

**23 June 2016****Agenda Item:****REPORT OF THE SERVICE DIRECTOR ENVIRONMENT, TRANSPORT AND  
PROPERTY****CHANGES TO THE LOCAL/COMMERCIAL BUS SERVICE NETWORK****Purpose of the Report**

1. To inform Committee of recent changes to the local and commercial bus service network and the actions taken by the Manager, Transport and Travel Services to cancel vary or replace services.

**Information and Advice**

2. The County Council has a duty (Transport Act 1985) to consider local needs and which supported bus services are necessary where there are no commercial services available. In 2016/17 £4.1m will be spent on supported bus services across the county.
3. Local bus services across the county are provided in two ways:
  - (i) Commercial services which operate without funding support
  - (ii) Supported services which are subsidised by the Council

All bus services must be registered, giving a minimum of 56 days' notice to the Traffic Commissioner, who administers and manages the local bus service registration and performance service. Bus operators must also send copies of the new registrations, variations and cancellations at the same time to the County Council. On most occasions bus operators give the County Council advance notice of their intentions so that decisions on any intervention can be taken and the public notified at the earliest opportunity.

4. This regular report advises Committee of changes to the local bus network and provides information of related operational decisions made by the Manager, Transport and Travel Services to replace vary or cancel services. The Committee should note that these operational decisions are due to the urgency involved in reacting to the decisions made by bus companies particularly when they impact on local bus and school transport services. Furthermore, any decisions made in this regard have followed discussions with local County Councillors and other stakeholders.
5. In 2014 the County Council withdrew support for two evening journeys to Shelford and East Bridgford as part of the budget efficiencies review. Following extensive local consultation in 2015 Trentbarton Buses agreed to re-instate these services and provide additional evening journeys for villages to the south of Bingham on a commercial basis. Trentbarton have now advised the County Council that they will be withdrawing the

evening journeys on their Rushcliffe Villager routes from 31 July 2016. Passenger figures and revenue information unfortunately show that patronage has not been sufficient to make these viable. Average revenue for the 8 months of operation has been £864.88 per month against an operating cost of £3,018 per period. In recent months the level of use has also dropped sharply from 971 passengers in January to 620 in April. The daytime Villager 1 & 2 services are unaffected by these withdrawals. All local Members and Parish Councils have been informed of the decision.

6. Cotswold CVS Transport have recently gone into administration. They operated two local bus routes, one primary school run and an adult day centre route under contract to the County Council, these have all been covered with local operators and our own Fleet Transport Service at no additional cost. The services had been part of the local transport review carried out in the Newark area in 2012/13 and included trial tenders for operating Adult Day Care services. At that time Cotswold CVS Transport were the only bidders for this work.
7. Service 510 operated by Fleet Transport in the Beeston and Stapleford area is currently being reviewed following a number of complaints regarding reliability. It is proposed to revise the afternoon timetable and remove the last journey which carries virtually no passengers. Local Members will be consulted before any changes are agreed or introduced.
8. There are a number of road works and road closures around the County which will affect local bus services. During the closures we will be operating a replacement shuttle service for Radcliffe on Trent, Newstead Village and Upton to maintain access to employment, health and essential shopping. The additional costs of around £7,500 can be contained within the local bus budget.

### **Reasons for Recommendations**

9. The recommendation and continued financial support meets the objectives of promoting public transport, reducing congestion, promoting economic recovery and offers travel choice.

### **Statutory and Policy Implications**

10. 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**

11. The provision of local bus services enables users to access key services, jobs, training and leisure. The arrangements detailed above have been made to ensure access to the key priorities of employment, education, health and essential shopping.

### **Financial Implications**

12. The costs (£7,500) relating to the provision of shuttle bus services outlined in this report can be contained within the allocated budget for 2016/17.

## **RECOMMENDATIONS**

It is recommended that Committee:

- 1) Note the report regarding changes to the supported and local and bus service networks.

**Jas Hundal**  
**Service Director**  
**Environment, Transport & Property**

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

**Chris Ward, Manager Transport and Travel Services**  
**Luke Spencer, Local Bus & Mainstream School Manager**

### **Constitutional Comments ()**

13. As this report is simply to be noted by Committee, Constitutional Comments are not required.

### **Financial Comments (SES 25/05/2016)**

14. The financial implications are set out in paragraph 12 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