

CABINET – 2 OCTOBER 2002

TRANSPORT INITIATIVES – ANNUAL POSITION STATEMENT

1. INTRODUCTION

- # 1.1 The purpose of this report is to review these schemes and, in conjunction with the annual review of the Council's Expenditure Plan, suggest changes that would make the Council's input more effective, particularly Partnership Working. Appendix 1 lists these schemes and their costs.

2. CORPORATE AIMS AND TARGETS

- 2.1 *Heart of the Forest - The Council's Corporate Plan* includes the following corporate aims which are relevant to this report:
- Working with Partners
 - Social Well-Being – priorities include Road Safety, Health (local Health Improvement Plan), Young People, Older People & Social Inclusion
 - Environmental Well-Being - Transport
- 2.2 The aim for Transport is to “*work with our partners to enhance transport availability and choices because good access to schools, jobs and all community facilities is a key ingredient for a healthy community and a successful and sustainable local economy*”.
- 2.3 The District Council has worked with its partners in order to complement, not duplicate, the works and funding provided by others. Through Joint Member Panels and Joint Officer Groups, the Council has formed a number of effective partnerships with others to make best use of available resources and promote measures that have a good degree of local support. Last year's report, which was considered by Cabinet on 3 October 2001, gave details of how this was proceeding and, unless otherwise stated in this report, this work is continuing as previously indicated.
- 2.4 When considering the introduction of new features, changes to the highway and traffic regulation and management measures one of the prime concerns is road safety. Casualty reduction or reducing the fear of injury or crime, especially amongst vulnerable road users, continues to be a high priority. All improvements involving engineering works referred to in this report will be designed with the aim of making a positive contribution to road and/or community safety.

3. CONCESSIONARY FARES SCHEME FOR YOUNG PEOPLE

- ## 3.1 In consultation with our partners the scheme has recently been extended and possible future improvements identified. Appendix 2 refers and a plan showing the area covered is attached as Appendix 3. Given the very positive comments made at a recent local Youth Conference about the scheme it is suggested extending the scheme to cover the whole District is a priority. Promoting the scheme through local Youth Workers will help ensure that the Council's Corporate Aims are met.
- 3.2 The original budget was based on a 60% take up whilst currently the take up is approximately 25%. For this reason it was anticipated that the recent expansion of the scheme could be achieved and at the same time generate savings of £14,000. It may well be that the targeted approach through the promotion of the scheme through local Youth Workers will allow the scheme to be further expanded within existing budgets.
- 3.3 It is therefore suggested that the following identified improvements (in priority order) be implemented incrementally provided that this can be done from within existing budgets:
- Scheme expanded to include the whole District.
 - Extend age range of those eligible to young people who have reached their 13th birthday (currently 14th birthday) but have not reached their 17th birthday (no change) and, for only those in full time education, not reached their 19th birthday (new provision).
 - Assisted purchase (same value as vouchers) of a Young Person's Rail Card subject to the cooperation of SW Trains in operating a scheme.
 - Increase value of vouchers.
- 3.4 This expansion of the Young Person's Concessionary Fares Scheme is an important part of the proposed local Health Improvement Plan (HImP) as set out below. The new upper age limits are the highest permitted by legislation.

4. CALSHOT TRANSPORT LINKS

- 4.1 The Calshot Local Youth Link Scheme is aimed at providing travel opportunities for 9-14 year olds. It is popular and there is demand for more trips.
- 4.2 The Calshot Clubs Link Scheme is aimed at providing transport links for local groups irrespective of the age of their members. However given the low take up (one bid to date) it is suggested that this scheme be withdrawn at the end of this financial year allowing the whole Calshot Links budget to be spent on the Calshot Local Youth Link Scheme.

5. SHARED MOPED SCHEME

- 5.1 This scheme is particularly aimed at reducing social exclusion in rural areas and is going from strength to strength. The scheme has been expanded and is well used with 14 mopeds now available. This Council and other Partners funded additional mopeds in 2001/2. A replacement programme is needed for the longer term. Government support (75% of cost) is due to end in July 2003 and the current base budgets include £12,000 to allow for this valuable scheme to continue.

6. HEALTH IMPROVEMENT TRANSPORT ACTION PLAN

- 6.1 The plan previously agreed by the HImP Transport Group has been reviewed by officers of this Council and our Partners. The revised Plan is set out below. It is hoped that the Council and its Partners will be able to provide the necessary resources and/or funds to enable at least the higher priority schemes to be implemented.
- 6.2 The highest priority remains retention of the older person etc “tokens” scheme, which it is hoped will be funded in future years, because tokens are used by the many people who use community transport schemes (dial-a-ride etc). Retention of this scheme and this Council’s support of a number of other schemes included in the plan demonstrates the value of partnership working and the commitment of this Council to “Public Health in Partnership”.
- 6.3 This Council's Health Partnership Transport budget (£5,000), which was agreed last year, has been used to fund minor works with the focus being on Participatory Needs Assessment areas (e.g. new direction signs for community facilities in Calshot). It may be used to contribute towards the BusPlus scheme referred to below or transport improvements in Pennington, depending what proposals come forward

HIMP TRANSPORT ACTION PLAN (in priority order):

1. *Continue token scheme for those unable to use buses because of non-availability or frailty* – This Council remains committed to this and last year increased the value of the concession from £38 to £39.
2. *Increase access opportunities for young people (e.g. sexual health clinic at Totton)* – Use of “Forest Bus” to be explored.
3. *Expand young person's concessionary fares to include all parts of the District and to include those in full time education who have not reached their 19th birthday and 13 year olds* – It is hoped that this can be implemented during the next 12 months provided costs can be met from existing budgets.
4. *Commission training for bus and taxi drivers in disability awareness and implement “bus buddies” scheme making tokens/half fare passes available to companions* – Funds for training allocated by Health Service which will be undertaken when training package available. Suggested that tokens/half fare passes made available to companions with effect from April 2002 with costs met from within existing budgets.
5. *Improve infrastructure (e.g. raised kerbs, additional and replacement bus shelters)* – May be provided by HCC as part of a Bus Quality Partnership.
6. *Increase physical accessibility of buses* – Good progress being made (approximately 80% of Wilts and Dorset’s buses used for scheduled services are “low floor”).
7. *Increase number of accessible taxis* – Significant progress dependent on Government specifying requirements for (wheel chair) accessible taxis.
8. *Improve timetable information provided on bus stop poles* – Wilts & Dorset Bus Co. are considering this.

9. *Improve lighting at bus stops* – Lights being installed.
10. *Address lack of accessible mini buses for brokerage (e.g. Hythe/Fawley)* – There are firm proposals at this time.

It was also agreed that the following would be investigated:

- i. *Encourage the setting up of “car clubs”* – Can involve the provision of a “pool car” for a local community and may attract Government funding. Suggested that Parish and Town Councils be encouraged to develop schemes under the Vital Villages initiative.
- ii. *“BusPlus”* - A scheme which could allow those living in isolated communities to order fresh fruit and veg. then have it delivered by a mini bus already providing transport services to the local community (similar to the concept of a PostBus). New Forest Voluntary Services Council are developing the proposal which again may attract Government support (up to 75% of cost).
- iii. *Training for new road users* - Given the high accident rates amongst younger people there are obvious benefits of focusing on new road users. Could link in with a possible Vital Villages bid for a car repair club where local people repair vehicles in a workshop under an experienced watchful eye. This Council may be able to assist by providing facilities at one of its Depots.

7. TRANSPORTATION WORK

- 7.1 The Planning Best Value Action Plan identifies the increasing importance that transport issues have for the local community. In particular health service providers and businesses highlight the particular significance, in terms of health and economy issues, that transport has for them.
- 7.2 It is clear that our partners expect the District to actively assist with implementing new programmes such as Cycle Route planning, Safer Routes to Schools, Town and Village centre improvements as well as related schemes to assist pedestrians and public transport users. Developing and implementing the Young People, Green Transport and HImP initiatives referred to in this report has, with regard to District employees, been done using existing staff resources which are very stretched. This continues to cause some operational problems with competing work priorities.
- 7.3 The need for an integrated approach to parking policies, demand (traffic) management measures has been identified. This Council's agreement in principle to deal with waiting restrictions etc on behalf of HCC should assist in this.
- 7.4 The need to agree and implement a Green Transport Plan (GTP) for the Council has been identified as item A15 in the Planning Service Best Value Review Service Improvement Plan. Progress is being made and a separate report on this agenda refers.

8. CYCLING, WALKING AND SAFER ROUTES TO SCHOOLS

- 8.1 A New Forest Cycling Officers' Working Group is taking an overview on cycling related issues and promoting a coordinated approach with key partners including the Forestry Commission. The Group's present focus is on producing a draft plan for showing the strategic cycle links throughout and undertaking consultations.
- 8.2 District Officers are working in partnership to deliver schemes in Lymington and New Milton. Discussions are planned for a Walking and Cycling Strategy for Ringwood and Totton Safer Routes to Schools.
- 8.3 The Stopples Lane – Everton Road (Eastern Section) Cycle Route, Hordle has been delayed because negotiations regarding land has not been concluded. It is hoped that agreement will be reached shortly and that the schemes will be implemented in 2002/3.
- 8.4 This Council continues to provide cycle parking facilities in town and village centres.

9. CONTRIBUTIONS TO PARISH RURAL TRANSPORT SCHEMES

- 9.1 This year £1,500 was allocated to allow this Council to contribute towards Parish Rural Transport Schemes such as the Vital Villages initiative.
- 9.2 The take up of Government grants (normally 75% of the cost) has been low. The Countryside Agency (CA), supported by this Council, are trying to encourage Town and Parish Councils in rural areas to submit proposals to the CA. All of this District is classified as rural except for Totton & Eling TC area.
- 9.3 To date no requests for financial support have been received. However it is hoped that, as Parish Councils prepare grant applications to the CA, this budget will make it easier for these Councils to assemble the necessary funding. It is not suggested that this budget be cut in 2003/4.

10. ENVIRONMENTAL IMPLICATIONS

- 10.1 There are no environmental implications that directly arise from this report. Overall the initiatives referred to should reduce transport related pollution and encourage travel by modes other than the private car.

11. FINANCIAL IMPLICATIONS

- 11.1 The lower than estimated take up of the Young Person's Concessionary Fares Scheme will result in estimated savings of £14,000 in 2002/3.
- 11.2 In subsequent years it is anticipated that the Young Person's Concessionary Fares Scheme will be further expanded as indicated above and that after 2002/3 the approved budget will be spent.

12. CRIME & DISORDER IMPLICATIONS

- 12.1 A number of measures referred to will give young people greater travel opportunities to activities and this may reduce the perception of youth nuisance.

13. PORTFOLIO HOLDER'S COMMENTS

The Portfolio Holder supports the recommendations contained in this report.

14. CONCLUSIONS

- 14.1 This Council has worked effectively with HCC and its other Rural Transport and HImP partners over the last year to address transport. This Council's decision to continue with the "older persons etc" token scheme was especially welcomed by our Partners.
- 14.2 The Young Person's Concessionary Fares Scheme has proved to be especially popular with young people and the suggested changes will further improve the scheme. The Shared Moped Scheme, now with additional mopeds available, continues to meet its objectives.

15. ECONOMY & PLANNING REVIEW PANEL COMMENTS

The Panel agreed the recommendations to the report but made three comments:

- (i) That, for clarity, the words "in 2002/3" be inserted after £14,000 in recommendation 16.1.
- (ii) Whilst they agreed the Young Person's Concessionary Fares Scheme be expanded, this should not take place until the impact of the changes implemented in July 2002 have been properly assessed.
- (iii) In respect of "training for new road users" set out in page 4 of the report, the Panel felt the idea should be explored further, but the Panel had reservations for a number of reasons and therefore felt this proposal should not be implemented without further consultation with the Panel.

16. RECOMMENDATIONS

- 16.1 That the Young Person's Concessionary Fares Scheme be expanded, as set out in this report, and savings of £14,000 be noted.
- 16.2 That the Calshot Clubs Links Scheme be withdrawn allowing the whole Calshot Links budget to be spent on Calshot Local Youth Link Scheme.

For Further Information Please Contact:

Nick Hunt, NFDC Transport Engineer
Tel: 023 8028 5916
E-mail: nick.hunt@nfdc.gov.uk

Patrick Hughes, NFDC Transport Policy Planner
Tel: 023 8028 5355
E-mail: patrick.hughes@nfdc.gov.uk

Martin Devine, NFDC Recreational Cycling Issues
Tel: 023 8028 5474
E-mail: martin.devine@nfdc.gov.uk

Peter Neville, NFDC Concessionary Fares
Tel: 023 8028 5702
E-mail: peter.neville@nfdc.gov.uk

Tony Hetherington, Hackney Carriage Issues
Tel: 023 8028 5449
E-mail: tony.hetherington@nfdc.gov.uk

Peter Betts, New Forest Primary Care Trust Issues
E-mail: peter.betts@nfpct.nhs.uk

June Armstrong, HCC Passenger Transport
E-mail: june.armitage@hants.gov.uk

Background Papers:

Environment Services Files
DH100/19 & DH100/19/1
Published Papers

SCHEME	PROMOTING AUTHORITY	TOTAL SCHEME COSTS :			NFDC ALLOCATION/EXPENDITURE:							
		2000/01	2001/02 (REVISED)	2002/3	2000/01 ACTUAL	2001/02 ORIGINAL	2001/02 ACTUAL	2002/03 ORIGINAL	2002/03 FORECAST	2003/04 FORECAST	2004/05 FORECAST	2005/06 FORECAST
TRANSPORT LINKS FOR YOUNG PEOPLE		32,880	36,800	50,470	14,472	47,410	12,565	46,340	31,450	51,340	51,340	51,340
YOUNG PERSONS CONCESSIONARY FARES	NFDC	8,600	24,000	38,470	3,687	41,770	9,413	38,470	24,000	34,400	34,400	34,400
MOPED LOAN SCHEME	HCC	19,600	11,650	12,000	6,813	2,510	830	2,510	2,510	12,000	12,000	12,000
EVENING MINI-BUS SERVICES	HCC	3,400	WITHDRAWN	WITHDRAWN	2,425	1,700	0	0	0	0	0	0
EVENING TAXI TRIPS FOR YOUNG PEOPLE	HCC	1,280	1,150	WITHDRAWN	1,210	920	0	420	0	0	0	0
PRINTING					290	200	570	200	200	200	200	200
HIRED & CONTRACTED					47	310	1,752	310	310	310	310	310
EMPLOYEES					0	0	0	4,000	4,000	4,000	4,000	4,000
SLA (E764)					0	0	0	430	430	430	430	430
CONTRIBUTIONS TO PARISH RURAL TRANSPORT SCHEMES	PARISH COUNCILS				0	0	0	1,500	0	1,500	1,500	1,500
LOW COST TRANSPORT MEASURES (Health Partnership Working)					0	0	0	5,000	5,000	5,000	5,000	5,000
CALSHOT TRANSPORT INITIATIVE		1,000	5,000		1,000	3,020	4,075	5,020	5,020	5,020	5,020	5,020
CALSHOT YOUTH LINKS	NFDC	1,000	4,500		1,000	3,020	4,075	4,020	5,020	4,020	4,020	4,020
CALSHOT CLUBS LINKS	NFDC	0	500		0	0	0	1,000	0	1,000	1,000	1,000
CONCESSIONARY FARES SCHEME FOR THE ELDERLY ETC. (INC. ADMIN)	NFDC	470,200	690,800		455,500	690,800	666,538	699,020	699,020	744,020	744,020	744,020
IMPROVING PUBLIC FOOTPATHS	NFDC	26,250	19,410		27,324	19,410	18,436	19,370	19,370	19,370	19,370	19,370
COMMUNITY TRANSPORT/ NEW FOREST TRANS.OFFICER	NFDC	0	4,700		0	4,700	4,700	10,400	10,400	10,400	10,400	4,700
DIAL A RIDE	NFDC	3,570	3,660		3,570	3,660	3,660	3,660	3,660	3,660	3,660	3,660
MEASURES TO ENCOURAGE CYCLING	NFDC	6,260	6,370		4,997	6,370	4,979	6,430	6,430	6,430	6,430	6,430
GREEN TRANSPORT PLAN	NFDC	0	0		0	0	0	9,000	9,000	9,000	9,000	9,000
TOTAL		540,160	766,740	50,470	506,863	775,370	714,953	805,740	789,350	855,740	855,740	850,040

Appendix 1

CHANGES TO CONCESSIONARY FARES SCHEME FOR YOUNG PEOPLE AGREED JULY 2002

SUMMARY

The take up of the existing scheme is about 25%, which is lower than the anticipated 60% despite Youth Service Workers saying it is an important initiative which addresses social exclusion issues. When details of the scheme are given to young people they say they will apply but many fail to do so.

The lower than anticipated take up offers the opportunity to expand the scheme to include all the areas recently identified as being the most deprived in the District whilst keeping within spending approvals.

The suggested changes are supported by the Council's Partners and the District Council's Economy and Planning Portfolio Holder.

Simplified application arrangements, focused on the existing youth groups attended by Youth Workers, will result in a higher take up by those who are likely to benefit most. These are to come into effect in July 2002.

CHANGES TO SCHEME

That, subject to keeping within the approved budget, the scheme will be expanded to cover a wider geographical area as set out below.

The changes to the application arrangements will be made as set out below.

Future consideration will be given to including include 13-17 years olds in the scheme when the effects on the take up rate of:

- expanding the geographical
- simplifying the application arrangements

are known. In addition it will have to be established that the relevant Regulations etc. permit this.

Future consideration will also be given to expanding the scheme to include contributions toward the cost of a young persons Railcard if this is practical.

BACKGROUND

Heart of the Forest - The Council's Corporate Plan includes the following corporate aims which are relevant:

- Working with Partners
- Social Well-Being – priorities include Road Safety, Young People & Social Inclusion
- Environmental Well-Being - Transport

The aim for Transport is to “*work with our partners to enhance transport availability and choices because good access to schools, jobs and all community facilities is a key ingredient for a healthy community and a successful and sustainable local economy*”.

Current Scheme:

Eligibility:	Aged 14 - 16		
Concession:	£39 vouchers for use on most forms of local public bus services and taxis.		
Linkage:	The scheme was developed as part of this Council's "Improving Transport Links for Young People" initiative.		
Area:	Most Rural Parishes, Calshot and Northern New Milton (excludes Waterside Parishes, Netley Marsh, Ashurst & Colbury, Brockenhurst and Ringwood).		
Financial (vouchers only):		<u>2001/2</u>	<u>2002/3</u>
	Budget	£42k	£38k
	Vouchers Issued	£16k	

Funding was based on a 60% take up which compares with a take up (vouchers issued) of approximately 25%.

PARTNERS' VIEWS

Hampshire Youth Service perception is that the scheme is important in meeting the needs of young people but that the scheme should be made more accessible (more straightforward application arrangements) and be expanded to include:

- 13 – 17 year olds
- those living in a wider geographical area (not just the more rural parishes)
- increasing the value of vouchers
- amending the scheme to include NFDC making a contribution to Young Persons Rail Card instead of issuing vouchers

New Forest Service Council would like the scheme to cover the whole of the District.

Revised application arrangements

In order to make the scheme more accessible it was agreed that nominated HCC Youth Service and Connexions workers (initially Michael Bailey and Ruth Ferguson) would administer a ‘one stop shop’ for the issue of vouchers starting July 2002. Details of the new arrangements are set out in the notes of the meeting of the Transport Links for Young People Officer Group held on 11 April 2002.

Expansion of scheme

The aim is a targeted expansion of the scheme within existing budget allocations to reduce the social exclusion of young people, especially those living in the more deprived part of the District and to complement the work undertaken by others with similar objectives.

The Council's Economy and Planning Portfolio Holder, Councillor Russell, has agreed to the phased expansion.

Extend eligibility to include those areas having a Multiple Deprivation Index (taken from "Summary of the Indices of Deprivation 2000 for the New Forest, published in January 2002 by NFDC). Currently the most deprived wards are:

- Netley Marsh
- Blackfield and Langley
- Hythe South
- Milton
- Pennington

In order to avoid complex scheme boundaries, stigmatism of people living in these areas and to complement the work of the Youth Service and Connexions it is proposed that the Youth Service and Connexions promote the schemes in these areas (they are generally already working with young people that are most likely to benefit from the scheme) and that eligibility includes all those attending youth clubs/drop-ins operating within the revised areas already covered by the scheme. It is suggested that Ringwood and Brockenhurst also be included now and, depending on a review of take up (noting the aim is to keep within budget), to include the whole of the District. The attached plan shows the suggested eligible areas as now proposed.

The possible expansion of the scheme to include 13 – 17 year olds and, provided they are in full time education, 18 year olds will be considered when the implications of the identified agreed changes become clear.

Increase the value of vouchers

It was agreed that the highest priority should be for a wider entitlement (see above) rather than an increased value. However, it is suggested that the value of the vouchers are increased annually to reflect any changes to the costs of using public transport.

Young Persons Rail Card

Given the good rail links in parts of the District it was felt desirable to assist young people living or attending youth clubs etc within the eligible areas to purchase a Young Persons Rail Card (SW Trains do not accept NFDC travel tokens). SW Trains will be contacted to see if this is feasible. This concession will be considered again when the implications of the identified agreed changes become clear.



New Forest
DISTRICT COUNCIL

CONCESSIONARY FARES FOR YOUNG PEOPLE



ELIGIBLE PERSONS

Young people who have reached their 14th birthday but not their 17th birthday who either live in the hatched area or attend meetings organised/supported by the Hampshire Youth Service or 'Connections' that take place within the hatched area.

New Milton - Bashley & Becton Wards

Lymington - Pennington Ward

Fawley - Blackfield & Langley and Calshot

Hythe & Dibden - Hythe South Ward

