

## Wiltshire Council

### Environment Select Committee

7 June 2016

### Cabinet

14 June 2016

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**Subject:** Wiltshire Local Transport Plan 2011-2026 Public Transport Strategy Review – Results of Supported Bus Service Savings Options Consultation

**Cabinet Member:** Councillor Philip Whitehead, Cabinet Member for Highways and Transport

**Key Decision:** No

#### Executive Summary

The current Public Transport Strategy was approved by Cabinet at its meeting on 14 December 2010 and formally adopted by the Council at its meeting on 22 February 2011 as part of the Wiltshire Local Transport Plan (LTP) 2011-2026.

The Public Transport Strategy and its service delivery (i.e. Wiltshire Council supported bus services) are being reviewed as a result of continuing and growing pressures on Council budgets that mean that funding will be under increasing pressure, as we continue to deliver bus services at the level that was envisaged when the LTP was published in 2011.

The review of the LTP Public Transport Strategy is part of a wider review of all areas of Wiltshire Council's passenger transport remit (except rail and taxis). The wider review will include re-examining policy and spending in home-to-school and college transport, SEND transport and social care client transport to make sure that service provision is aligned to priorities and to identify any scope for further savings. Work on this wider review is proceeding in parallel with the Public Transport Strategy review, and if it results in any proposals for changes to policies, they will also be subject to consultation before implementation.

As a first step in the review, a pre-consultation scoping paper, associated documents and questionnaire was developed to provide key stakeholders and partners with an overview of passenger transport, and an opportunity to shape the scope of the review. The paper, associated documents and questionnaire were made available via the Council's consultation portal between 8 July and 31 August 2015. Five workshops were undertaken during the pre-consultation phase with key stakeholder groups, to discuss the scoping paper, and to provide stakeholders with an opportunity to communicate their priorities, ideas, and concerns. Discussions were also held with key Wiltshire Council services and bus operators.

Some 160 questionnaires were returned and a bus survey was provided by Christian Malford Parish Council. Other non-questionnaire responses were also received from various groups. A paper setting out all the questionnaire comments received along with the Council's responses was posted on the Council's LTP3 webpage in October 2015.

In brief summary, the key points that came out of the pre-consultation exercise are as follows:

- The overall feedback highlighted the importance of bus services to users, communities and public sector service providers.
- Community transport will not be able to provide transport alternatives on any significant scale.
- There is little scope to make subsidised bus services commercial.
- There were no new 'big ideas' suggested that would make significant financial savings within the necessary timeframe.
- There is limited potential for further savings in other areas of the Council's public transport budgets.

Based upon the pre-consultation findings and in the context of Wiltshire Council's continuing budget pressures and the experience of other councils, officers developed six savings options for supported bus services that were included in a 'Public Consultation Paper' (which also included information on the national and local policy context, relevant research findings (including the extent of bus service cuts in other local authority areas) and current bus service provision in Wiltshire). Questions on the savings options (and other relevant questions) were also included in an associated questionnaire.

It was highlighted in the consultation paper and questionnaire that the consultation was focused on Wiltshire Council supported bus services and not commercial bus services. It was also highlighted that the consultation was not a detailed consultation on particular routes, timetables or destinations, and as there would be many combinations of possible supported bus service changes, the Council had not yet determined what these changes might be (information on bus services 'at risk' was provided however). Instead, it was made clear that responses to the consultation was an information gathering exercise and would help guide the Council's subsequent decisions on any supported bus service changes.

The full suite of consultation documents was as follows (all of which were made available on the Wiltshire Council Consultation Portal):

- Public Consultation Paper
- Questionnaire
- Frequently Asked Questions paper
- LTP Public Transport Strategy (current version)
- Bus Services that operate with funding from Wiltshire Council (as at December 2015)

- Bus Service Maps
- Equality Evidence Analysis Document
- Strategic Environmental Assessment (SEA)
- Habitat Regulation Assessment.

The public consultation exercise was undertaken from 11 January 2016 to 4 April 2016 (the SEA being available from 15 February 2016 to 4 April 2016). A variety of means were used to inform people of the consultation, which are listed further in this reported

11,093 questionnaires were received, making this the second largest response of any Wiltshire Council consultation. This represents the depth of feeling towards public transport across Wiltshire. Of these 11,093 questionnaires, around 3,000 were completed from a stock that were issued “on bus” by officers and bus drivers. This confirms that the consultation results are representative of bus users in Wiltshire.

There were 5,165 free text comments received, which have all been read. These comments ranged from simple one word answers to multiple pages. The comments have been categorised and sub categorised. A summary of these comments can be found at **Appendix 3**.

Further to the free text comments and outside of the questionnaires, representations were received from 141 individuals, MP’s, community groups, town and parish councils and other bodies. A list of these groups can be found at **Appendix 4**. The full transcript of these responses is not attached as it amounts to over 186 pages, but it can be seen upon request. Those comments that were directly relating to the consultation have been included as part of the free text summary and categorised in **Appendix 3**.

## Proposals

That Environment Select Committee / Cabinet:

- (i) Notes the results of the public consultation on supported bus service savings options as part of the review of the Wiltshire Local Transport Plan (LTP) 2011-2026 Public Transport Strategy review.
- (ii) Notes that a report on a proposed way forward for public transport in Wiltshire will be presented to Cabinet at a future meeting.
- (iii) Notes that over 11,000 individuals and organisations responded to, and took part in, the public consultation.
- (iv) Notes that due to the volume of consultation responses received only the majority or main consultation points have been outlined at this time; the analysis and consideration of more detailed points will be undertaken if and when changes to individual supported bus services are proposed and consulted upon.

**Reason for Proposals**

To provide Environment Select Committee and Cabinet with early visibility of the results of the public consultation on supported bus service savings options. A further paper outlining options will be presented to Cabinet in the future.

**Dr. Carlton Brand**  
**Corporate Director**

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**Cabinet Member:** Councillor Philip Whitehead, Cabinet Member for Highways and Transport

**Key Decision:** No

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### Purpose of Report

1. To update members on the results of the public consultation on supported bus service savings options as part of the review of the Wiltshire Local Transport Plan (LTP) 2011-2026 Public Transport Strategy review.

### Relevance to the Council's Business Plan

2. The Wiltshire LTP Public Transport Strategy is relevant to all the Business Plan's outcomes:

*Outcome 1: Wiltshire has a thriving and growing local economy*

The public transport strategy can:

- Support the local economy (e.g. by making it easy for workers, shoppers and visitors to access local centres) and facilitate development growth (e.g. by helping to facilitate the planned housing and employment growth set out in the Wiltshire Core Strategy to 2026).
- Improve journey time reliability for road users (e.g. by removing some car trips from the highway network and therefore reducing congestion and delays).

*Outcome 2: People in Wiltshire work together to solve problems locally and participate in decisions that affect them*

The public transport strategy can:

- Enable local groups to operate community and voluntary transport schemes particularly to provide local access and safety net transport services to meet needs that cannot be effectively provided by other means (e.g. Link schemes).
- Help support community rail partnerships to improve stations and train services (e.g. Trans Wilts Community Rail Partnership).

*Outcome 3: Everyone in Wiltshire lives in a high quality environment*

The public transport strategy can:

- Enhance the built and natural environment (e.g. by removing some car trips from the highway network and therefore reducing greenhouse gas emissions and air quality pollutants).

*Outcome 4: Wiltshire has inclusive communities where everyone can achieve their potential*

The public transport strategy can:

- Provide access to key services and facilities for Protected Characteristics groups (as defined by the Equality Act 2010) (e.g. by providing travel opportunities for younger and older people who often do not have access to a car).

*Outcome 5: People in Wiltshire have healthy, active and high-quality lives*

The public transport strategy can:

- Encourage the use of public transport which typically involves a walking trip at the start and/or end of journeys (e.g. by working with operators to provide frequent, reliable and affordable bus services).

*Outcome 6: People are as protected from harm as possible and feel safe*

The public transport strategy can:

- Help make Wiltshire a safer place (e.g. by ensuring that buses and bus stops are safe to use by all).

## **Main Considerations for the Council**

### Pre-consultation exercise

3. As a first step in the review, a pre-consultation scoping paper, associated documents and questionnaire was developed to provide key stakeholders and partners with an overview of passenger transport, and an opportunity to shape the scope of the review. The paper, associated documents and questionnaire were made available via the Council's consultation portal between 8 July and 31 August 2015. Five workshops were undertaken during the pre-consultation phase with key stakeholder groups, to discuss the scoping paper, and to provide stakeholders with an opportunity to communicate their priorities, ideas, and concerns. Discussions were also held with key Wiltshire Council services and bus operators.
4. Some 160 questionnaires were returned and a bus survey was provided by Christian Malford Parish Council. Other non-questionnaire responses were also received from various groups. A paper setting out all the questionnaire comments received along with the Council's responses was posted on the Council's LTP3 webpage in October 2015.
5. In brief summary, the key points that came out of the pre-consultation exercise are as follows:
  - The overall feedback highlighted the importance of bus services to users, communities and public sector service providers.

- Community transport will not be able to provide transport alternatives on any significant scale.
- There is little scope to make subsidised bus services commercial.
- There were no new 'big ideas' suggested that would make significant financial savings within the necessary timeframe.
- There is limited potential for further savings in other areas of the Council's public transport budgets.

The Passenger Transport Unit has since 2012 reduced expenditure on its budget by around £4 million. This has been achieved through efficiency savings, some limited service reductions and policy changes, such as the revocation of the concessionary fares bus pass before 9.30 am. These savings are however now largely exhausted, but through changes in demography further efficiencies will always be considered.

#### Public consultation exercise

6. Based upon the pre-consultation findings (see 'Background') and in the context of Wiltshire Council's continuing budget pressures and the experience of other councils, officers developed six savings options for supported bus services that were included in a 'Public Consultation Paper' (which also included information on the national and local policy context, relevant research findings (including the extent of bus service cuts in other local authority areas) and current bus service provision in Wiltshire). Questions on the savings options (and other relevant questions) were also included in an associated questionnaire.
7. It was highlighted in the consultation paper and questionnaire that the consultation was focused on Wiltshire Council supported bus services and not commercial bus services. It was also highlighted that the consultation was not a detailed consultation on particular routes, timetables or destinations, and as there would be many combinations of possible supported bus service changes, the council had not yet determined what these changes might be (information on bus services 'at risk' was provided however). Instead, it was made clear that responses to the consultation would improve the council's knowledge and understanding and would help guide the council's subsequent decisions on any supported bus service changes.
8. The full suite of consultation documents was as follows (all of which were made available on the Wiltshire Council Consultation Portal):
  - Public Consultation Paper
  - Questionnaire
  - Frequently Asked Questions paper
  - LTP Public Transport Strategy (current version)
  - Bus Services that operate with funding from Wiltshire Council (as at December 2015)
  - Bus Service Maps
  - Equality Evidence Analysis Document
  - Strategic Environmental Assessment (SEA)
  - Habitat Regulation Assessment.

9. The public consultation exercise was undertaken from 11 January 2016 to 4 April 2016 (the SEA being available from 15 February 2016 to 4 April 2016). A variety of means were used to inform people of the consultation:
- Wiltshire Council Consultation Portal
  - Documents made available in specific libraries, leisure centres and Council offices
  - Questionnaires made available on supported bus services
  - Questionnaires made available through Age UK, Salisbury
  - Press releases
  - Parish newsletters
  - Social media promotion
  - Area Board 'Chairman's Announcements'
  - A featured item on the 'News from Wiltshire' section of the council's website
  - Correspondence with Chambers of Commerce
  - Correspondence with Salisbury and Chippenham Business Improvement Districts
  - Emails sent to some 6,000 Area Board contacts
  - Promotion of the consultation by DEVELOP (which supports voluntary and community organisations) and the Wiltshire Forum of Community Area Partnerships
  - Promotion of the consultation through the Registered Housing providers in Wiltshire
  - Included in the November 2014 business newsletter sent by the Economic Development Team to some 2,000 business contacts
  - Emails sent to Wiltshire 100 business contacts (107 businesses)
  - Emails sent to some 4,000 Leisure Service contacts.
  - Promotion of the consultation through the Apprentice Network (a support network for young apprentices) and also via the Apprenticeship Campaign Group (training providers) and the Gloucestershire and Wiltshire Provider Network.
  - Promotion of the consultation through Wiltshire College with documents and questionnaires made available
  - [Bus Users UK](#), who are a national group championing the rights of bus and coach users, were invited to help promote the consultation in partnership with local bus suppliers, who provided bus's at prominent locations throughout Wiltshire's main towns inviting the public to board the vehicles and complete questionnaires. These events were attended by members and officers of the council to support the public in the completion of the questionnaires
10. A petition was received at Full Council on 10 May 2016 from the Salisbury Journal, who also made a short representation on the importance of buses to facilitate rural communities and improve the economic prospects of the region. The petition secured over 6,000 responses and the basis of the petition can be found at [STOP BUS CUTS](#).

#### Public consultation results



11. There has been significant praise towards Wiltshire Council's approach to the consultation, most notably from Bus Users UK and the bus suppliers themselves. It is recognised that a measured, balanced and transparent approach is being adopted to understand the impact that may arise from any service reduction.
12. A copy of the questionnaire and the associated results is attached as **Appendix 1**.
13. A summary of the results of the questionnaire can be found at **Appendix 2**.
14. 11,093 questionnaires were received, making this the second largest response of any Wiltshire Council consultation. This represents the depth of feeling towards public transport across Wiltshire. Of these 11,093 questionnaires, around 3,000 were completed from a stock that were issued "on bus" by officers and bus drivers. This confirms that the consultation results are representative of bus users in Wiltshire.
15. There were 5,165 free text comments received, which have all been read. These comments ranged from simple one word answers to multiple pages. The comments have been categorised and sub categorised. A summary of these comments can be found at **Appendix 3**.
16. Further to the free text comments and outside of the questionnaires, representations were received from 141 individuals, MP's, community groups, town and parish councils and other bodies. A list of these groups can be found at **Appendix 4**. The full transcript of these responses is not attached as it amounts to over 186 pages, but it can be seen upon request. Those comments that were directly relating to the consultation have been included as part of the free text summary and categorised in **Appendix 3**.
17. In addition to the above, [Wiltshire People First](#) responded as a group representing 14 service users who have a learning disability and or autism. It has not been possible to include this submission as individuals, but the group response can be found at **Appendix 5**.
18. From the 5,335 individual free text comments and representations made 15,294 issues were raised. A selection of the most commonly mentioned is as follows:

*Vulnerable People* – 1,095 comments were made on how any reduction to public transport would adversely impact on this demographic. This supports comments made as part of the pre consultation exercise and is also drawn out elsewhere in the consultation.

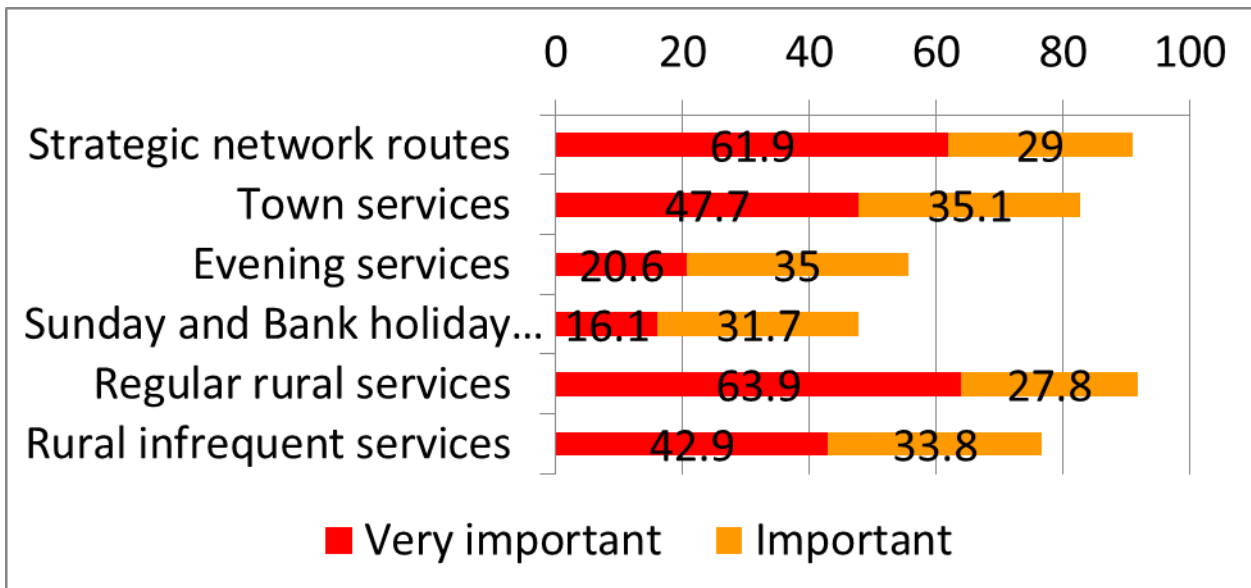
*Concessionary Fares* - 877 comments were made about the use of the concessionary fare pass, ranging from means testing to making a contribution. Under current legislation it is not possible to make a charge for the concessionary pass. However, through devolution bids in other parts of the country it has been suggested that a nominal payment for the concessionary pass may be considered by government.

*Access to essential services* – 1,673 comments were received stating that a reduction in public transport would restrict and in many cases completely deny, them access to essential services such as shopping and medical appointments. They also suggested that a lack of public transport would have an adverse effect upon the economy.

*Quality of life* – Linked to vulnerability, there were a further 1,833 comments made around a reduction to peoples quality of life, due to a lack of independence, but most notably there were 661 comments referring to social isolation.

*Service Type* – There were 3,747 comments made about the type of service whether it be to retain, or reduce a particular type of service. Of these 3,747 comments, 1,302 suggested that the retention of rural services was very important to them, which reaffirms the results of the questionnaire.

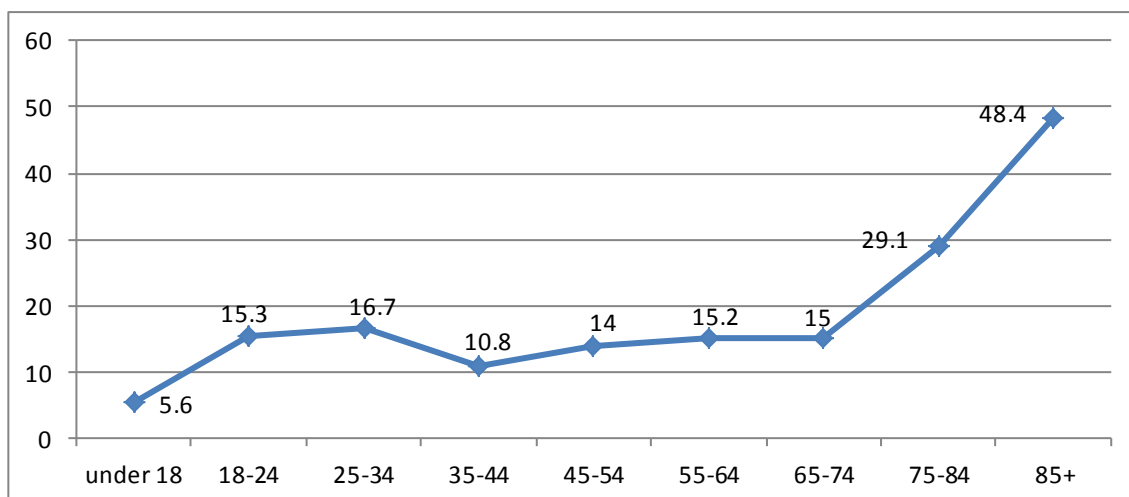
19. The following are some of the more salient points from the overall consultation results and some additional analysis that was felt important to represent the responses fully. This additional analysis was determined by officers and members of the public transport review task group.
20. In general, the demography of the respondents can be categorised as follows:
  - 42% are male 57% female
  - 58% of respondents are over 65 years old (4.3% 85+)
  - 28% of respondents say they have mobility problems
  - 62% of respondents have access to a car but 38% do not
  - 64% have a concessionary bus pass
21. The table below represents the different types of service that was consulted upon and the priority the respondents placed upon each of them.



22. As can be seen there is significant support for regular rural and the strategic network routes and less support for evening, Sunday and Bank holiday services. The impact on the user of these services is drawn out further in the following section.

**Topic 1: Age and disability.**

Q. *How many of the respondents aged over 65 regarded themselves as disabled?*



- A. The above graph represents the percentage of respondents in each age category who consider themselves disabled. It is important to note the significant increase in disability once over the age of 75, but it is also interesting to note that there is generally a high percentage of people who consider themselves disabled who responded. Any reduction in public transport would impact upon this vulnerable group, potentially placing additional cost pressures on other Wiltshire Council services.

**Topic 2: The percentage of people who use concessionary bus passes who consider themselves disabled.**

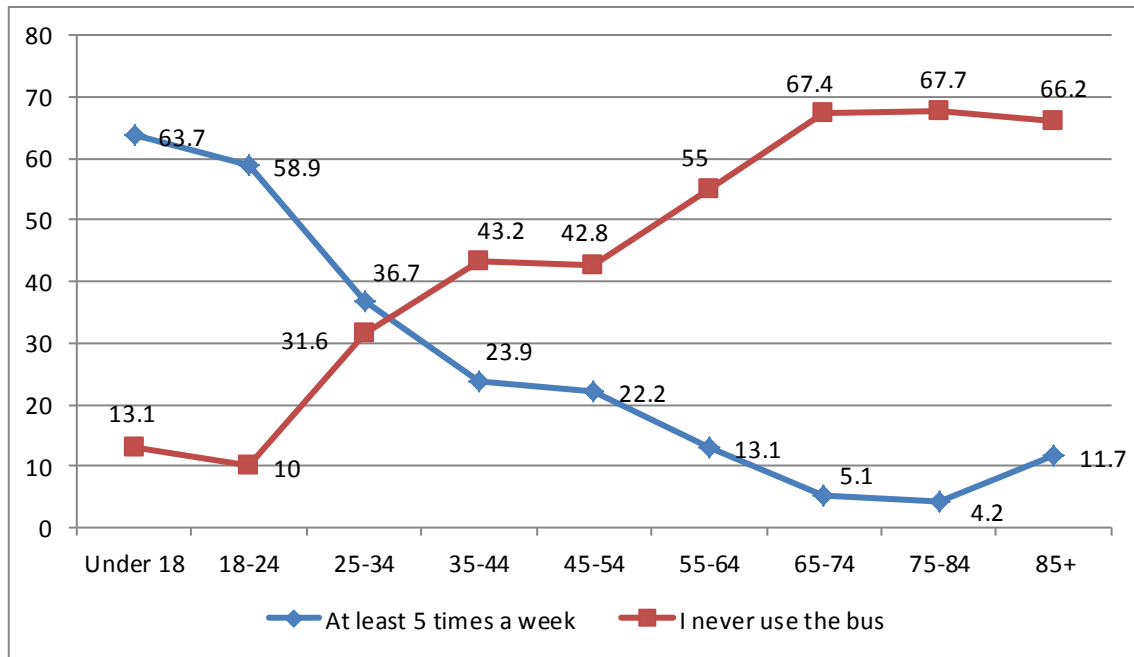
- Q. *How many of those who have concessionary bus passes say they are disabled in any way?*
- A. *There were roughly 64% of respondents who said they used a concessionary bus pass in our survey. Of these some 24% considered themselves disabled, above the average within the whole survey which was 18% but perhaps not markedly so. Conversely, however, 82% of those who did say they were disabled had a concessionary bus pass. Again the steep rise above the ages of 75, seem to account for this.*

**Topic 3: The use of buses by the various age groups.**

- Q. *What was the age breakdown of the various use of buses, was there a particular bus use that was more popular with a particular age group?*

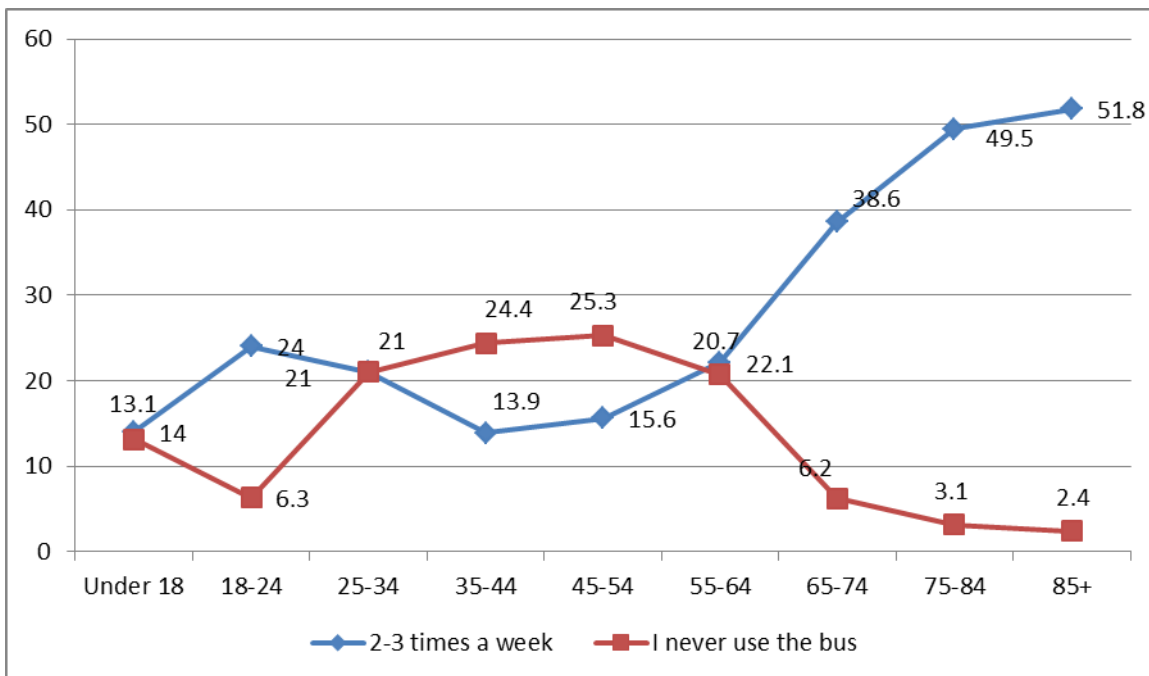
*To get to work  
 To go shopping  
 To visit family and friends  
 To get to a Doctors or medical appointment  
 To get out and about*

**Figure 1 using the bus to get to work by age group**



A. As can be seen the use of buses to get to work is very much age related as one would expect. This is particularly relevant for those under 24 perhaps without access to a car. It does not represent all under 24 year olds, just those who answered the survey who by its nature would tend to be bus users anyway.

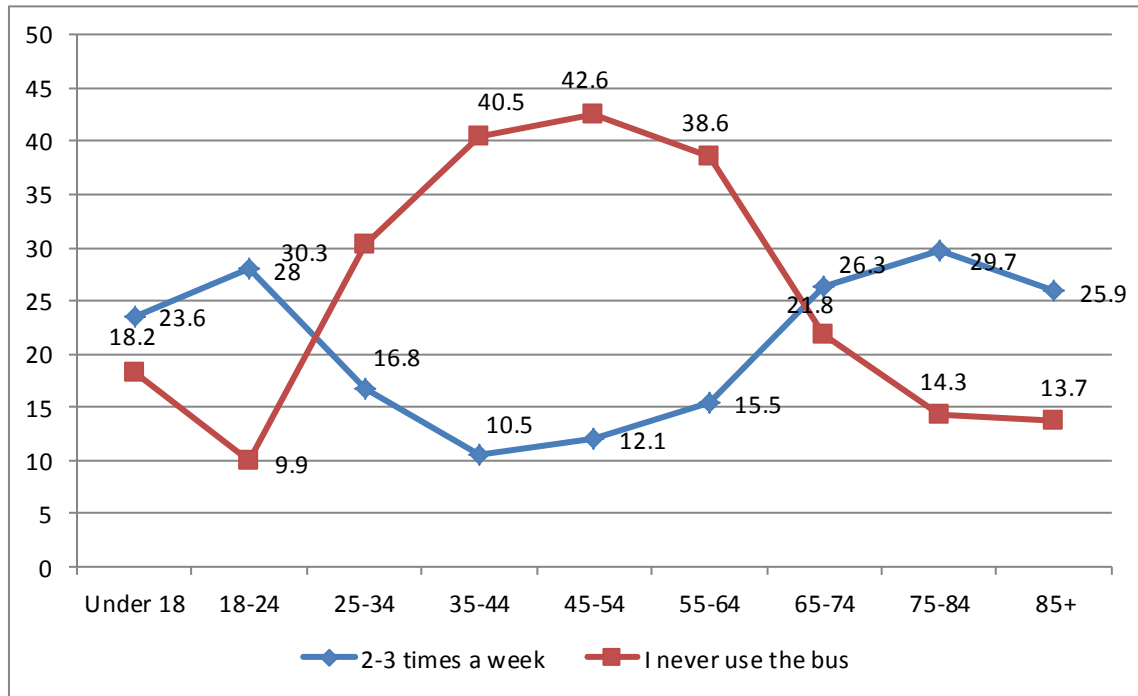
**Figure 2 using the bus to go shopping by age group**



A. As can be seen the use of buses to go shopping (in this case the most popular aspect – shopping 2-3 times a week) is very much age related as one would expect. This is particularly relevant for those over 75 perhaps without

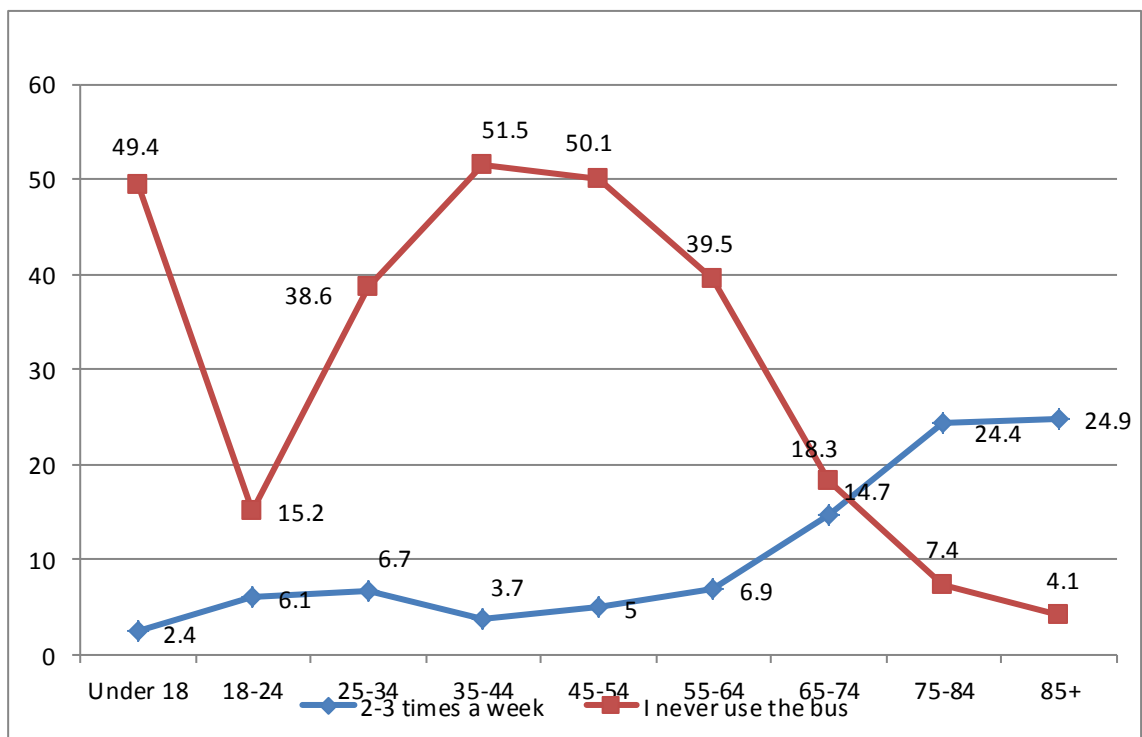
access to a car. It does not represent all over 75 year olds just those who answered the survey who by its nature would tend to be bus users anyway.

**Figure 3 using the bus to visit family and friends**



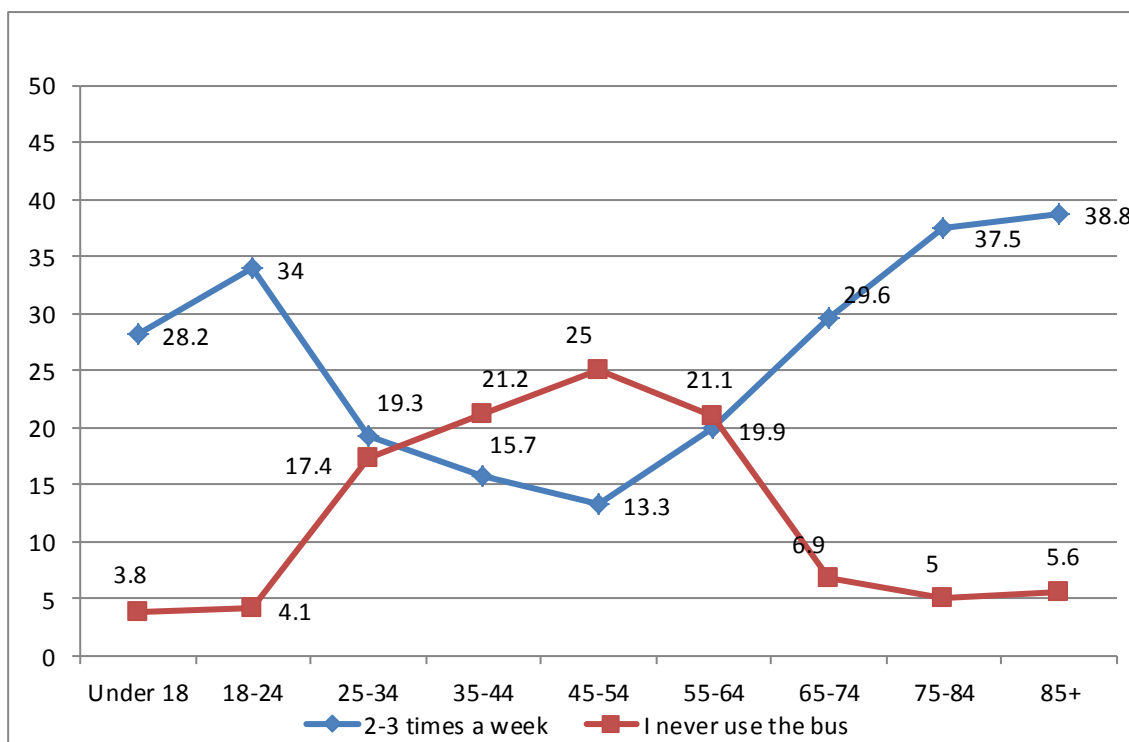
A. The above pattern is perhaps typical with those between 25 and 64 rarely using the bus to visit family and friends. This more important for the younger and older age groups.

**Figure 4 using the bus to get to a Doctors or medical appointment**



A. *Again perhaps a typical distribution with the elderly relying more on the bus to get to medical appointments.*

**Figure 5 using the bus to get out and about**



A. *This pattern shows that for the youngest and eldest age groups those traditionally who may not have access to a car, the bus is important as a social tool to get out and about.*

**Topic 3 the 6 options – Did respondents views vary dependent on age? What was very important or important to respondents?**

Q. *Strategic network routes linking the main towns*

A. *Looking across all the age groups between 87-92% said that these were very important or important – there was no significant variation therefore by specific age groups – all regarded such routes as important.*

Q. *Town services*

A. *Looking across the age ranges it is noticeable that the level of importance (very important and important) climbs gradually as age increases with 68% of under 18's, 71% of 18-24's, 75% of 25-34's all the way to over 90% of respondents aged 55+*

Q. *Evening services*

A. *Looking across the age ranges the pattern is age related with evening services being regarded as very important or important by around two thirds of respondents until they are aged over 65 when the relative importance drops to 50% at 65-74 years old, 41% at 75-84 years old and 36% at 85+.*

Q. *Sunday and Bank holiday services*

A. *Looking across the age ranges the relative importance of the service was greatest amongst the 18-24 age group (70% said it was very important or important, the 25-34 age group (63% said it was very important or important) but tailed off as one got older so that by 75-84 only 41% said it was very important or important and 36% amongst those over 85.*

Q. *Rural regular services*

A. *Looking across the age ranges there was no noticeable difference in the percentage who said it was very important or important with the range spanning 88%-93%.*

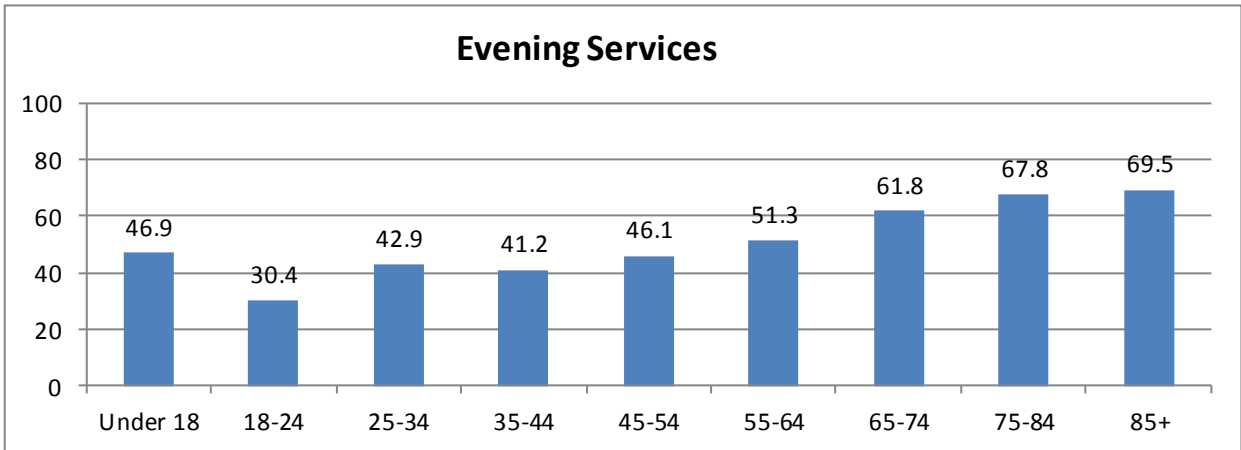
Q. *Rural infrequent services*

A. *Looking across the age ranges there was a slight lowering of relative importance amongst those up to aged 44 with those saying these services were very important or important varying between 63% and 69% whereas in the two age groups 65-74 and 75-84 it was around 80%.*

#### **Topic 4 Looking for savings – Is support for savings dependent on age?**

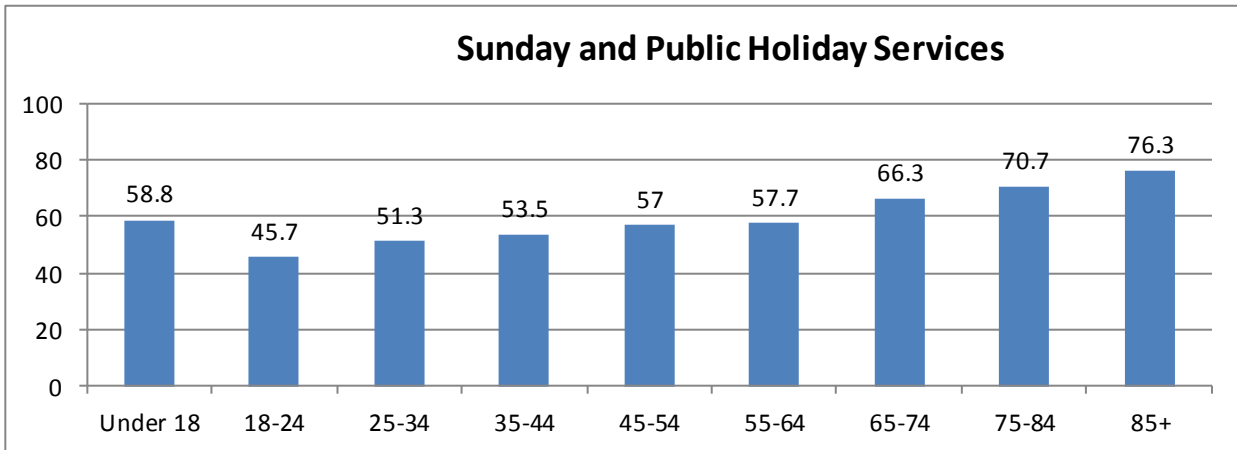
Q. *Do you support the Council looking for savings in this area? Evening services*





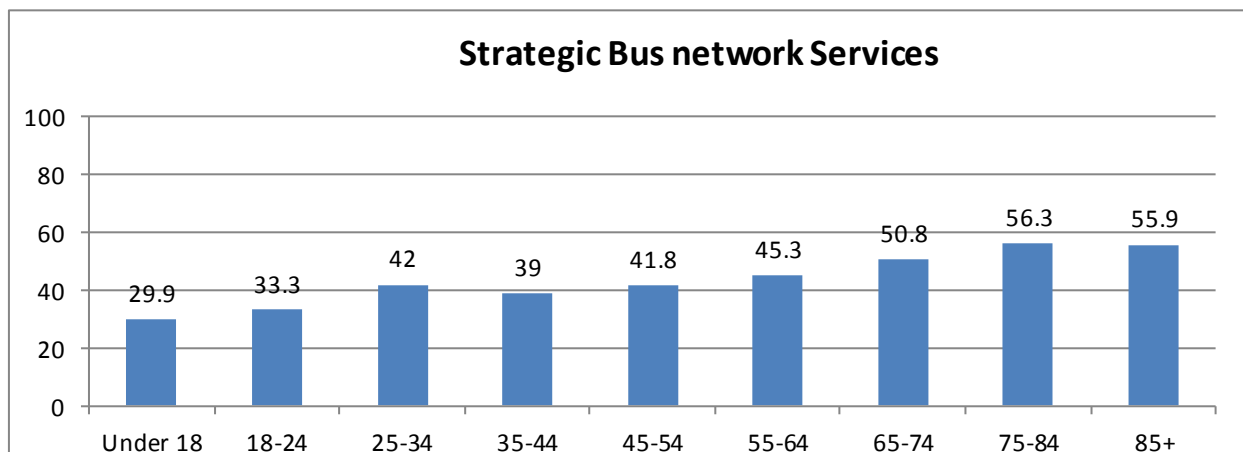
A. *The level of support for saving increases above age 65 not surprising as evening use by older groups is not as important according to our survey responses to question 9.*

Q. *Do you support the Council looking for savings in this area? Sunday and Public holiday Services*



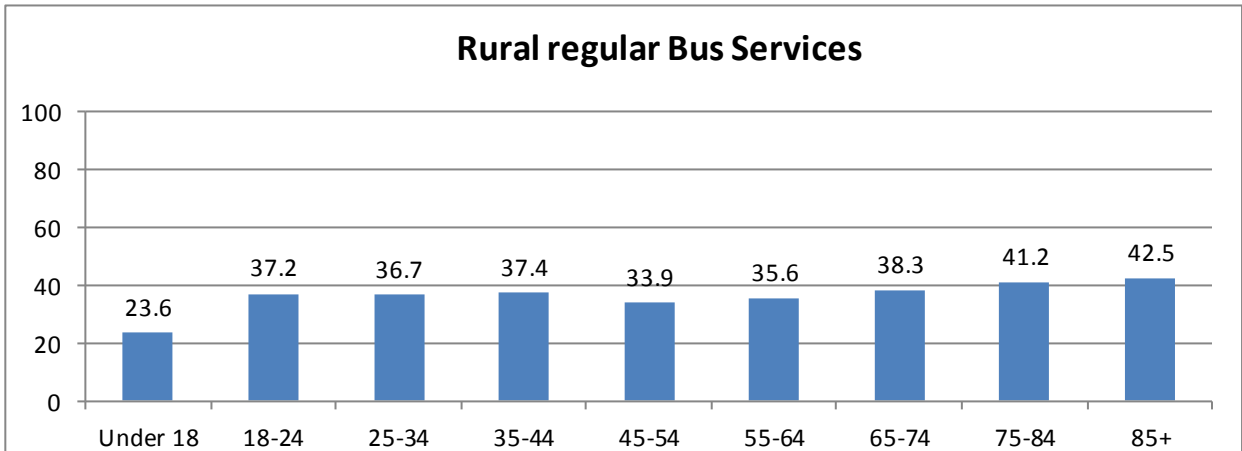
A. *The level of support for savings in this area increases as respondents get older – it is only the 18-24 age group that appear slightly against this proposal overall which may reflect their confidence in using the bus to travel yet at an age where they may not yet own a car.*

Q. *Do you support the Council looking for savings in this area? Strategic Bus network Services*



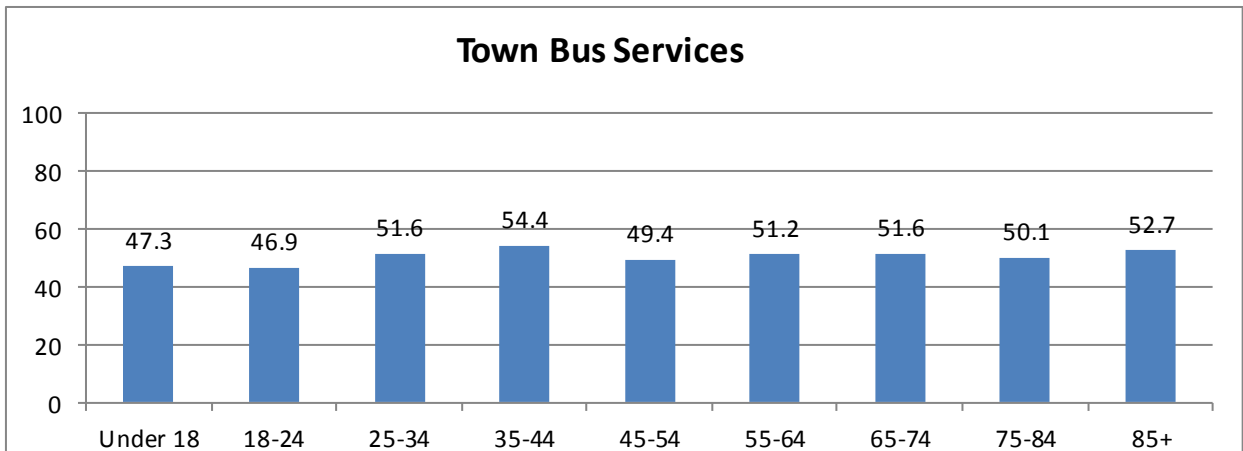
A. *Support for savings in this area rise slowly via the age groups but is in a minority until the ages 65+ which perhaps reflects the shorter journeys that older respondents undertake rather than journeys between major centres.*

Q. Do you support the Council looking for savings in this area? Rural regular Bus Services



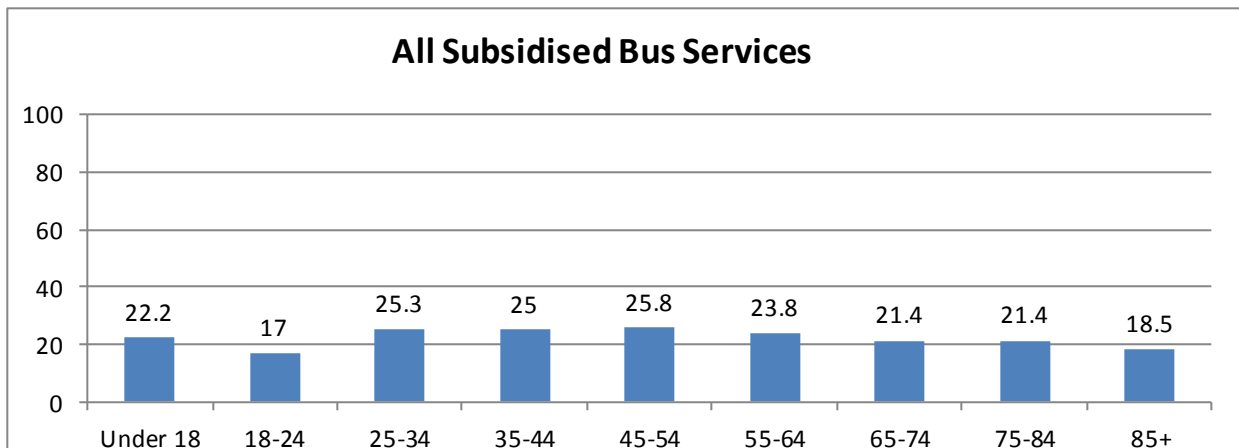
A. Support for savings in this area remain in the minority across all age ranges suggesting it is an area that is seen as essential in what is in effect a rural authority.

Q. Do you support the Council looking for savings in this area? Town Bus Services



A. Support for savings here are very similar across all age ranges with a rough 50/50 split for and against savings to Town Bus Services.

Q. *Do you support the Council looking for savings in this area? All subsidised Bus Services*



A. *Support for savings across all subsidised bus services remains universally low across all age ranges.*

**Topic 5 Looking for savings – is support for savings dependent on access to a car?**

Q. *Across all the options explored looking at savings from Evening services, Sunday and Public Holiday services, Strategic Network services, Town services and then Rural regular and Rural infrequent services, it was noticeable that the greatest impact would without doubt fall on those who do not have access to a car.*

A. *So of those who said that removing the subsidy “wouldn’t affect me at all, as I rarely if ever use such a service” between 69% and 89% said they had access to a car.*

*In contrast between 70% and 78% of people who said such changes “would have a big impact on me personally did not have access to a car.*

Option 24/7

23. Option 24/7 is a community interest group, details of the group can be found at the following link:

<http://option247.uk/index.html>

24. Their proposal is to franchise bus services in Wiltshire, by using revenue generated from the commercial, profitable bus services (not subsidised or managed by Wiltshire Council), to cross subsidise the bus services which Wiltshire Council funds. Powers to achieve this already exist in current legislation, but to date no other local authority in the country, including the large metropolitans, where bus usage and profitability, are significantly higher than in Wiltshire, have achieved this.

25. New legislation in the form of the buses bill will likely receive royal ascent in the spring / summer of 2017, which will make it clearer what franchising and enhanced partnership working with bus suppliers and other key stakeholders might look like. Unfortunately, this does not necessarily tie in with the timescales for this review. However, the Option 24/7 proposal should not be discounted and officers will continue to work with representatives of the group to develop the concept.
26. During the consultation period representatives of 24/7 were keen to promote the concept of franchising and from their website suggested how the public should respond. From the analysis of the free text comments, where all points raised were categorised and then sub categorised (**Appendix 3**), option 24/7 received 158 references out of the 15,294 recorded (around 1%).
27. In summary of the results of the questionnaire, they very much followed the same line as the outcomes from the pre consultation phase, with the main priority being on rural and strategic network services, so that people / communities do not become isolated. There was less of a priority placed upon on evenings and Sunday services. However, a reduction in one type of service category, i.e. evenings and Sundays, would adversely affect younger people and likewise a reduction in rural services would adversely affect the elderly.

## **Background**

28. The current Public Transport Strategy was approved by Cabinet at its meeting on 14 December 2010 and formally adopted by the Council at its meeting on 22 February 2011 as part of the Wiltshire LTP 2011-2026.
29. The Public Transport Strategy and its service delivery (i.e. Wiltshire Council supported bus services) are being reviewed as a result of continuing and growing pressures on Council budgets that mean that funding is no longer available to continue delivering bus services at the level that was envisaged when the LTP was published in 2011.
30. The review of the LTP Public Transport Strategy is part of a wider review of all areas of Wiltshire Council's passenger transport remit (except rail and taxis). The wider review will include re-examining policy and spending in home-to-school and college transport, SEND transport and social care client transport to make sure that service provision is aligned to priorities and to identify any scope for further savings. Work on this wider review is proceeding in parallel with the Public Transport Strategy review, and if it results in any proposals for changes to policies, they will also be subject to consultation before implementation.

## **Overview and Scrutiny Engagement**

31. Councillors (Councillors Peter Evans (Chair), Mollie Groom, Jacqui Lay, Magnus Macdonald and Graham Wright) on the Passenger Transport Review Task Group have been able to scrutinise the review at various stages through meetings held on 10 June 2015, 9 July 2015, 16 September 2015, and 3 December 2015. Task Group members also attended meetings organised as part of the pre-consultation exercise.

In addition, Councillor Peter Evans attended meetings of the Passenger Transport Review Project Board as a representative of the Task Group (the Project Board is chaired by Councillor Philip Whitehead (Cabinet Member for Highways and Transport) and is made up of Councillor Horace Prickett (Portfolio Holder for Passenger Transport), external key partner representatives and senior Wiltshire Council officers).

### **Safeguarding Implications**

32. There are no safeguarding implications as a direct result of this proposal. The pre-consultation exercise included discussions with children's services and adult social care teams in Wiltshire Council. An Equality Evidence Analysis Document formed part of the suite of supporting documents to the public consultation. This will be reviewed as part of a further paper outlining options being presented to Cabinet.

### **Public Health Implications**

33. There are no public health implications as a direct result of this proposal. The pre-consultation exercise included discussions with public health teams in Wiltshire Council. In addition, a Strategic Environmental Assessment (SEA), which includes a topic on 'healthy communities' formed part of the suite of supporting documents to the public consultation. This will be reviewed as part of a further paper outlining options being presented to Cabinet.

### **Procurement Implications**

34. There are no procurement implications as a direct result of this proposal.

### **Equalities Impact of the Proposal**

35. There are no equalities impact implications as a direct result of this proposal. An Equality Evidence Analysis Document formed part of the suite of supporting documents to the public consultation. This will be reviewed as part of a further paper outlining options being presented to Cabinet.

### **Environmental and Climate Change Considerations**

36. There are no environmental and climate change implications as a direct result of this proposal. A Strategic Environmental Assessment (SEA) and Habitats Regulation Assessment (HRA) formed part of the suite of supporting documents to the public consultation. The SEA and HRA will be reviewed as part of a further paper outlining options being presented to Cabinet.

### **Risk Assessment**

37. This section highlights the key risks and proposed management of those risks associated with the proposals in this report.

### **Risks that may arise if the proposed decision and related work is not taken**

38. None.

**Risks that may arise if the proposed decision is taken and actions that will be taken to manage these risks**

39. None.

**Financial Implications**

40. There are no financial implications as a direct result of this proposal.

**Legal Implications**

41. There are no legal implications as a direct result of this proposal.

**Options Considered**

42. In advance of any future decision on public transport in Wiltshire, it was decided, that it would be beneficial to provide the Environment Select Committee and Cabinet with early visibility of the consultation results, and to reduce the extent and complexity of the proposed further report to Cabinet.

**Conclusions**

43. For the Environment Select Committee and Cabinet to note the contents of this report in advance of a further paper outlining options being presented to Cabinet in future.

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**The following unpublished documents have been relied on in the preparation of this Report:**

None

**Appendices:**

Appendix 1 - Final results of questionnaire and the questionnaire

Appendix 2 - Summary of questionnaire responses

Appendix 3 - Summary of free text comments

Appendix 4 – Confirmation of organisations who responded

Appendix 5 – Wiltshire people First submission