

REPORT TO: ECONOMIC DEVELOPMENT AND INFRASTRUCTURE SERVICES COMMITTEE ON 20 April 2010

SUBJECT: PUBLIC TRANSPORT – SUBSIDISED BUS SERVICES

BY: DIRECTOR OF ENVIRONMENTAL SERVICES

1. REASON FOR REPORT

- 1.1 This report is submitted to the Committee to provide updated information on the withdrawal of subsidised and commercial bus journeys following the decision of the Policy and Resources Committee on 30 March 2010 to reduce the budget for subsidised bus services.
- 1.2 This report is submitted to Committee in terms of the Council's Administrative Scheme relating to public passenger transport.

2. RECOMMENDATION

- 2.1 **Committee is asked to note the withdrawals being made by Stagecoach Bluebird as part of and in response to the Council's decision to reduce funding for subsidised bus services.**

3. BACKGROUND

- 3.1 At the Full Council meeting on 11 February 2010 members agreed to cut the support for spend on subsidised bus services operated locally by Stagecoach Bluebird.
- 3.2 Members were made aware that any cut to the subsidised network would have an impact on the commercial network due to the linkage between both. The specific details advised by the company were reported to the Policy and Resources Committee on 30 March 2010.
- 3.3 Officers have since met with Stagecoach management in an attempt to reduce the impact of the Committee decision but as expected this has not resulted in any significant change to the company's position.
- 3.4 Journeys that the Council are withdrawing and journeys that the company are withdrawing in response to the Council's decision are detailed in **Appendix A** of the report. In accordance with the requirements to notify the Traffic Commissioner all changes will be implemented from Monday 14 June 2010. As a result of this timescale the full year saving of £163,000 cannot be realised and the maximum saving for 2010/11 will be £130,000.
- 3.5 In order that budgets set for 2010/2011 are managed, no allowance has been made for shelter cleaning, maintenance, and replacement and as a result these functions will not be carried out during this financial year.
- 3.6 It is intended to bring a further report to Committee at a later date detailing the usage and cost for the remaining subsidised journeys. The report will also include

a value for money assessment on the BABS and Speyside Car Share Scheme Community Transport services that have grants funded by the Council.

4. SUMMARY OF IMPLICATIONS

(a) Single Outcome Agreement/Service Improvement Plan

The report will inform the emerging Local Transport Strategy by influencing public transport availability as an alternative to the car and rural accessibility.

(b) Policy and Legal

The Moray Local transport Strategy (2001) states a key objective to improve accessibility by realising the potential for public transport,

(c) Resources (Financial, Risks, Staffing and Property)

There are no financial implications for the Council.

(d) Consultations

Lorraine Paisey, Principal Accountant, has been consulted and is in agreement with the financial implications.

5. CONCLUSION

5.1 Members are asked to:

Note the revisions to Commercial Services being made by Stagecoach Bluebird.

Author of Report: Peter Findlay, Public Transport Manager

Background Papers:

Ref: PF/PA

APPENDIX A

Subsidised services – Summary of changes by Council

The following contracts previously funded by the Council are withdrawn in accordance with the decision of the Policy and Resources Committee on 30 March 2010.

ML1	Elgin/Burghead early morning and evening services Elgin/Burghead evening services Saturdays Elgin/Burghead daytime Sundays	Mon – Fri
ML5	Elgin Town Service early morning and evening Elgin Town Service evening services Saturdays	Mon – Fri
ML14	Larch Court Diversion daytime	Mon – Fri
ML15	Knockando/Elgin daytime service	Tue, Thur and Sat.
MDM2	Spynie Street Diversion daytime	Mon – Fri
MDM10	Elgin/Speyside daytime Sundays	
MDM11	Elgin/Speyside evening services	Mon - Sat

The major implications are as follows:

336 Forres to Speyside.

There will be no evening or Sunday services between Elgin and Speyside.

331 Elgin to Burghead

There will be no evening or Sunday services between Elgin and Burghead.

Commercial services - Summary of changes

The major changes are as follows:

305 Aberdeen to Inverness via Macduff and Buckie

This service will terminate at Elgin bus station rather than extend to Inverness. There are also some minor timetable alterations with a small number of journey cancellations.

10/11/305 Elgin to Inverness

The 305 will no longer extend to Inverness. The 10 and 11 services will provide a half-hourly service between Elgin and Inverness rather than the current 20 minute frequency. The 10 service will no longer operate any direct journeys to/from Aberdeen Airport. There are also some minor timetable alterations with a small number of journey cancellations.

323 Elgin to Garmouth/Urquhart

This service will operate on a 2 hourly frequency rather than the current 90 minute frequency.

331 Elgin to Burghead

Following the cancellation of the subsidised journeys the remaining commercial journeys on a Sunday will be cancelled resulting in no Sunday services on this route.