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2 November 2012

## **GROWTH AND PROSPERITY OVERVIEW AND SCRUTINY PANEL**

### **TASK AND FINISH GROUP – SUBSIDISED BUS ROUTES AND THROUGH TICKETING**

Wednesday 24 October 2012, Tuesday 6 November, Tuesday 20 November and Monday 3  
December 2012

4pm, 4pm, 4pm and 11:30am respectively  
Council House, Next to the Civic Centre

**Members:**

Councillor Nicholson, Chair  
Councillor Mrs Nelder, Vice Chair  
Councillors Bowyer and Wheeler.

*PLEASE FIND ATTACHED ADDITIONAL REPORTS FOR CONSIDERATION UNDER AGENDA ITEM  
NUMBER 4.*

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Chief Executive

**4. SUBSIDISED BUS ROUTES AND THROUGH TICKETING (Pages 1 - 20)**  
**INTRODUCTION**

The Head of Sustainable Transport will provide an introduction to the Task and Finish Group and will refer to the request for scrutiny work programme item and the reports submitted.

# SUBSIDISED BUS SERVICES

## Overview



### Executive Summary

This report sets out an overview of the Council's activities around subsidised bus services. It provides information on why Plymouth has a supported bus network, which services are supported, contract management, usage data and information on Community Transport services. The Council supports a range of bus services across the City either in their entirety or partially through specific additions to existing commercial services. The Public Transport Team fulfils this function utilising an annual budget of £382k. Services are secured through a combination of full Official Journal of the European Union (OJEU) tender processes and competitive quotes depending on the nature of the service to be procured.

### Legal Background

The Council can provide subsidy for the operation of local passenger transport under legislation set out in the 1985 Transport Act. The key statutory duties detailed in section 63 of the Act for Local Authorities can be summarised as:

- To secure the provision of such public passenger transport services as the council considers appropriate to meet any public transport requirements which would not otherwise be met.
- In exercising functions relating to public passenger transport services, to have regard to the needs of elderly or disabled persons.

### Subsidising a bus service

There are a range of different circumstances whereby a bus service is subsidised. The three main areas are:

- At the end of the existing contract period or following a regular review.
- Intervention following changes to either subsidised or commercial routes.
- Utilising section 106 funds as they become available.

Bus services subsidised as part of Section 106 agreements are outside the scope of this report although wherever possible they are incorporated within the general framework for delivery to maximise value for money.

The criteria the Council use for providing Subsidised Bus Services is described in Appendix A and further detail on the process is given in Appendix B.

### Management of the Subsidised Network

- Patronage data is reviewed on a quarterly basis to track the effectiveness of each individual subsidised service and the cost per passenger.
- All services are reviewed regularly through the deployment of on-board staff who collect data on the actual journeys passengers are making; this is necessary as the monthly

patronage data received from Bus Operators only gives overall trip data not specific journey data. The reviews enable the team to identify the sections of routes where the majority of trips are made, where there are no alternative services, and hence offer the best service to communities.

Based on the data provided in Appendix B Plymouth residents make an average of 8368 weekly journeys on the subsidised network, at an average subsidy of £0.88 per journey.

### **Bus Service Operators Grant**

It should also be noted that the Department for Transport (DfT) has decided to allocate the fuel duty rebate, Bus Service Operators Grant (BSOG), directly to Local Authorities in respect to all subsidised services from 2013/14. A consultation paper is currently available from the DfT on the possible further expansion of this.

### **Community Transport**

Community Transport, largely provided by the Charity Access Plymouth, plays a key role in the provision of transport to Plymouth residents. The Ring and Ride and Community Car services offer door to door transport for elderly and/or disabled residents who are unable to use conventional public transport either because of availability or due to difficulties accessing it. A current trial is underway for residents in the north of the City through the provision of a Dial-A-Ride service which allows the pre booking of journeys at staggered costs to any destination including the Hospital, supermarkets, or even bus stops to allow passengers to interchange with bus services taking them into the City Centre or elsewhere.

The combined trips in 2011/12 on all Community Transport services was 12,728. All trips are return journeys.

### **Review of existing subsidised services**

Appendix C provides a list of the existing services the Council provide subsidy towards including overall cost and the cost per passenger.

## Appendix A: Criteria for providing Subsidised Bus Services

The Council works to provide the most effective balance between offering services which positively impact upon residents lives and having good network coverage. The limited size of the budget and the unprecedented amount of changes in local bus services over the last three years has required a flexible and dynamic approach to ensure as comprehensive a service as possible. The following factors are taken into account when subsidising a bus service.

- Available budget.
- Cost per passenger journey based on total passengers (from surveys and Electronic Ticket Machine (ETM) data for existing services). The Council's maximum guide cost is £1.65 per passenger. This is reviewed annually subject to industry costs and inflation.
- Total passengers per journey.
- Total unique passengers per journey (those who would not have access to an alternative service within 400 metres with at least an hourly frequency)
- Knowledge and detailed understanding of both historical and current context of services.
- Feedback from residents, stakeholders and Members.
- Topography.
- Car ownership levels.
- Accessibility links to the following:
  1. Main and local shopping centres / health facilities
  2. Key hubs to secure connections elsewhere
  3. Employment
  4. Education
  5. Leisure/tourism facilities

Detailed tender specifications are given to Bus Operators to quote against but the Public Transport Team is always clear that innovative proposals are welcome.

## **Appendix B: Process for subsidising a bus route**

The existing subsidised bus network has been developed over a number of years.

During the contract period, any comments and requests received from ward Members, members of the public or bus operators are taken into account when planning for the next contract period or sooner if cost effective benefits can be provided for residents by making changes during the existing contract term.

Receipt of de-registrations for commercial services lead the public transport team to gather patronage data for the withdrawn service and look at alternative service provision options. Where it is felt that a replacement service is warranted for all or part of that route, consideration is given to either putting a new service out for tender or amending an existing service.

The team also have regular liaison meetings with all of the city's bus operators and they are always asked for their views on the effectiveness of the subsidised service network, any potential changes they think may be required at the end of the contract terms, any upcoming commercial service changes they are prepared to share or any requests they have received from customers for new or amended services.

Most services are put out to tender using the open tender process, and in view of the general contract cost, the OJEU process is normally followed. To achieve the best possible value for money the team provide options for service contracts to be awarded as either a whole package or a number of smaller packages, rather than as individual services. This is why most contracts have the same expiry date.

Contracts are generally awarded for a period of 3 years with an option to extend the contract for a further 2 years although the Council does have the ability to award contracts for 5 years with the option to extend them for a further 3 years. Contracts are normally awarded for 3 years as this provides greater flexibility for the Council should it need to amend them following changes to the commercial services. However, it is acknowledged that shorter contract terms are not necessarily conducive to encouraging investment in newer vehicles by operators.

Under the 1985 Transport Act the Council is also able to award contracts on a *de minimus* basis. This is used when a contract is awarded for the extension of an existing service. An example could be where a Monday to Saturday daytime service is provided commercially but the evening and Sunday service is subsidised. There are limits on the value of such contracts.

**Appendix C: Current bus services supported by Plymouth City Council**

<b>Service</b>	<b>Route Details</b>	<b>Operator</b>	<b>Days Subsidised</b>	<b>Frequency</b>	<b>Operating Period</b>	<b>Full/Part Subsidy</b>	<b>Average Weekly Trips</b>	<b>Contract expiry date</b>
<b>7D</b>	City Centre - Plymstock - Hooe	Target Travel	Monday to Friday	Hourly	Off -peak	Full	620	23 May 2015
<b>13</b>	City Centre - Weston Mill & Saltash Passage	Plymouth Citybus	Monday to Friday	Hourly	09.00 to 19.00	Full	1,106	23 May 2015
<b>14</b>	City Centre - Devonport - Keyham - Ham - Crownhill - Derriford	Target Travel	Monday to Friday	Hourly	07.30 to 18.30	Full	1,418	23 May 2015
<b>16B</b>	City Centre - Kings Tamerton - Holly Park	Plymouth Citybus	Daily	Hourly	Evenings Only	Part (Evenings only)	757	31 May 2014
<b>18</b>	City Centre - Plymstock - Elburton	Target Travel	Monday to Friday	Hourly	09.10 to 17.40	Full	438	23 May 2015
<b>19</b>	City Centre - Coxside - Cattedown - Merafield	Target Travel	Monday to Friday	Hourly	07.30 to 18.10 Provides peak hour service in Coxside and Cattedown	Full	539	Rolling contract subject to full review

<b>25</b>	City Centre - Barbican - Hoe	Plymouth Citybus	Sundays & Bank Holidays - Summer Only	Every 30 minutes	09.30 to 18.00	Part (Sundays & Bank Holidays Summer Only)	203	31 May 2014
<b>27</b>	City Centre - Mutley - Efford - Deer Park - Austin Farm	Plymouth Citybus	Sundays & Bank Holidays Only	Hourly	08.45 to 17.45	Part (Sundays & Bank Holidays)	227	23 May 2015
<b>28B</b>	City Centre - Eggbuckland - Derriford Hospital	Plymouth Citybus	Sunday to Thursday	Hourly	Evenings Only	Part (Evenings only)	673	31 May 2014
<b>31</b>	City Centre - Ford - Beacon Park	Plymouth Citybus	Monday to Friday	Hourly	08.55 to 17.55	Full	689	31 May 2014
<b>39</b>	City Centre - Compton - Morrisons - Hartley Vale	Target Travel	Monday to Friday	Hourly	07.50 to 18.20	Full	532	23 May 2015
<b>52</b>	Plympton - Derriford Hospital	Target Travel	Monday to Friday	Hourly	06.10 to 19.15	Full	779	23 May 2015
<b>223</b>	St Budeaux - Kings Tamerton Circular	St Budeaux Taxibus	Monday to Friday	Every 30 minutes		Full	387	29 March 2013



# BUS PASSENGER TRENDS

National overview



## Overview

The information in this report is taken from both the Department for Transport's (DfT) Annual Bus Statistics 2010/11 and the DfT's Quarterly Bus Statistics published in September 2012.

The DfT are due to release an updated version of the annual report in two weeks.

## National trends

Bus passenger journeys in England increased by around 15 per cent between 2004/05 and 2008/09, but have remained broadly flat since then, with an increase in London offset by decreases outside London (see chart).

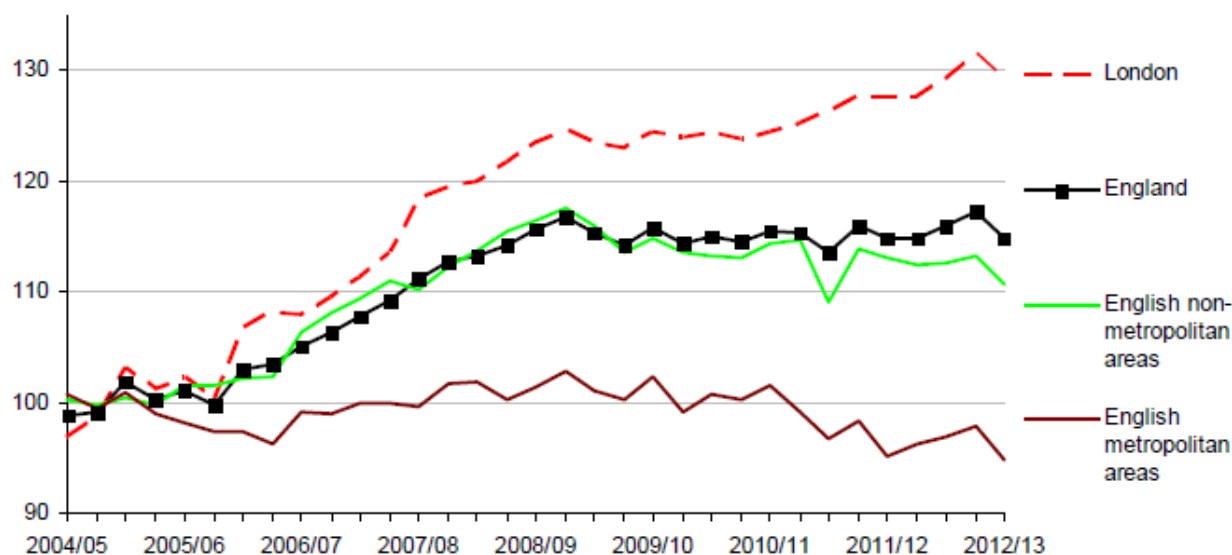
Between 2009/10 and 2010/11, journeys in England increased by 0.1 per cent to 4.61 billion, of which 2.27 billion (49 per cent) were in London. There were decreases of 1.7 per cent in metropolitan areas and 0.6 per cent in non-metropolitan areas, but an increase of 1.4 per cent in London.

Though figures for individual quarters should be interpreted with caution, they show a fall in seasonally adjusted journeys of 2 per cent for England compared with the previous quarter, with falls in London, metropolitan and non-metropolitan areas.

The table below uses 2004/05 as a base to compare changes in bus patronage levels. The axis is not actual trips but rather percentage changes since this base year to demonstrate the changes in each of the compared areas more clearly. For example London is shown to have increased by 30% from the base year to the first quarter of 2012/13.

## England Bus Passenger trends indexed from 2004/5

Index: 2004/05=100



**Plymouth's bus patronage trends**

Plymouth's bus patronage has largely followed the same national trends for non metropolitan areas identified above since the base year of 2004/05. However, rather than levelling off or reducing after 2008/09 Plymouth's patronage continued to rise with a reduction observed in 2011/12 which is in line with national trends.

<b>Year</b>	<b>2004/05</b>	<b>2005/06</b>	<b>2006/07</b>	<b>2007/08</b>	<b>2008/09</b>	<b>2009/10</b>	<b>2010/11</b>	<b>2011/12</b>
<b>Passenger journeys (million)</b>	18.56	17.77	20.43	19.78	20.57	20.61	20.71	20.18

# CITYBUS SERVICE CHANGES – NOVEMBER 2012



Service	Main Changes	Comments
5/5A City Centre- Plymstock and Elburton	Earlier arrival into the City Centre on Sunday and Bank Holiday mornings before 09.00	
8/9 City Centre – Efford and Laira	Improved service in evening peak with additional departure at 17.55 from Royal Parade	
13 City Centre – Saltash Passage	No changes	This service is supported by Plymouth City Council and is due for retender in Spring 2013
14D Peverell – Devonport – City Centre	No changes	
16 City Centre- Kings Tamerton	Weekday evening service now commercial and Sunday & Bank Holiday daytime frequency doubled	
16B City Centre – Holly Park	Kings Tamerton now served by commercial 16 service	Holly Park to be served by 43B with Council subsidy transferring to 43B
20 City Centre – Woodford – Chaddlewood	Direct link between Woodford and Colebrook and Ridgeway shops restored. Service re-routed via Lipson Vale and Laira and will operate as through link to Tamerton Foliot. Sunday and Bank Holiday daytime service restored	
21/21A City Centre – Chaddlewood and St Maurice	Existing Service 22 incorporated within 21/21A reintroducing the two- way loops around Chaddlewood and St Maurice. 21/21A will operate as a cross-city link with the 26 to Devonport and Barne Barton.	All journeys operate via Prince Rock and The Embankment. Reduced daytime frequency along the Glen Road/Chaddlewood corridor Laira and Lipson Vale to be served by the service 20
21B Steer Park – City Centre	Additional peak hour journeys on Mondays to Fridays only in Glen Road	

23/24 City Centre – Mount Gould	Early morning Dockyard journeys withdrawn. Enhanced Evening service up to 20.30	
25 City Centre- The Barbican & West Hoe	Improved peak hour services with more consistent timetable. Service will no longer extend to Mayflower Street.	Plymouth City Council supports Sunday and Bank Holiday services between early May and late September 2013
26 City Centre- Barne Barton	Will provide cross – city link with 21/21A to Plympton, Chaddlewood and St Maurice	
27 Torpoint Ferry – City Centre- Deer Park	Service split in the City Centre with section between Torpoint Ferry and City Centre becoming new 33 service. Section from City Centre to Deer Park extended to Egguckland and Derriford Hospital incorporating part of existing 28A/ 28B	Sunday and Bank Holiday daytime service in Delamere Road, Austin Farm lost. This was supported by City Council  Direct link from Deer Park to Crownhill and Derriford Hospital restored
28/28A/28B City Centre- Egguckland – Derriford Hospital	Part of service replaced by the service 27 being extended beyond Deer Park to Egguckland and Derriford Hospital	Frequency along Egguckland Road between Bluebird and Henders Corner halved
29 City Centre- West Park – Derriford Hospital	Service re-routed via Crownhill village en route to the Hospital	To be operated with double – deck buses from November
31 City Centre – Ford Park – Pennycross – Ford Shops	No Changes	This service is supported by Plymouth City Centre and is due to be retendered in Spring 2013
33 City Centre – Stoke – Torpoint Ferry	Replaces existing 27 service between City Centre and Torpoint Ferry. No changes to route or frequency	
34 City Centre- Millbay – Derriford Hospital	Service retimed but no route changes. Later journeys on Sundays and Bank Holidays	Reduced opportunities to access Estover Industrial Estate in morning peak
35 City Centre- Ham & North Prospect	Service retimed but no route changes  Evening peak service improved – 15 minute frequency maintained	
36 City Centre- City College – Goschen Centre	First and last journeys withdrawn	Service operates on College days only
40/41 City Centre- Southway	Will operate into City Centre via North Hill and Mayflower Street instead of North Road East. Separate Evening service on Sundays and Bank Holidays reintroduced	Direct links to Derriford Hospital to be provided by 42A and 46

42 City Centre- Derriford Hospital – Tamerton Foliot	Cross – city link to Plympton and Chaddlewood with 20. Additional short journeys between City Centre and Derriford Hospital giving a 15 minute frequency to/from Hospital. Route amended to serve Southway hourly and Looseleigh Lane hourly	Top end of Southway Drive will regain a direct link to the City Centre after a number of years
43 City Centre- Ernesettle	No changes	
43A City Centre- Saltash	Hourly Service on Sundays and Bank Holidays daytimes introduced	
43B City Centre- Holly Park	Subsidy currently supporting the 16B will instead support the evening 43B which will operate via St Budeaux Square to Holly Park rather than Kings Tamerton	Holly Park will regain a Sunday and Bank Holiday service as current 16B is diverted to Whitleigh. 44 reintroduced on Sunday & Bank Holiday evenings
44/44A City Centre- Whitleigh	Improved early morning and afternoon peak service. Hourly service reintroduced on Sunday and Bank Holiday evening	Current Sunday and Bank Holiday service provided by 16B
45 Plymouth – Ivybridge	New Service introduced in September	
46 Ernesettle – Derriford	New off-peak Service on Mondays to Fridays only linking Ernesettle, Whitleigh and Southway with Derriford Hospital	Partly replaces former Target Travel journeys on 46/47 withdrawn at end of August 2012. Operates via main estate roads only
49 Plymouth – Heybrook Bay	No Changes	Service supported by Devon County Council
50 City Centre – Derriford Hospital	Improved Evening Peak service with 15 minute frequency from City Centre maintained until 18.15	
61/62 City Centre- Transit Way – Derriford Hospital	Through journeys to Derriford Hospital retained and Sunday & Bank Holiday daytime frequency doubled. Sunday and Bank Holiday service reintroduced	St Peters Road, Sheridan Road and Chaucer Way regain a Sunday and Bank Holiday service all day
152 Saltash – Derriford Hospital	No Changes	

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# RELEVANT LEGISLATION

Scrutiny panel discussions



## Subsidised Bus Services

The 1985 Transport Act defines the role of Local Authorities in subsidising services. Section 63 of the act can be summarised as follows, although the full excerpt is included as Appendix A.

- To secure the provision of such public passenger transport services as the council considers appropriate to meet any public transport requirements which would not otherwise be met.
- In exercising functions relating to public passenger transport services, to have regard to the needs of elderly or disabled persons.

The 2008 Transport Act defines detailed parameters for the introduction of Voluntary Bus Partnerships, Quality Partnership Schemes and Quality Contracts as detailed in the report provided to the Scrutiny Panel meeting on 24 October 2012. To clarify a specific query through ticketing measures can be specified as part of Quality Partnership Schemes.

## Through Ticketing

Following recommendation from the Office of Fair Trading (OFT) a Block Exemption was approved in 2001 and extended in 2006 to cover public transport ticketing agreements in relation to the 1998 Competition Act. The legislation allows schemes to exist subject to a strict criteria which are designed to ensure competition is not distorted as a result of them. The Block Exemption specifies the following definitions which for the sake of the Scrutiny Panel discussions so far have all being covered under the heading 'Through ticketing':

**Multi-operator travelcards (MTCs)** which entitle ticket holders to make multiple journeys on a number of different operators' services across a number of different routes, provided those routes and services are not substantially the same - bus zonal tickets and travelcards, for example, are likely to be types of MTC.

- **through tickets (TTs)** which entitle ticket holders to make a particular journey using two or more services run by different operators where those operators do not compete with each other over a substantial part of the route covered by the ticket in question.
- **multi-operator individual tickets (MITs)** where two or more different operators provide services which can be used to make a particular journey and ticket holders can choose whichever service they use to make part or all of that journey.
- **short distance add-ons** which allow passengers to purchase an MTC as an extension to a ticket on an individual local route, and
- **long distance add-ons** which allow passengers to purchase a single-operator local service ticket, MTC or TT as an extension to a ticket on an individual long distance route.

The criteria the OFT may apply upon request is a competition test which gauges the impact of a proposed ticketing scheme on the local bus market.

## Appendix A - Transport Act 1985 section 63

*Functions of local councils with respect to passenger transport in areas other than passenger transport areas (1) In each non-metropolitan county of England and Wales it shall be the duty of the county council—*

*(a) to secure the provision of such public passenger transport services as the council consider it appropriate to secure to meet any public transport requirements within the county which would not in their view be met apart from any action taken by them for that purpose ; and*

*(b) to formulate from time to time general policies as to the descriptions of services they propose to secure under paragraph (a) above.*

*(2) It shall be the duty of a regional or islands council in Scotland, in relation to any part of their area which is not a passenger transport area—*

*(a) to secure the provision of such public passenger transport services as the council consider it appropriate to secure to meet any public transport requirements within their area which would not in their view be met apart from any action taken by them for that purpose; and*

*(b) to formulate from time to time general policies as to the descriptions of services they propose to secure under paragraph (a) above.*

*(3) In formulating policies under subsection (1)(b) or (2)(b) above with respect to the descriptions of services they propose to secure under subsection (1)(a) or (2)(a) above, a council shall have regard to any measures they are required or propose to take for meeting any transport requirements in exercise or performance of—*

*(a) any of their functions as a local education authority or (as the case may be) as an education authority ; or*

*(b) any of their social services or (as the case may be) social work functions.*

*(4) A non-metropolitan district council in England and Wales shall have power to secure the provision of such public passenger transport services as they consider it appropriate to secure to meet any public transport requirements within their area which would not in their view be met apart from any action taken by them for that purpose.*

*(5) For the purpose of securing the provision of any service under subsection (1)(a) or (2)(a) or (as the case may be) under subsection (4) above any council shall have power to enter into an agreement providing for service subsidies ; but their power to do so—*

*(a) shall be exercisable only where the service in question would not be provided without subsidy; and (b) is subject to sections 89 to 92 of this Act.*

*(6) A non-metropolitan county council in England and Wales or, in Scotland, a regional or islands council shall have power to take any measures that appear to them to be appropriate for the purpose of or in connection with promoting, so far as relates to their area—*

*(a) the availability of public passenger transport services other than subsidised services and the operation of such services, in conjunction with each other and with any available subsidised services, so as to meet any public transport requirements the council consider it appropriate to meet; or*

*(b) the convenience of the public (including persons who are elderly or disabled) in using all available public passenger transport services (whether subsidised or not).*

*(7) It shall be the duty of a county council or (as the case may be) of a regional or islands council, in exercising their power under subsection (6) above, so to conduct themselves as not to inhibit competition between persons providing or seeking to provide public passenger transport services in their area.*



*(8) It shall be the duty of any council, in exercising or performing any of their functions under the preceding provisions of this section, to have regard to the transport needs of members of the public who are elderly or disabled.*

*(9) References in subsection (6) above to subsidised services are references to services provided under an agreement providing for service subsidies entered into—*

*(a) by the council in question or by any other county or . district council or regional or islands council under this section; or*

*(b) by the Passenger Transport Executive for any passenger transport area under section 9A(4) of the 1968 Act.*

*(10) In this Act*

*(a) " public passenger transport services " means all those services on which members of the public rely for getting from place to place, when not relying on private facilities of their own, including school transport but not—*

*(i) services provided under permits under section 19 of this Act, other than services provided wholly or mainly to meet the needs of members of the public who are elderly or disabled ; or*

*(ii) excursions or tours ; and*

*(b) references, in relation to any Passenger Transport Executive, non-metropolitan county or district council or regional or islands council, to agreements providing for service subsidies are references to agreements under which any person undertakes to provide a public passenger transport service of any description on terms which include provision for the making of payments to that person by that Executive or council.*

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# PLYMOUTH GREEN TRAVEL PASS SCHEME

## Overview



### Summary

The Plymouth Green Travel Pass is a multi operator bus pass which is available to employees of participating companies. Overall co-ordination and marketing of the scheme is managed by Plymouth City Council with financial matters on behalf of both the participating companies and bus operators being managed by Plymouth Citybus.

The scheme was set up in 2002 and was designed as an initiative to encourage employers to promote sustainable transport to their employees. The bus operators currently participating in the scheme are Plymouth Citybus, First Devon and Cornwall, Target Travel and Western Greyhound. The participating bus companies and City Council form the Green Travel Pass steering group. Liaison with member organisations also helps to inform the management of the scheme.

There has been a decline in membership over recent years as the cost of the passes have risen at a higher rate than standard ticket prices. Prices are determined on an annual basis by the participating bus operators and the current cost of the passes has been set on the basis that the passes are a premium product, due to the multi-operator nature of the pass, and therefore should attract a premium price compared to a single operator season ticket. The pass is now becoming a niche product for those who regularly use more than one bus operator.

### How it works

Companies are able to apply for membership of the scheme if they have an active travel plan. The application is considered by the Green Travel Pass steering group. Additional bus operators are also able to apply for membership of the Green Travel Pass scheme if they wish to.

On joining the scheme employees of participating companies are able to have one of three passes; a city zone, all zone or outer zone, which is shown in the map below. These zones mean the pass covers the City's travel to work area. Payments for the pass are managed by the employee's company who are subsequently invoiced on a monthly basis by Plymouth Citybus.

Green Travel Pass holders are entitled to unlimited travel 7 days a week on all services provided by the four participating operators within the specified zone (except Park & Ride 1 and 2).

The City Council, in partnership with the participating companies, manage the development of the marking material for the scheme to the employees of partner organisations and the Council leads on the promotion of the scheme to new businesses.

In the case of Plymouth City Council payment for the Green Travel Pass is made through direct monthly deductions from member's salaries.

## **Benefits for Employers**

There are a number of benefits for employers joining the scheme including:

- Green credentials - demonstrating their commitment to encouraging sustainable travel, through reducing traffic congestion and carbon emissions.
- Staff benefits – setting up a monthly payment through the payroll system for the pass reduces the need for staff to do the hard work themselves.
- Addresses staff travel – a valuable tool for the company’s travel plan.

## **Benefits for employees**

Benefits for employees joining the scheme include:

- Multi operator ticket – offering flexibility and choice. The scheme is designed to save money for those who regularly use more than one operator to get to work.
- Payment and renewal – passes only need to be renewed annually and payment is organised by the employer increasing the convenience of the pass to the employee
- Greener travel – helping reduce congestion and carbon emissions.
- Quicker travel – journeys can benefit from the city’s bus priority measures such as bus lanes and traffic signal priority.

## **Cost**

The monthly cost of the pass to the employee is:

- City Zone - £45 (£540 per annum)
- All Zone - £59 (£708 per annum)
- Country Zone - £85 (£1,020 per annum)

## **Future Growth**

All companies who develop a travel plan with the City Council are informed about the Green Travel Pass scheme as one of the measures they could introduce to support sustainable travel amongst staff and a website has been set up to answer initial enquiries about the scheme.

The Sustainable Transport Team will continue to promote the scheme to all companies in the City. The Plymotion at Your Workplace programme, the business focussed personalised travel planning component of the Local Sustainable Transport Fund Plymotion programme, which runs for the next three years, will provide an opportunity to promote the scheme to companies in the Plymotion area which spans from Devonport in the west to Plympton and Plymstock in the east.

**Participating companies**

10 companies currently participate in the scheme with a total of 769 members. Full details of the companies and their pass-holders are shown in the table below:

<b>Company</b>	<b>City Zone</b>	<b>All Zone</b>	<b>Country Zone</b>	<b>Total Passes</b>
Derriford Hospital	0	347	16	363
Royal Mail	0	14	0	14
Plymouth University	83	82	15	180
EDF Energy	6	3	1	10
City College Plymouth	4	4	0	8
Plymouth City Council	57	105	7	169
Foot Anstey	4	2	0	6
Stoke Damerel	1	3	0	4
Plymouth Community Homes	2	6	0	8
Harbour Drug & Alcohol	3	4	0	7
<b>TOTAL</b>	<b>160</b>	<b>570</b>	<b>39</b>	<b>769</b>

# GREEN TRAVEL PASS ZONES

