



**8 January 2015**

**Agenda Item: 4**

**REPORT OF THE SERVICE DIRECTOR TRANSPORT, PROPERTY AND  
ENVIRONMENT**

**CHANGES TO LOCAL BUS SERVICES**

**Purpose of the Report**

1. To seek Committee approval for proposed changes to the supported local bus service network.

**Information and Advice**

2. Significant changes were made to the supported local bus network in August 2014 in order to reduce the local bus service budget by £1.8m (30%). The actual savings achieved in the August review was £1.96m. The savings have been achieved through a combination of service withdrawals, efficiencies including integrating some of the new services using the internal fleet, reducing frequencies and introducing more connecting services.
3. The new network of services have resulted in a few problems which are to be expected when the network has been radically revamped. In order to resolve these an ongoing review of the network has been undertaken in conjunction with bus operators and users to identify the main hotspots and find solutions.
4. The above review has led to identifying a prioritised list of services in order to ensure that passengers can access key services for employment, health and essential shopping by public transport. This report therefore proposes to use some of the additional savings to fund additional services from February/March 2015.

**Proposals**

5. The following changes are proposed:
  - a) Service 42/43 operates between Retford to Worksop: To add additional early evening journeys to improve access to/from the Manton Wood Enterprise zone and Wilkinson's logistical depot between Retford and Worksop. Estimated cost £20k pa.
  - b) Service 417 Sutton in Ashfield town circular service: To introduce an early morning journey from Eastfield side to Sutton in Ashfield to relieve occasional overcrowding and to remove a conflict of stand allocation at Sutton Bus Station. The change is cost neutral.

- c) Service 219 Mansfield Berry Hill Quarry: To add two off-peak journeys using existing internal fleet vehicles to improve the frequency of the service. Additional cost £10k pa to the local bus budget but a saving for the Adult Social Care transport budget; which in effect is cost neutral in overall terms.
- d) Service 127 Misson to Harworth: To improve the timetable and add a Saturday service for Misson and the residents of the Harworth Sandrock Road area. Anticipated additional costs are £17k pa.
- e) Service 204 Mansfield to Mansfield Woodhouse: To extend the last journey to cover the whole of the Mansfield Woodhouse route. No additional costs are anticipated.
- f) Service 140 Skegby: This service was withdrawn in August 2014 leaving the area with no evening services. In partnership with the local Community Transport provider it is proposed to introduce an evening service in this area, initially on Thursday, Friday and Saturday. Anticipated cost £15k pa.
- g) Services in south of Rushcliffe: A number of Parish Councils in the area have expressed concerns regarding the revised network of services in the area. A meeting with the Parish Councils is being arranged for January 2015 to discuss the issues and identify possible solutions. This will be the subject of a separate report to the Committee in due course.

## **Next Steps**

- 6. If approved, the new services will need to be registered with the Traffic Commissioners giving a minimum of 56 days notice. The services can, therefore, be introduced in late February or early March. In advance of their introduction the services will be aggressively promoted using internet, leaflets and local support/outlets. The services will be reviewed after 6-9 months operation.

## **Reasons for Recommendations**

- 7. The recommendation and continued financial support meet the objectives of promoting public transport, reducing congestion, promoting economic recovery and providing 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. The additional costs relating to the proposals are expected to be £62k per year which will be funded from the current revenue budget for supported bus services. The additional services will be monitored and operated on a 'use it or lose it' principle. The Committee should note that the use of a Day Centre vehicle to operate service 219 will also reduce the cost of social care transport by c£10k as a consequence of better utilisation of the in-house fleet.

## **RECOMMENDATIONS**

It is recommended that Committee:

- 1) Approve the individual proposals in paragraph 5.

**Mark Hudson**  
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**For any enquiries about this report please contact:**

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### **Constitutional Comments (CEH16.12.2014)**

11. The recommendation falls within the remit of the Transport and Highways Committee terms of reference.

### **Financial Comments (TMR17.12.2014)**

12. 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.

### **Electoral Divisions and Members Affected**

All