



## **Alternative Provision of Community Transport & Supported Bus Services in Derby**

### **SUMMARY**

- 1.1 Members agreed in June 2011 to a package of reductions and withdrawals relating to community transport, supported bus services and concessionary travel schemes.
- 1.2 The actions were required in order to achieve approved budget savings in 2011/12 and 2012/13, and included the following measures relating to bus services:
  - Withdrawing all Community Transport services, in their then existing form, with effect from September 2011. The Dial a Bus Supermarket service would be able to continue until the end of the financial year on 31 March 2012.
  - Removing free travel on Community Transport Dial a Bus Supermarket service and introduce a flat £2 return fare on this service, with effect from September 2011.
  - Withdrawing all support for bus services 9, 19 and 35 with effect from September 2011.
  - Implementing changes to the Derby City Council supported bus service 111 from September 2011, in order to reduce costs.
- 1.3 Officers were requested to investigate other means of facilitating or making alternative provision, principally in relation to the affected bus services and to report on progress.
- 1.4 This report fulfils the reporting requirement requested by Members and summarises the current level of provision following the implementation of the service withdrawals and reductions.

### **RECOMMENDATION**

- 2.1 To note the contents of this report.

### **REASONS FOR RECOMMENDATION**

- 3.1 Officers have worked to facilitate alternative provision where possible and consider that, without additional resources, the current arrangements are the best achievable position given the Council's current financial situation.

## SUPPORTING INFORMATION

### 4.1 Supported Bus Services

- 4.11 **Services 19+35** were taken on commercially by Notts and Derby from 5<sup>th</sup> September 2011. The area boards in Littleover, Chaddesden and Spondon helped to pay for the new timetable leaflets for these services. They also agreed to help publicise the services.

Each service now has three round trips, between approximately 0930 and 1430.

- 4.12 **Service 111** has continued to run as a Council supported service from September 5<sup>th</sup>, but, due to the reduction in the number of buses during peak times, the frequency has been reduced. Leaflets for the new service have been printed and distributed.

From September 5, two buses have operated all day on this service. This provides a 15 minute frequency service from 0700 until 1500 and then a 20 minute service until 1900.

### 4.2 Community Transport

- 4.21 **Football Service** - With effect from 5 August 2011, Amber Valley Community Transport have run one bus from the Allestree/Oakwood area, at a cost of approx £5 per passenger return. We understand from Keith Marson, the disability officer at DCFC, that this bus has been well used.

Amber Valley CT would be prepared to run other buses, but their charge is £1.45 per mile from the depot at Ripley and back. This would therefore prove expensive for passengers living in the south of the City.

As an alternative to the above, we understand that door2door could operate three buses commercially, so a compromise using additional buses might still have been possible, as long as there was no cost or input required from the Council.

Council officers wrote to the remaining former users of the football bus in early September to inform them that they should contact door2door if they were interested in this option. However, after a fortnight, only one response had been received by door2door, effectively making this option unviable.

- 4.22 **Other Community Transport Services** - The Council has worked with two taxi operators, who have agreed to provide shared low cost services to various destinations such as supermarkets, the city centre etc.

Both proposals involve a taxi operator arranging for a number of customers to pay for travel to/from the same destination at the same time, reducing the cost to both the passengers and also the operator. Having canvassed the existing customer database, Council officers wrote to people who had agreed to receive information providing details of the two operators' proposals.

The responsibility for the success or failure of the service essentially rests with the operators who are currently continuing to develop their proposals. They report a reasonably positive response from the ex-passengers whom they have contacted to date.

'door2door' have also agreed to provide a group hire service if required, but on a commercial basis. This would be a wheelchair-accessible minibus, at a hire cost of around £25 per hour at current rates. Interested individuals or organisations have been advised to book directly with 'door2door'.

#### **OTHER OPTIONS CONSIDERED**

- 5.1 Officers have also contacted the Royal Derby Hospital regarding a possible replacement for the ring & ride to health service. However, due to current budget pressures, hospital management have responded that they cannot totally fund any replacement service & that the only other alternative would be for surgeries to help fund some sort of service themselves.

**This report has been approved by the following officers:**

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| <b>Legal officer</b><br><b>Financial officer</b><br><b>Human Resources officer</b><br><b>Service Director(s)</b><br><b>Other(s)</b> | David Gartside, Head of Traffic and Transportation   |
| <b>For more information contact:</b><br><b>Background papers:</b><br><b>List of appendices:</b>                                     | David Dowbenko 01332 641754 e-mail dave.dowbenko@derby.gov.uk<br>Review of Public Transport Supported Services and<br>Concessionary Fares – Report to Council Cabinet 7 June 2011<br>Appendix 1 – Implications |

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| <b>IMPLICATIONS</b> |
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**Financial and Value for Money**

- 1.1 None directly arising from this report

**Legal**

- 2.1 None

**Personnel**

- 3.1 None

**Equalities Impact**

- 4.1 The Public Sector equality duty consists of a general equality duty, which is set out in section 149 of the Equality Act 2010 (the Act), and specific duties which are imposed by secondary legislation. The general equality duty came into force on 5 April 2011.
- 4.2 In order to comply with this duty the Council must, when making decisions, assess the impact they will have on different members of the community. This duty can best be discharged in cases of possible significant impact by undertaking an Equality Impact Assessment, as was done in this case.
- 4.3 Those subject to the equality duty, such as the Council, must, in the exercise of their functions, have due regard to the need to:
- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act.
  - Advance equality of opportunity between people who share a protected characteristic and those who do not.
  - Foster good relations between people who share a protected characteristic and those who do not.
- 4.4 The Act effectively broadens and extends the positive equality duties and previously found in the Race Relations, Disability Discrimination & Sex Discrimination Act so it now applies to cover age, sexual orientation, pregnancy and maternity, religion and belief.
- 4.5 The equality duties do not prevent a local authority, or other public body, from making difficult decisions which may effect one group more than another but they must have “due regard” to these matters in the decision making process by properly assessing and considering the potential equality impact of the proposed change.

## **Health and Safety**

5.1 None directly arising.

## **Environmental Sustainability**

6.1 Ensuring that everyone within the city has access to high quality, high frequency bus services is essential in providing people with real choices in how they access essential services and ensuring that those choices are sustainable.

## **Asset Management**

7.1 None identified.

## **Risk Management**

8.1 None identified.

## **Corporate objectives and priorities for change**

9.1 The changes represent good value for the reduced standards of service.