

**Scrutiny Inquiry Progress Update on Recommendations**  
**Interim Progress Report (6 months on)**

**Select Committee Inquiry Report Completion Date:** 10<sup>th</sup> November 2014

**Date of this update:** 23<sup>rd</sup> June 2015

**Lead Officer responsible for this response:** Martin Tugwell

**Cabinet Member that has signed-off this update:** Mark Shaw

Accepted Recommendations	Original Response and Actions	Progress Update	Committee Assessment of Progress (RAG status)
<p><b>1. We recommend that the Council undertakes a full assessment of the access and connectivity requirements of Buckinghamshire residents in order to understand the demands on passenger transport, establish a clear view of need in relation to different sections of the population, and identify gaps. This assessment should be used to inform the future provision of coordinated public transport across the county.</b></p>	<p>Partially Agreed - A full assessment is potentially a significant piece of work which needs to be built into the resource planning for the new TEE Business Unit to take forward in 15/16. It needs to fit into a bigger picture about why the movements of people and goods occur and what can be done to reduce and manage demands in different ways going forward, with a presumption that state intervention has to reduce as public budgets are limited. It would form part of the evidence base for the preparation of the Local Transport Plan 4 which is just about to commence.</p>	<p>The Strategic Options Appraisal work currently underway is providing an insight into the way our current approach enables us to develop an understanding of the need for travel. The implications of the outcome from the Strategic Options Appraisal on our processes for identifying need will need to be considered.</p> <p>The Total Transport option provides an opportunity to explore new approaches to identifying transport needs that could inform the development of LTP4.</p>	





<p><b>2. We recommend that, prior to commissioning, or re-commissioning public transport services, the Council undertakes an objective assessment of all service delivery options. This assessment should include community schemes, commercial services and other forms of demand-led transport.</b></p>	<p>Partially Agreed -There are current bus contract renewals will need to be completed to maintain services. However future procurement and commissioning will be structured/based on a deeper analysis from the above assessment. It is likely to include self-delivery options and not just roll forward the current subsidy model. Changes that might be considered could include using the subsidy as initial pump priming for community led provision rather than ongoing support.</p>	<p>The County Council's current approach to contracts will be reviewed following the outcome of the Strategic Options Appraisal.</p> <p>The Total Transport option provides an opportunity to develop a new delivery model for enabling the transport needs of residents to be met – both current and potential users of such services.</p>	
<p><b>3. We recommend that the Council develops a new transport subsidy strategy that focuses the limited available resources in a way that drives the delivery of coordinated public transport across the county and demonstrates clear value for money.</b></p>	<p>Agreed - This should grow from a deeper understanding of user needs and expectations and alternative community based/led provision, with the traditional subsidy offer restricted to a tighter set of criteria to be established.</p>	<p>The County Council will need to consider the implications of the outcome from the Strategic Options Appraisal on its business model for transport subsidy.</p>	
<p><b>4. We recommend that the Council encourages existing Dial-a-Ride schemes to evolve to suit changes in demand and to take advantage of the</b></p>	<p>Agreed - The response to Recommendations 1-4 will be built into the new TEE 15/16 Business Plan for action.</p>	<p>It is anticipated that the Strategic Options Appraisal work currently underway will identify the need to explore the potential of new business model(s).</p>	

opportunities presented by newer more flexible and sustainable operating models for community transport services			
5. In order to address community transport's untapped potential, we recommend that the Transport, Economy & Environment Business Unit prioritises the improvement of community transport across the county in its forthcoming business plan. This should include leading the development of a joined up approach with partners to encourage more accessible, sustainable and responsive community transport schemes.	Agreed - This proposal will be considered in the broader policy and resource context outlined in the response to recommendations 2-4	It is anticipated that the Strategic Options Appraisal work currently underway will identify the need to explore the potential of a new business model for transport services: this will provide the opportunity to work with partners in the consideration of a new approach	
6. To ensure limited resources are spent in a coordinated manner, we recommend that the Council's Transport, Economy & Environment Business Unit identifies a lead client side officer within the broader	Agreed in principle subject to consultation - The TEE BU comes into formal being from 1 <sup>st</sup> April 2015 and the structure currently being consulted on includes a specialist team working on an integrated Client and Public Transport service, subject to finalisation of current	<p>The Strategic Options Appraisal work currently underway will provide insight into our current processes for commissioning/securing transport services: the output from the SOA will inform the work to shape the structure of the proposal for an Integrated Transport Unit.</p> <p>The TEE organisation structure that came into being on 1<sup>st</sup> April takes this into account - definitive proposals will be developed and consulted upon during the second half of the current financial year.</p>	

<p><b>transport team with responsibility for encouraging the development of the community transport sector and strengthening the Council's control of externally contracted service delivery.</b></p>	<p>plans to re-insource the Public Transport team from the TfB contract and to transfer the Client Transport function from CYP to TEE. These plans if finalised would include a Head of Client &amp; Public Transport post reporting to the Director Transport Services.</p>		
<p><b>7. We recommend that an Integrated Transport Unit be created within the Transport Economy &amp; Environment Business Unit to drive a joined up approach to the Council's investment in transport services, including public buses, client transport, home to school transport and community transport.</b></p>	<p>Agreed in principle subject to consultation - The TEE BU comes into formal being from 1<sup>st</sup> April 2015 and the structure currently being consulted on includes a specialist team working on an integrated Client and Public Transport service, subject to finalisation of current plans to re-insource the Public Transport team from the TfB contract and to transfer the Client Transport function from CYP to TEE. These plans if finalised would include a Range 12 Head of Client &amp; Public Transport post reporting to the Director Transport Services.</p>	<p>The Strategic Options Appraisal work currently underway will provide insight into our current processes for commissioning/securing transport services: the output from the SOA will inform the work to shape the structure of the proposal for an Integrated Transport Unit.</p> <p>The TEE organisation structure that came into being on 1<sup>st</sup> April takes this into account - definitive proposals will be developed and consulted upon during the second half of the current financial year.</p>	
<p><b>8. We recommend that the Council explores opportunities to undertake a pilot project with the</b></p>	<p>Agreed - This will be considered and an approach developed to maximise opportunity. Initial</p>	<p>The County Council was party to a bid put forward by Northamptonshire County Council to the Department for Transport for additional funding to enable the potential of the Total Transport approach to be explored.</p>	

<b>Department for Transport focused on innovative Total Transport options.</b>	discussions have already commenced.	The bid was successful (announced in April 2015): discussions are underway with Northamptonshire and Oxfordshire to take this forward.	
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*RAG Status Guidance (For the Select Committee's Assessment)*

	<i>Recommendation implemented to the satisfaction of the committee.</i>		<i>Committee have concerns the recommendation may not be fully delivered to its satisfaction</i>
	<i>Recommendation on track to be completed to the satisfaction of the committee.</i>		<i>Committee consider the recommendation to have not been delivered/implemented</i>