



DERBY CITY COUNCIL

## WOMEN'S ADVISORY COMMITTEE 26 SEPTEMBER 2006

Report of the Corporate Director, Regeneration and Community

### Public Transport Services in Derby

#### RECOMMENDATION

- 1.1 To note the recent changes to public transport services in Derby
- 1.2 To provide comments on the proposed changes for the next year

#### SUPPORTING INFORMATION

- 2.1 There have been a series of major changes in the provision of public transport services in Derby during the last year. This paper summaries those changes and some of changes being proposed for the next 12 months. It should be noted that the great majority of bus services in Derby are provided on a commercial basis by private companies, predominantly Arriva Midlands and trent barton. The City Council has no direct control over of these operations, although we do work in partnership on many routes where we have for example set up "Quality Bus Partnerships" to combine our investment in route infrastructure with the bus companies investment in such better buses and improved timetabling.

#### 2.2 Closure of Derby Bus Station

The old Derby Bus Station closed in October 2005 and services were transferred to a temporary arrangement at bus stops along Morledge, Albert Street, Corporation Street, Derwent Street and Full Street. This closure was to allow work to start on the Riverlights scheme on the site. Unfortunately this did not go to plan and demolition of the old bus station did not start until June this year. In the meantime buses have continued to operate from the temporary arrangements. Whilst the conditions have not been ideal some improvements have been introduced to improve the situation. These have included an information office, additional seating and a new stop for setting down passengers from Chaddesden and Oakwood on Derwent Street. It is also hoped that the new developer of the Riverlights project will help pay for some additional bus shelters to be installed in the area shortly.

### **2.3 The introduction of new Council supported bus services**

In September and October 2005 a series of new bus services were introduced in the city paid for by the City Council. These new services followed specific requests from members of the public who found it difficult to use the existing network of commercially operated services. The new services were –

- the 17A from the city centre to the Park Farm Centre Allestree via Broadway and Darley Abbey village
- the 19 from the city centre to Spondon via Waterford Drive and the Asterdale Estate
- the 35 from the city centre to Havenbault Avenue via Mickleover and Littleover
- the 111 from the city centre to Wyvern Park via Pride Park and the Pride park and ride site

Over the last year these services have all seen a steady increase in patronage.

### **2.4 Bus services changes in the Derwent area.**

In 2003, three new bus services were introduced in the Derwent area of Derby. These were:

- the 101 and 102, which ran from the Meteor Centre via the Derwent area to Pride Park and Asda Spondon.
- the Derwent Ring and Ride that provided a demand response service to people who found it difficult to use conventional bus services.

The services were paid for using money provided to the Council from central government as part of the Urban Bus Challenge scheme and funding from the Derwent New Deal for Communities Project. Unfortunately despite several changes to the 101 and 102 services, which were made based on feedback from residents, and a marketing campaign to encourage greater use, neither service ever became popular, with a typical patronage of around five passengers per bus journey. As a result when the money from the Urban Bus Challenge ended in January 2006 the service was withdrawn.

The Derwent Ring and Ride service also carried very small numbers of passengers. However, it became clear following a community meeting that it provided a valuable service to people who struggled to use conventional bus services. As a result, in April a revised lower cost service was introduced using the last of the funding provided by Derwent New Deal. This has provided an opportunity for Derwent New Deal to find additional funding to keep some sort of Ring and Ride service going in the area for another two years. At the moment however no decision has yet been taken by Derwent New Deal on whether a new service will actually be introduced.

## **2.5 Extension of the Gold Card concessionary fares scheme**

In April the Gold Card concessionary fares scheme, which gives residents over 60, and disabled people discounted bus travel and rail travel was extended. Until the end of March, only Gold Card holders with severe disabilities received free bus and train travel with other card holders having to pay half fare. However, since April Gold Card holders over 60 and those with less severe disabilities have also received free bus travel after 9.30am on weekdays and all day at weekends. This covers travel not just within the city itself but also throughout all of Derbyshire. In addition buses, which start in Derby and travel to destinations outside of the county such as Nottingham or Manchester are also free for journeys at the times stated.

## **2.6 Other bus service changes**

During the year there have been a series of other changes to bus services in the city these have included –

- the upgrading of the Airline Shuttle bus service from Derby to Nottingham East Midlands Airport, which now runs every half hour from 7am to 7pm 7 days a week. The hourly service continues to operate early mornings from 3am to 7am and in the evenings from 7pm to 11pm. This service is supported by a range of partners including the airport, emda and the government through “Kickstart” funding for new bus services.
- the introduction of new services into the West Chellaston area, which previously had no service. As part of this there was also a revision of services along the A514 Osmaston Road corridor to provides better links to Pride Park via Ascot Drive
- the withdrawal of the 27 service from the Oakwood area due to lack of patronage. This was a commercial service operated by Arriva. Part of the route was replaced by the changes to the 22 and 24 services, which now operate on a circular route that has provided improved accessibility for most people in the area.

## **2.7 Other improvements to bus services**

During the last year there have also other improvements to bus services. These have included:

- the introduction of low floor vehicles on all trent barton bus routes except their longer distance express coach services
- the introduction of on bus cctv to more services including the Mickleover and Derwent Valley services
- the extension of the bus real time information system which includes roadside electronic signs and phone texting services to more routes
- upgrading of bus shelters along key routes in the city

## 2.8 Forthcoming issues

Over the next 12 months work will be going on to progress the following public transport issues including:

- the start of construction work on the new bus station
- changes to rail services with one operator being responsible for train services to London and the local network, replacing the current Midland Mainline and Central Trains franchises
- the expansion of the real time information system to further bus routes
- a programme to replace a large number of the advertising bus shelters provided by Adshel
- reviewing the community transport service provision

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<b>Background papers:</b>	None
<b>List of appendices:</b>	Appendix 1 – Implications

<b>IMPLICATIONS</b>
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**Financial**

1.1 The Council spends over £5 million a year on public transport in the city. This is used to:

- pay for the concessionary fares schemes for elderly, disabled and young people
- support the work of Derby Community Transport who provide bus services to people who would struggle to use conventional buses
- provide the network of school bus services
- support socially necessary but commercially unviable bus services
- improve bus shelters and stops.

**Legal**

2.1 There are no direct legal implications arising from this report

**Personnel**

3.1 There are no direct personnel implications arising from this report.

**Equalities impact**

4.1 Improvements to public transport can play an important role in raising the quality of life of people in disadvantaged groups. For example better bus services can make it easier for people without access to a car to reach key services such as education, food shopping and health as well as opening up greater employment opportunities.

**Corporate priorities**

5.1 The proposal comes under the Council's objectives of providing **healthy, safe and independent communities a prosperous, vibrant and successful economy a shared commitment to regenerating our communities.**

5.2 The proposal furthers the priority to **provide and improve transport network.**