

Appendix 1 – Local Bus Reductions

Background.

In 2015 an Option for Change was approved by Full Council to reduce the Local Bus budget by £720k by 2017. This comprised £150k achieved through earlier reviews, £150k through network efficiencies in Bassetlaw and Ollerton and the remaining £420k to be achieved through other reductions and withdrawals. The MRG has been concerned with the £420k reduction of contract costs, with options and plans presented at a number of meetings. This paper contains the final proposals to achieve the necessary reductions with further background information and supporting evidence contained in the appendix. Current and proposed timetables, SPTF and passenger survey data are included where applicable. A list of villages in Nottinghamshire which currently have no public transport service, along with any changes is also included.

Proposals.

The seven proposals below will deliver an expected £420k saving from the local bus budget.

1. Service – Sherwood Arrow

Bassetlaw, Newark & Sherwood

Average passengers per trip = 0.4

Average cost per passenger = £64.61

Saving - £6,659

Proposal to withdraw the support contract for the 06:40 journey of the Sherwood Arrow from Worksop to Ollerton, the Ollerton to Nottingham journey will be unaffected. There are alternative options available either at an earlier or later time or by using the Robin Hood Line train route. This will deliver a full year saving of £6,659.

2. Service 3,3A/31A,31B/41,41B

Newark & Sherwood

Average passengers per trip = 2.1

Average cost per passenger = £16.33

Saving – approx. £80k

The proposal is to withdraw the support contracts for the above services and to replace some elements with revised routes and timetables. The current contracts also provide a mainstream primary school service and an Adult Day Centre service. These elements will be maintained in the new proposals. The main changes are that service 3 would be withdrawn with service 3A changing to three days per week. A revised route and timetable for Fernwood and Barnby on route 41,41B would operate during the week with a reduced frequency on Wednesday and Friday. Service 31A,31B would continue but with an amended timetable. Fernwood and Barnby have some alternative services within 800m of most properties, Bathly would be included on a new service being introduced as part of the Ollerton area review. Passenger surveys have shown very low use on both service 3 and 41,41B.

3. Service 47

Gedling, Newark & Sherwood

Average passengers per trip = 7.6

Average cost per passenger = £1.03

Saving – approx. £90k

The proposal is to withdraw the support contract which extends the commercially provided service 47 beyond Calverton to Lowdham and to replace it with a reduced frequency connecting service. The main change will be that Oxton, Epperstone, Moor Lane and Lowdham Main Street would have no direct service to Nottingham, there would be connecting facilities with high frequency routes at either Calverton or Lowdham. The service would revert to an off peak timetable with commuter journeys being available for Oxton/Epperstone on the current Calverton Connection.

4. Service 54

Newark & Sherwood, Rushcliffe

Average passengers per trip = 1.8

Average cost per passenger = £29.34

Saving – approx. £50k

It is proposed to merge the three existing contracts providing peak commuter services between Bingham and Newark.

Villages served are Newton, East Bridgford, Car Colston, Flintham, Elston and East Stoke and Farndon. If all three contracts are withdrawn there will be no commuter services in this area, in particular the first service from Farndon to Newark would be 08:30. It is proposed to withdraw two contracts and to adjust the timings on the remaining contract, this will maintain a peak time run from Bingham to Newark with return and an additional peak time short journey from Farndon. These would be timed to arrive in Newark between 07:30 and 08:00 (specific timetable to be agreed following consultation). Passenger figures show low usage but these are employment related and the services would maintain access to Newark Bus Station and Northgate Rail Station and the main employment zones.

5. Service 127,198

Bassetlaw

Average passengers per trip = 0.4

Average cost per passenger = £38.57

Saving £104k

The previous operator ceased trading on April 2nd 2016. An alternative service for Misson was agreed with Stagecoach to extend their current service 27 to Misson three times per day in addition to the current Stagecoach runs at peak / school times. Areas which are not covered by this are Sandrock Road in Harworth and the early morning link from Gringley to Bawtry.

Sandrock Road has alternative services within 200m, Wiseton has no bus usage and the early morning connection has proved to be little used. The replacement service to Misson ensures access to essential services in Bawtry or Retford with connections to high frequency services to Worksop and Doncaster. The cost of this will be £20 per day which will achieve a full year saving of £104k

6. Service 728, 531, 532, 533

Ashfield / Gedling / Broxtowe

Average passengers per trip = 2.3

Average cost per passenger = £5.18

Saving – approx. £50k

It is proposed to integrate the operation of four services in the Broxtowe / Ashfield area. The 728 service currently operates from Hucknall through Bestwood to Bulwell and through Phoenix Park tram station to the Mornington Crescent area of Bilborough, the service operates from 06:30 to 18:30 and provides access to the key priorities of employment, health and essential shopping. Service 531,2,3 provides off peak services to a range of villages to the North of Eastwood helping to maintain access to employment, health and essential shopping.

The revised service would continue to serve all communities on the current 531,2,3 routes, the actual routes would vary slightly and journey times into Eastwood will be longer from Moorgreen. The links to Phoenix Part NET would be enhanced and a link to Bulwell created as an alternative employment, health and shopping location. On the 728 route Bestwood Village would maintain its service and frequency to Bulwell, frequencies to Hucknall would be reduced to hourly and be available on the Trentbarton 141 route. The Vaughan Estate area of Hucknall would lose its dedicated route, however the alternative Trentbarton 141 route operates hourly to both Hucknall and Nottingham along Papplewick Lane, most properties would be within 800m of these stops and passenger data shows around only 4 passengers per week using the service from this area. At the other end of the route Assarts Farm/Mornington Crescent, Old Nuthall would lose the service to Phoenix Park and Bulwell, there is however an alternative NCT L33 service providing this link.

The savings (approx. £50k) will be achieved by better use of NCC Fleet transport and reducing external supplier costs.

7. Service – 831,832

Rushcliffe

Average passengers per trip = 0.2

Average cost per passenger = £75.14

Saving - £39,624

Proposal to withdraw the support contract for services 831,832. These currently provide peak time commuter service for Kinoulton, Hickling, Willoughby, Wysall to Keyworth for connections to Nottingham. There are no alternative services at this time but SPTF and passenger surveys show that less than 1.5 passenger per day using the services. Off peak services operate under a separate contract and are not affected. Full year savings = £39,624 (ASCH transport costs may increase by around £14k through the loss of integration)