

NORTH LINCOLNSHIRE COUNCIL

**HIGHWAYS AND PLANNING
CABINET MEMBER**

**PUBLIC TRANSPORT:
EVENING BUSES TO MESSINGHAM AND KIRTON**

1. OBJECT AND KEY POINTS IN THIS REPORT

- 1.1 To approve the ending of a contract for bus journeys on Friday and Saturday evenings between Scunthorpe Bus Station, Messingham, Scotter and Kirton in Lindsey.
- 1.2 These journeys are funded jointly by North Lincolnshire Council (75%) and Lincolnshire County Council (25%). However, the number of users is low.
- 1.3 Withdrawal will save the Council £5,000 (net) in a full year.

2. BACKGROUND INFORMATION

- 2.1 The Council has a contract with Stagecoach to run buses from Scunthorpe to Messingham, Scotter and Kirton on Friday and Saturday Evenings. There are three journeys each day with departures at 20:00, 21:10 and 22:20. The contract cost is £64.19 per day, £6,500 in a full year.
- 2.2 Scotter is in Lincolnshire. Lincolnshire County Council pays 25% of the contract cost.
- 2.3 A review of this contract shows that the number of users is low. The service performs poorly against the Council's public transport policy benchmarks. (Appendix 1). The cost per user between April and August 2009 was £6.61. We regard £3 as the usual maximum.

3. OPTIONS AND ANALYSIS

- 3.1 Options are to keep these journeys or to withdraw them.
- 3.2 Keeping the journeys will retain an evening bus service for Messingham, Scotter and Kirton.
- 3.3 Withdrawal of these journeys will save £5,000 in a full year.
- 3.4 The reasons for withdrawal are...

- The subsidy cost per passenger is high at £6.61.
- The number of passengers is low. 51% of journeys carry 6 or less people.
- Our surveys show that passengers are not travelling for reasons which the Council considers to be priorities: regular journeys to work, to shop or to medical facilities.
- Lincolnshire County Council has no objection to the withdrawal of the evening journeys.

4. **RESOURCE IMPLICATIONS (FINANCIAL, STAFFING, PROPERTY, IT)**

Finance

Withdrawal will save the Council £5,000 (net) in a full year. The public transport budget is at full stretch and there are serious pressures on the Council's finances overall. Poorly performing contracts such as this need to be reviewed.

4.2 There are no staffing or property implications.

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

5.1 It is unlikely that the withdrawal of these journeys will have any significant environmental impact.

5.2 There are no other implications.

6. **OUTCOMES OF CONSULTATION**

6.1 Local members have been informed of the proposal. We will report their views at the cabinet member meeting.

7. **RECOMMENDATIONS**

7.1 That the Friday and Saturday evening journeys between Scunthorpe, Messingham, Scotter and Kirton in Lindsey be withdrawn.

SERVICE DIRECTOR HIGHWAYS AND PLANNING

Church Square House
P O Box 42
Scunthorpe
DN156XQ
Author: David Hewitt
Date: 7 October 09

Background Papers used in the preparation of this report:

Surveys and analysis on file 06/1316 held by the Public Transport Team

Appendix 1

Assessment of the service against the priorities and checks set out in the Council's Bus Strategy, June 2006.

Transport Priorities	Y/N	Comments
1 Provides journeys to and within the Scunthorpe Urban Area or to Barton or Brigg	Yes	
2 Provides travel to work, college or training opportunities at peak times	No	Evening journeys
3 Provides access to shops, personal business & medical facilities	No	Evening journeys
4. More than 25% passengers are elderly or people with disabilities	No	15% of users are concessionary fare passholders
5. Forms all or most of a limited public transport service for a village or area	No	
6. Funded jointly with other agencies	Yes	Contribution from Lincolnshire CC
7. Make a significant contribution towards the Council's accessibility planning aims.	No	Evening journeys are not an accessibility priority

Value for Money Checks	Y/N	Comments
Regularly carries more than 6 passengers per journey?	Yes	Average load is 9 users. (April – August 2009). 51% of journeys carried 6 passengers or less. A few journeys carried nobody.
Subsidy cost per passenger less than £3?	No	Subsidy cost per user (April – August 2009) was £6.61.
Only public transport service reasonably available?	No	All places served have other buses during the day, Monday to Saturday. Passengers using these journeys within Scunthorpe and Bottesford have alternative evening buses.