

## SERVICE DESCRIPTION FORM

<b>Department: Environmental Services</b>	
<b>Service: Public Transport Unit</b>	
<b>Income</b>	<b>(£000s)</b>
Grants	67
From other local authority	20
Customer and client receipts	11
<b>Total</b>	<b>98</b>
<b>Description: (£000s)</b>	
<p>The Public Transport Unit (PTU) includes the following services/functions:-</p> <ul style="list-style-type: none"> <li>Subsidised bus services and public transport infrastructure 641</li> <li>Dial-a-Bus services 30</li> <li>School Transport 2,971</li> <li>School Crossing Patrollers 217</li> </ul> <p>The Unit is also responsible for:</p> <ul style="list-style-type: none"> <li>Council's fleet of minibuses and drivers</li> <li>Transport to assist with access to healthcare and for social needs</li> </ul> <p>The main purpose of the unit is to provide public transport for organisations and communities by a various means within the budget available.</p> <p>Whilst the vast majority of bus services in Moray operate without any financial subsidy the Council provides financial support for the provision of a small number of non-commercially viable bus services, mainly evening, weekend and rural services. These contracts are funded through the Council's revenue support budget and a total of 26 local bus service contracts operate on a subsidised basis in Moray.</p> <p>Two new demand responsive transport services (Dial-a-Bus) have operated successfully in the rural Forres and Speyside areas, replacing a mixture of under-used conventional bus services. Two more are currently being added in Buckie and Keith.</p> <p>The PTU provides all bus stop poles, flags and timetable display cases throughout Moray. The Council also provides all bus shelters throughout Moray apart from 8 advertising type shelters that are supplied by a National advertising company.</p>	
<p>The PTU manages the day to day operational side of the Council's minibus fleet which is used for home to school transport, day care client transport, local bus services and school hires. They are also available to certain community groups for private hires outwith normal scheduled requirements. Bus drivers and some bus escorts are employed, many on a part-time basis.</p> <p>Approximately 3,200 schoolchildren are provided with school transport each day. This is organised using about 170 individual transport contracts at an annual cost of</p>	

approximately £3.2m. Budgetary responsibility for this function has recently moved from Education department to the PTU.

The PTU manages 36 school crossing patrollers at various sites throughout Moray. Some of these posts cover the morning and afternoon sessions only, whilst others also cover lunchtime requirements. Maintaining a register of relief staff to cover illness absence is an increasing problem

The PTU manages all community/day care passenger transport requirements, integrated where possible with existing services such as home to school transport, and greater use of the in-house minibus fleet. PTU also have transport arrangements with external bodies such as voluntary organisations, health board and local community transport groups and investigate opportunities for sharing resources.

With reduction in the Scottish Ambulance Service remit, officers are working closely with Aberdeenshire Council, Aberdeen City Council, NHS Grampian and the Ambulance Service to make future provision jointly for transport to health care facilities. Similar work is proceeding with Community Care.

#### **Outcomes / impacts:**

Effective public transport provision is essential to maintaining a *growing and diverse economy* which is an SOA outcome. It also supports other SOA outcomes by contributing to carbon reduction and helping young adults access employment opportunities. In rural areas, sustainable independent lives can often depend on access to affordable and reliable public transport.

This work also contributes to the Council priority *to develop fair and equitable transport services, particularly for journeys to and from hospitals*.

The PTU work contributes in various ways to a number of 'Best Value for Moray' outcomes, but principally it helps *Moray residents have easier access to key services via sustainable modes of transport*.

The Scottish Government has recently indicated that they wish greater integration of transport services between local authorities, health boards, and ambulance service providers. Audit Scotland are monitoring progress. This will have budgetary implications for the Council.