

**Financial implications of recommended options****Commercial bus services****264A**

Capital investment in bus stop infrastructure	£200k (from LTP)
Revenue spent on bus information	£nil

**Subsidised bus****265A**

Revenue cost of continuing existing subsidised bus services	£110k growth required
Saving from withdrawal of services in table 5 (87)	-£96k saving available

**265B**

Revenue cost of one rural bus trial utilising D&R vehicle	£25k growth required
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**Dial & Ride****266A**

Capital cost of one new D&R vehicle	£60k (from LTP)
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**266B**

Revenue cost of renegotiating D&R contract	£nil
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**266C**

Increased D&R resulting from fares increase	-£4k saving available
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**Concessionary Travel****268A**

Retain current bus pass acceptance hours	£nil
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**268B**

Withdraw alternative to the bus pass to over 60's however increase the value of tokens to £50 for eligible disabled.	£60k saving
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**268C**

Revenue cost of token distribution to the over 75s and eligible disabled only @ £40	£130k growth required
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**268C**

Capital cost of introduction of a 'taxicard'	£100k (from LTP)
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**268E**

Simplification of token distribution to under 60s disabled	£'nil
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## ANNEX D

### 268F

Revenue saving resulting from reduced distribution venues	-£6.5k saving available
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### Bus Information

#### 270B

Revenue cost to investigate feasibility of accessing Metro's 'COSA Trackbuilder'	£'nil
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#### 270D

Purchase of a licence for Bus Operator Reports	£12k growth required
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