



13 November 2014

Agenda Item: 4

REPORT OF THE SERVICE DIRECTOR TRANSPORT, PROPERTY AND ENVIRONMENT

CHANGES TO THE TRENTBARTON COMMERCIAL BUS SERVICE 27

Purpose of the Report

1. To inform Committee of changes to Trentbarton commercial service 27 from 1 December and to seek approval for the revision of supported services 531, 532 and 402.

Information and Advice

2. Trentbarton have announced changes to commercial service 27 operating from Ilkeston – Awwsworth – Kimberley which will leave the Kimberley Maws Lane and Hardy Street areas with no bus service.
3. The above area has a high number of elderly residents who rely on public transport to access key amenities in Kimberley and Eastwood. In order to ensure that these areas have a bus service it is proposed to revise the County Council's 531, 532 and 402 services which were introduced in August 2014 to include an off-peak service to Maws Lane and Hardy Street.
4. In addition the revised services will also improve and provide:
 - An off peak service from Selston via Underwood – Moor Green and Watnall to Phoenix Park
 - A divert bus service from Moor Green to Eastwood
 - A link between Selston – Underwood
5. For reference a bus route map (Appendix 1) and timetable (Appendix 2) are attached.
6. It should be noted that the revised 531, 532 and 533 (previously 402) will be operated by County Council fleet vehicles which also operate journeys to and from Day Centres.

Reasons for Recommendations

7. The recommendation and continued financial support meet the objectives of promoting public transport, reducing congestion, promoting economic recovery and offering travel choices.

Statutory and Policy Implications

8. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, the NHS Constitution (Public Health only), the public sector equality duty, safeguarding of children and vulnerable adults, service users, sustainability and the environment and ways of working and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Implications for Service Users

9. The provision of the revised local bus service enables users to access key services, jobs, health and leisure.

Financial Implications

10. Initially the additional costs relating to the provision of the supported bus services are expected to be £38,000 per year which will be funded from the surplus Bus Lane Priority Enforcement revenue. The Committee should note that the use of one Day Centre vehicle to operate local bus services has also reduced the cost of social care transport by £20,000 as a consequence of higher utilisation.

RECOMMENDATIONS

It is recommended that Committee:

- 1) Note the changes to the Trentbarton service 27
- 2) Approve the changes to the timetables for local bus services 531, 532 and 402
- 3) Approve funding the additional costs arising as set out in paragraph 10 of the report

Mark Hudson
Group Manager, Transport and Travel Services

For any enquiries about this report please contact:

Mark Hudson, Group Manager, Transport and Travel Services
Chris Ward, Team Manager North, Transport and Travel Services

Constitutional Comments (SG 30.10.14)

12. The proposals in this report fall within the remit of this Committee.

Financial Comments (DJK 28.10.14)

13. The financial implications are set out in paragraph 10 of the report.

Background Papers

Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

None

Electoral Divisions and Members Affected

Kimberley & Trowell, Eastwood, Selston, Beauvale, Nuthall