

Concessionary Fare Scheme Proposal

1. Passholder Benefits

- 1.1. Within Districts Free travel within the Travel Concession Authority's area of residence for all classes of passholder ('Mandatory' Scheme). For the purposes of the scheme, the Wisbech town service will be regarded as operating wholly within Cambridgeshire.
- 1.2. Cross Border Holders of passes marked for 'Free' travel, that is the blind and partially sighted, will continue to travel free within Cambridgeshire and Peterborough and to and from the specified towns¹ immediately outside Cambridgeshire.
- 1.3. Holders of passes marked for 'Half Fare' will pay £1 single or £1.75 return for cross border travel including that to and from the specified towns, except at shown in 1.4 below.
- 1.4. For those travelling within the Cambridge 'Megarider' area², Newmarket, and Wisbech urban areas, the fare will 60p single and £1 return.

2. Reimbursement

- 2.1 In 2006/7 operators will continue to be reimbursed on a two monthly basis. This will consist of a payment of 30% of the 2005/6 annual amount, based on the mileage operated in period 6 of that year. This will be paid in the fourth week of each period³.
- 2.2 In addition, operators will receive additional funding if they can show that in the previous period their revenue foregone in accepting passes exceeds that of the payment received. For the purposes of calculating entitlement to additional funding, the generation factors as set out in Toolkit 1 of the DfT advice will be used. In order to qualify for the additional funding, operators must supply detailed returns of passholders carried.
- 2.3 Where operators require the issue of zero tickets, then reimbursement will be based on the actual revenue foregone. Where operators do not require tickets to be issued for free travel, reimbursement will be based on average fares paid by adult passengers travelling wholly within that Travel Concession Area on that route, using the formula set out in the DfT Guidance.
- 2.4 As a minimum requirement, all operators must supply detailed information of passholders every six months of the scheme's operation. Payments will be reduced if these indicate that the operator have received an overpayment. Failure to provide such information may lead to a reduction or cancellation of future payments.
- 2.5 In addition to reimbursement based on revenue foregone, operators will also be entitled to be reimbursed for additional costs, as set out in the DfT Guidance. Written evidence will be required to support any claim for such costs.
- 2.6 If an operator determines, for its own commercial purposes, to offer improved benefits for passholders then the Travel Concession Authorities will not be responsible for additional reimbursement.

3. Reimbursement Apportionment between Districts

- 3.1 Reimbursing operators for travel within each District will be the responsibility of that District. For cross border services, the District where journeys originate will be responsible, on return tickets this would be the origin of the outward journey. It is appreciated that this could lead to some errors. These could be corrected by on bus surveys of users.

¹ The specified towns are Bedford, Newmarket, Royston, Saffron Walden, Stamford, and those part of Wisbech which fall within Norfolk.

² Villages included will have to be specified for non-Stagecoach operators.

³ That is, in the fourth week of April, June, August, October, December, and February.

- 3.2 If those registered blind or partially sighted continue to enjoy free travel throughout Cambridgeshire and Peterborough then the County Council should consider funding them, excluding those resident in Peterborough.

4. Cambridge Park & Ride Services

- 4.1 It is likely that withdrawal of the use of passes on Park and Ride will have implications for car use within Cambridge. Consideration should be given to allowing passholders not entitled to free transport, to travel at half-fare (90p return currently).
- 4.2 Reimbursement to Stagecoach should be made in line with the proposals contained in paragraphs 2.1 and 2.2. It is proposed that Districts should meet the reimbursement cost in proportion to the usage of their passes on the services. This will involve surveying bus usage on bus.

5. Longer Term Pass Issues

- 5.1 Operators' staff may find it difficult to recognise the issuing district with the current passes. Consequently it will be necessary to move to passes that can be more clearly distinguished. It is suggested different colours could be adopted. Such passes could be introduced within the first year of the scheme and it is suggested that all existing passes are replaced by 1st April 2007.
- 5.2 Since this proposed scheme would involve moving to a revenue foregone system in 2006/7, it would be possible to introduce passes with a validity greater than a year, say five or ten years.
- 5.3 Consideration could be given during the 2006/7 year to moving to offering a pass that would allow free travel throughout Cambridgeshire and Peterborough. Payment could be asked for as long as those eligible are offered a pass allowing free travel within their Travel Concession Area. It would be possible to have pass charges varying between districts. There would be reimbursement issues, which might involve on bus surveying to determine reimbursement responsibilities.

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