

NORTH LINCOLNSHIRE COUNCIL

**HIGHWAYS AND NEIGHBOURHOODS
CABINET MEMBER**

BUS SERVICES: SCUNTHORPE TEATIME JOURNEYS

- 1. OBJECT AND KEY POINTS IN THIS REPORT**
- 1.1 The council pays for two bus journeys in Scunthorpe at the end of the afternoon.
 - 1.2 Few people use these journeys. We propose to consult on their possible withdrawal.

2. BACKGROUND INFORMATION

- 2.1 Stagecoach run two bus services in Scunthorpe at the end of the afternoon that are funded by the council. They are:
 - Service 34 circular, 18:00 from the Bus Station.
 - Service 38, 17:35 to Avenue Vivian and Foxhills Road.
- 2.2 It is time to review our agreement with Stagecoach to provide these journeys.
- 2.2 They run Monday to Saturday. They cost £24.49 and £16.33 per day respectively. This is £12,490 per year.
- 2.3 Details of the routes are set out in Appendix 1. Other details are as follows:

Journey	Cost/Day	Avg Users/Day	Range	Subsidy Cost/User
Ser 34 18:00	£24.49	7	0 – 15	£3.50
Ser 38 17:35	£16.33	4	0 – 5	£4.08

Stagecoach provided this data for the period 2 April – 19 May 2012.

- 2.4 The council's public transport policies guide where we spend money on subsidised services. An assessment is attached at Appendix 2.
- 2.5 Both of these journeys cost more than the £3 per passenger subsidy benchmark. They appear to offer poor value for money.

3. OPTIONS FOR CONSIDERATION

3.1 The options for consideration are as follows:

3.1.1 Option 1: Retain these journeys.

3.1.2 Option 2: Consult local members about their withdrawal.

4. ANALYSIS OF OPTIONS

4.1 If we decide to keep the journeys users will continue to be able to travel at these times.

4.2 If we end the journeys, they will have to find alternatives or travel earlier. This may be difficult for people leaving work.

5. RESOURCE IMPLICATIONS (FINANCIAL, STAFFING, PROPERTY, IT)

5.1 Withdrawal will save £12,490 in a full year. This money would be available for other purposes.

5.2 These journeys fit on to the end of Stagecoach all day timetables. It is unlikely that another operator could provide a cheaper or more attractive service.

6. OTHER IMPLICATIONS (STATUTORY, ENVIRONMENTAL, DIVERSITY, SECTION 17 - CRIME AND DISORDER, RISK AND OTHER)

6.1 The council has a duty to consider the travel needs of its residents. We may choose to subsidise routes which are not provided by the commercial bus network. Our policies help to decide which of these are good value for money and which are not.

7. OUTCOMES OF CONSULTATION

7.1 We have not consulted anyone about the future of these journeys so far.

8. RECOMMENDATIONS

8.1 That Cabinet Member gives approval for us to consult with local ward councillors and members of the public about the withdrawal of these journeys.

8.2 That a further report be prepared for further consideration once the consultation has concluded.

DIRECTOR OF PLACES

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Background Papers used in the preparation of this report:
Surveys and Stagecoach data on file 08/1388.

Appendix 1

17:45 Service 34 (Circular)

Bus Station, Cemetery Road, Collum Avenue, Ashby Market, Bottesford Lane, Chancel Road, Quebec Road, Bridges Road, Plymouth Road, West Common Lane, Ashby Road, Bus Station.

Partial alternatives on services 12, 32 and 32A.

17:35 Service 38

Bus Station, Cliff Gardens, Avenue Vivian, Ferry Road, Crosby Avenue, Foxhills Road and return.

No alternative north of Cliff Gardens/Doncaster Road.

Appendix 2

Assessment of the 17:35 and 18:00 journeys against the priorities and checks set out in the Council's Bus Strategy, Revised 2008.

Transport Priorities	Y/N	Comments
1 Provides journeys to and within the Scunthorpe Urban Area or to Barton or Brigg	Y	Part of the Scunthorpe Town Network
2 Provides travel to work, college or training opportunities at peak times (Priority 1)	(Y)	Late afternoon peak service – surveys show some passengers are going home from work but not all.
3 Provides Access to shops, personal business and medical facilities (Priority 2)	(Y)	Passengers are either travelling home from work or for “social” purposes.
4. More than 25% passengers are elderly or people with disabilities	Y	Majority of passengers are passholders.
5. Forms all or most of a limited public transport service for a village or area	N	Alternatives available, apart from Foxhills area.
6. Funded jointly with other agencies	N	
7. Make a significant contribution towards the Council's accessibility planning aims.	N	

Value for Money Checks	Y/N	Comments
Regularly carries 6 or more passengers per journey?	Y/N	34 Journey usually carries more than 6 passengers. (Average 7) 38 Journey usually carries less than 6. (Average 4)
Net subsidy cost per passenger less than £3?	N	Net cost per passenger is £3.50 (Ser 34 journey) and £4.08 (Ser 38 Journey).
Only public transport service reasonably available?	N	Alternatives available, apart from Foxhills area.