

Report of	Meeting	Date
Deputy Chief Executive (Introduced by the Executive Member (Resources))	Executive Member Decision	29/05/20

CENTRAL LANCASHIRE DIAL-A-RIDE FUNDING GRANT

PURPOSE OF REPORT

- To approve the funding granted to Central Lancashire Dial-a-Ride (CLDAR).

RECOMMENDATION(S)

- To approve £20,000 to contribute to the delivery of Central Lancashire Dial-a-Ride due to a reduction in the value of Lancashire County Council community transport contract. This will be awarded on a 1+1+1 basis for the next three years.

EXECUTIVE SUMMARY OF REPORT

- Central Lancashire Dial-A-Ride (CLDAR) is part the Lancashire Transport Consortium which is a consortium of independent dial-a-rides covering the majority of Lancashire. The Consortium has delivered the community transport offer for Lancashire County Council (LCC) and this has now been retendered, however the new tender will be at the value of £375k across the Lancashire Community Transport Consortium. This is reduction of £165k across the consortium and each Dial-a-Ride service within the consortium needs to find additional funding to bridge the gap left by LCC.
- CLDAR have approached Chorley Council and South Ribble Council for funding to bridge the gap. The Lancashire Transport Consortium won the contract for delivering Community Transport for LCC.

Confidential report Please bold as appropriate	Yes	No
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Key Decision? Please bold as appropriate	Yes	No
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Reason Please bold as appropriate	1, a change in service provision that impacts upon the service revenue budget by £100,000 or more	2, a contract worth £100,000 or more
	3, a new or unprogrammed capital scheme of £100,000 or more	4, Significant impact in environmental, social or physical terms in two or more wards

REASONS FOR RECOMMENDATION(S) (If the recommendations are accepted)

- To enable the continuation of dial-a-ride services to residents; supporting our corporate objectives to foster clean safe and healthy communities, reduce social isolation and loneliness and close the gap on health inequalities.

ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

- No funding be provided to Central Lancashire Dial-a-Ride.

CORPORATE PRIORITIES

- This report relates to the following Strategic Objectives:

Involving residents in improving their local area and equality of access for all		A strong local economy	
Clean, safe and healthy homes and communities		An ambitious council that does more to meet the needs of residents and the local area	

BACKGROUND

- Central Lancs Dial-A-Ride (CLDAR) is part the Lancashire Transport Consortium which is a consortium of independent dial-a-rides covering the majority of Lancashire. For the last five years the Lancashire Transport Consortium has had a contract with LCC and an annual funding grant of £513k is received. The funding was split across the independent Dial-A-Rides with CLDAR receiving 23% of this which amounts to £121k.
- CLDAR were informed by LCC that the service was to be retendered and the new tender was at the value of £375k across the Lancashire Community Transport Consortium. This is reduction of £165k across the consortium. Between December 2019 and May 2020 the tender process took place with an award of the tender in May to the Lancashire Community Transport Consortium. The period of the new contract is from 1st June 2020 to 31st May 2023.
- CLDAR have approached both Chorley Council and South Ribble Council for contributions in funding towards their service delivery.

CURRENT POSITION

- The Lancashire Transport Consortium have won the contract for delivering Community Transport for Lancashire County Council and each partner of the consortium will have to sign a parallel agreement before the end of May.
- The below details the final agreed split of the funding across all members of the consortium. Initially it was thought the contract would be of a value of £350k, this has slightly increased to a total of £375k. The table outlines the previous budget allocated to each member and how this has changed with the reduction in the contract value from LCC, with CLDAR now receiving £37k less than the previous contract.

FUNDING

- The funding split between South Ribble Council and Chorley Council is proposed as follows. The funding split is reflective of the proportion of service delivery in each authority.

	% of total service delivered	Proposed funding contribution
Chorley Council	84%	£20,000

South Ribble Council	16%	£5,000
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14. It should be noted that South Ribble Council is considering provision of a grant of around £15,000 to Preston Community Transport. (PCT). PCT are the predominant provider within South Ribble, delivering around 20,000 single passenger trips per year. A separate report will be provided to the relevant Cabinet member at South Ribble Borough Council.
15. Conditions of the funding would be to complete a service level agreement with the Council to agree how the money will be spent, the level of services provided, outcomes and an agreed monitoring regime. This will be based on existing performance of approx. 25,000 single passenger journeys per year, which is roughly just over 2,000 per month within the Chorley borough.
16. The funding period will commence from June 2020 and will be reviewed in June 2021.

IMPLICATIONS OF REPORT

17. A successful tender to LCC has been made and funding provided to the consortium on a 3 year basis. The inclusion of a +1 approach on each years grant enables the Council to mitigate any risk should there be problems with the LCC contract. The +1 approach enables the Council to mitigate any risk to performance related issues in relation to the service level agreement.
18. This report has implications in the following areas and the relevant Directors' comments are included:

Finance	x	Customer Services	
Human Resources		Equality and Diversity	
Legal		Integrated Impact Assessment required?	
No significant implications in this area		Policy and Communications	

COMMENTS OF THE STATUTORY FINANCE OFFICER

19. It should be noted that for Chorley Council there is £20k from 19/20 in the budget as a one-off saving which can be used to fund the 2020/21 payment. To cover the following 2 years we will need to add £20k to the budget or use one-off amounts. However, as this is 1+1+1 then we are able to revisit every year with the financial risk minimised.

COMMENTS OF THE MONITORING OFFICER

20. No comment.

CHRIS SINNOTT
DEPUTY CHIEF EXECUTIVE

Report Author	Ext	Date
Rebecca Aziz-Brook	5348	29/05/20

Following careful consideration and assessment of the contents of this report, I approve the recommendation(s) contained in Paragraph 2 of the report in accordance with my delegated power to make executive decisions.



Dated 17.06.20

Councillor Peter Wilson
Executive Member (Resources)