morning journeys from The Strand Torquay to Teignmouth Triangle.</p> <p>Route 17/17A Four evening return journeys from Bank Lane Brixham to Halfway House and Copythorne Road.</p> <p>Route 22/22E Two early mornings and five evening return journeys between Brixham Bank Lane and Kingswear, jointly subsidised with Devon County Council.</p> <p>Route 25 Eight return journeys between Paignton and Stoke Gabriel which is jointly subsidised with Devon County Council</p>			42,650			April 2015	<p>Major proposal</p> <p>Risk of legal challenge in respect of the Councils duty to consider the need for public transport not otherwise met by the commercial operators with particular consideration for the elderly and disabled.</p> <p>As per the Transport Act 1985:- It is the duty of the County Council (Unitary Authority) to secure the provision of such passenger transport services as the council considers appropriate to meet any public transport requirement within the County which would not in its view be met apart from action taken by the Council.</p> <p>Once the public transport requirements have been identified, the Council is entitled to take into consideration the funds available and the source of the funds. However the Council must have regard to the transport needs of the elderly and disabled.</p> <p>The Council currently operates a fare car scheme that provides subsidised taxi services for the elderly and disabled.</p> <p>A needs assessment has been undertaken regarding this service – details of which will be provided to aid decision making.</p>

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		Income £	Budget reduction £				
17. Removal of unallocated bus subsidy funding			38,350			April 2015	Internal proposal No risk as funding currently unallocated
18. Payment towards rail infrastructure project terminates			25,000			April 2015	Internal proposal Payment ceases in 2016/17 as part of a three year agreement, however the saving can be achieved in 2015/16 through accrual of 2014/15 unallocated subsidies to cover these costs.
19. Removal of Public Transport Administration and supporting costs including timetable printing			38,700		Associated redundancy costs and pension strain if applicable	April 2015	Internal proposal Provision for continued contact with Public Transport Operators and management of the Fare Car scheme will need to be managed within the future service planning. Time table data now provide via web sites however resource will need to be planned to up date information