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# Local Bus and Community Transport Support

**Overview & Scrutiny**

**16 November 2010**



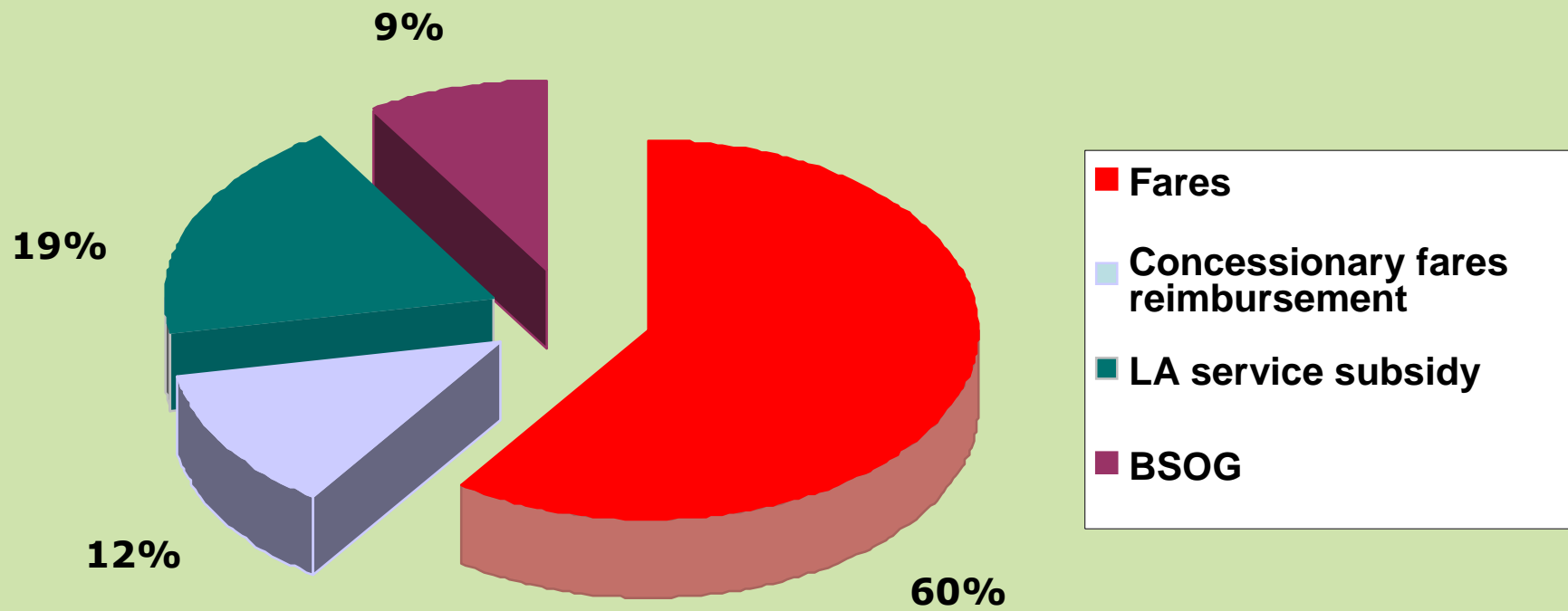
# Starting point

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- £36M revenue gap before Comprehensive Spending Review
- Much of £2.2M bus & CT spending is discretionary
- Examine all services supported financially by council
  - Priorities for local bus service support
  - Early morning use of concessionary passes
  - Introduce charges for dial-a-ride use
- Radical reviews repeated across the country
- Options to deliver ca. £0.4M annual saving (19%)



# Bus Sector Income





# Local bus services - context

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- Bus Service Operators Grant (20% reduction in 2012/13)
- Concessionary Fares reimbursement – DfT Guidance to reduce by 1/6<sup>th</sup>
- Comprehensive Spending Review reduces local authority revenue budgets by 26% over 5 years – largest cut (around 1/3<sup>rd</sup>) next year
- DfT revenue reduced by 28% and transferred to core DCLG Formula Grant
- Other DfT grants put into new Sustainable Transport Fund – will favour urban



# More context

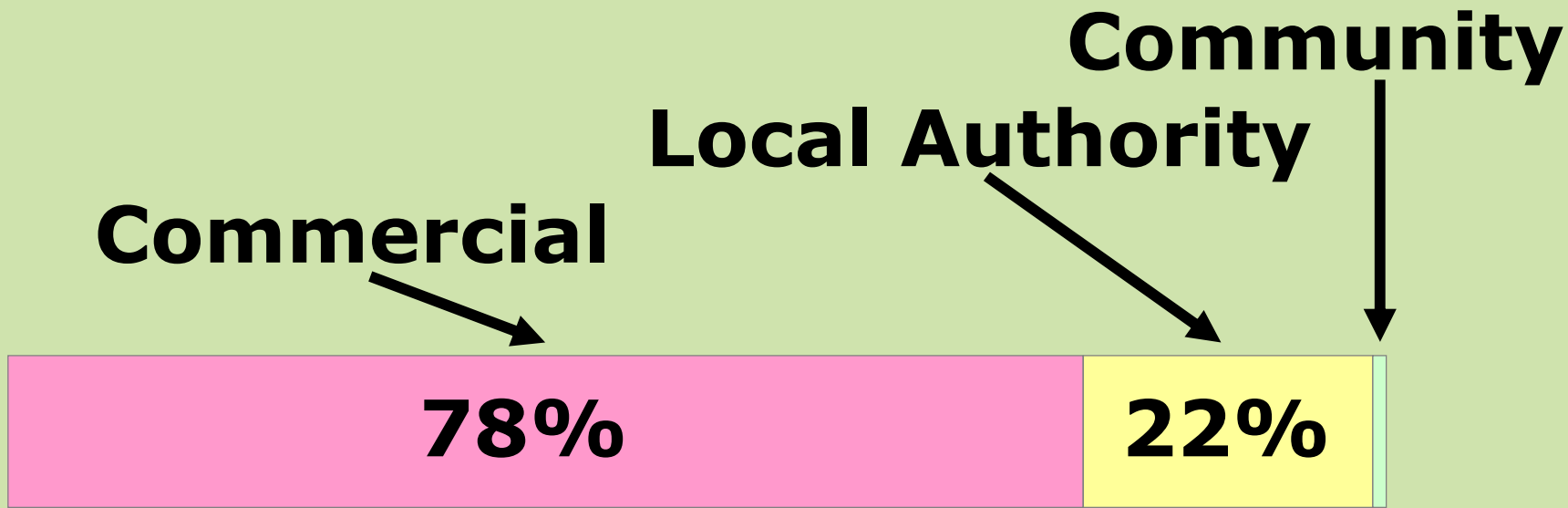
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- Continued shift in comparative advantage to car use
  - Relative fuel efficiency
  - Relative maintenance requirements
  - Insurance (3<sup>rd</sup> party claims)
  - Driver's wages



# Service support - NOW

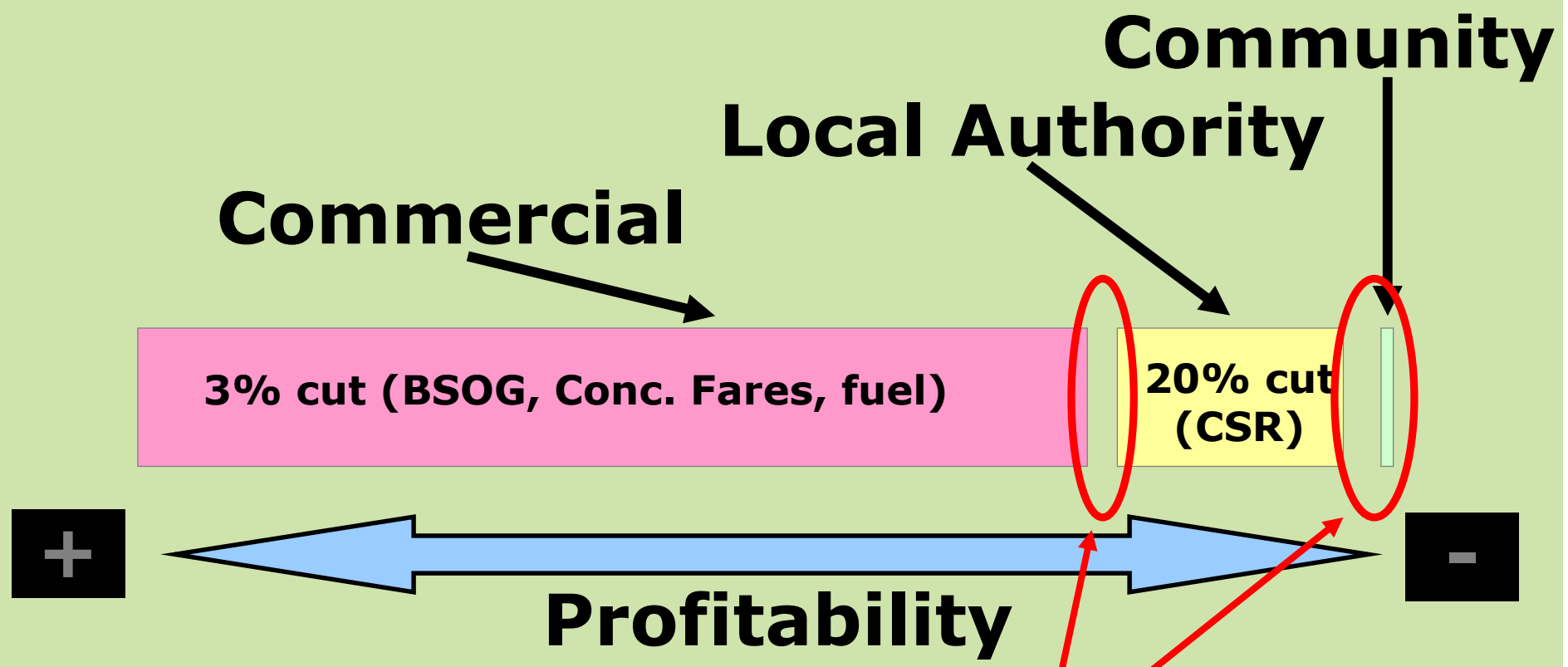
Bus service mileage outside London, 2009-10



**Profitability**



# Service support - FUTURE





# Implications

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- Local authorities are planning for significant cuts in services (Over 10%)
- Not achievable through good housekeeping + marginal adjustments
- Requires serious prioritisation
- Rural services are most vulnerable
  - Lower proportion commercial
  - Marginal profitability





# Central Bedfordshire

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- Financially supports some 77 local bus services, costing ca. £1.8M per year
- Supports 3 dial-a-rides, £280k p.a.
- Dial-a-ride concessions, £140k p.a.
- Bus service information and infrastructure
- Some supported services:
  - Only have 2 or 3 passengers
  - Require subsidies exceeding £4.00 per passenger



# Other authorities

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- Eliminating evening and Sunday services
- Reducing 'non-entitled' school services
- Cutting back on rural services (£2.50 is common limit)
- Reducing service frequencies
- Raising fares
- Suggesting taxi-based 'safety-net' services
- Suggesting communities / parish councils organise own services

# Local Authority Priority Measures

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## Common

- Subsidy cost per trip
- % passenger contribution
- Passengers carried

## Less common

- Accessibility impact (what opportunities?)
- Social impact (who benefits?)
- Environmental impact



# General service priority options

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- Transport efficiency – attract people from cars, reduce congestion and delay – supports urban & inter-urban
- Social equity – basic links to all communities – supports rural
- Focus on economic development – links to employment – targeted locations
- Focus on disadvantage – lower fares, concessions



# Consultation

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- With communities (workshops)
  - What can communities do to help themselves?
  - How would they be affected?
- With general service users (surveys)
  - What are the priorities?
  - What measures to use? (e.g. passenger trip support)
- With concessionary pass holders
  - How would they be affected by retrenching to national scheme?
- With dial-a-ride service users
  - Could they contribute financially?
- With operators (Commercial + Community based)
  - What will help them increase proportion of self-financing services?



# Consultation trends

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- Consultation continues (workshop tonight)
- Understanding of need for trip support limits and minimum patronage
- Dial-a-ride users are clear they prefer to pay a fare (£1.50) than see service reduced
- View that disabled pass-holders should be exempt from morning travel restriction
- Potential exists for greater community contribution
- Needs longer term engagement framework



# Some 'Mitigation' options consulted on

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Assumes commercial/marketing initiatives continue

- Replace underused scheduled buses by basic taxibus services
- Promoting shared taxi / hire car schemes, running on demand
- Community bus schemes (like Ivel Sprinter)
- Organised lift-giving / social car schemes (e.g. 200,000 journeys in Hampshire)
- Replace rural buses with partly subsidised taxis (Cumbria)
- Promoting rural car clubs / car pool / Whipcar

# North Craven Taxibus



**Revised Service**

## fare F11 car

All Saints, Aston, Chardstock, Churchill, Dalwood, Furley, Harebeck, Holy City, Moresby, and Smalridge areas to and from Axminster and Chard

Only £2.00 per journey

All you need to do is to reserve your journey a day in advance

All people may use the service

To confirm your journey call **01460 53400**

between 09.00 and 17.00 Monday to Friday  
09.00 and 12.00 Saturday

From 5th March 2007

Devon County Council

**Revised Timetable**

## fare F5 car

From Monkton, Luppitt, Kaveridge, Upottary, Maris, Twinnor, Stockland, Gillingham, Farway, Northleigh & Combe Ruleigh to and from Houlton

Anyone may use the service

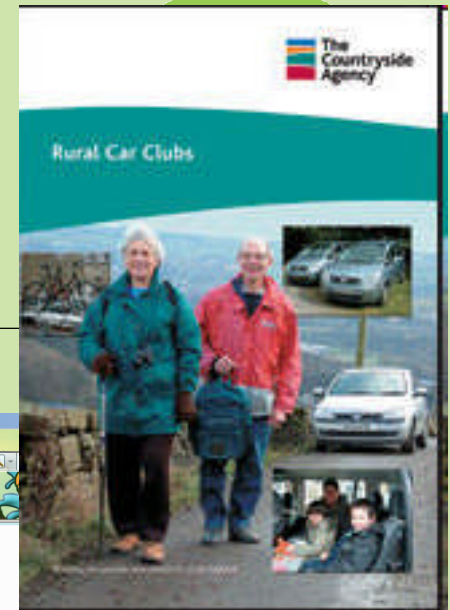
All you need to do is to reserve your journey a day in advance

To book your journey call **TRIP CTA 01404 45529**

between 09.00 and 16.00 Monday to Friday

From 5th March 2007

Devon County Council



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## We'll run subsidised dial-a-taxi service for rural areas stranded by bus cuts, say Tories

By **RAY MASSEY**  
Last updated at 12:44 AM on 7th July 2009  
[Comments \(3\)](#) [Add to My Stories](#)

Millions of isolated country dwellers left stranded by infrequent or non-existent bus services are to be offered a subsidised shared 'dial-a-taxi' scheme if the Conservatives win the next election.

The countryside dial-a-ride taxi service costing users no more than the price of a bus or local train ticket is to be a central plank of the Tories' 'Rural Paper' to be unveiled on Tuesday.

Shadow Transport Secretary Theresa Villiers will announce £7million of funding - £1million a year for seven years - to run pilot schemes across the country to link up millions of people and families cut-off in thousands of villages and isolated parts of the countryside - from the West Country to wilds of rural Northumberland..



Cumbria County Council

# RURAL Wheels

a new way to travel in your area...





# Local bus strategy

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- **Analysis of consultation results against potential priorities**
  - **Affordability**
  - **Accessibility impact**
  - **Social impact**
  - **Environmental impact**
- **Pragmatic changes / negotiations with operators**
- **Reduction in Council support likely to be permanent**
- **Market / technology unlikely to fill gaps**
- **Suggests investing in community sector**
- **Explore taxi / private hire contribution**



# Community transport

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- Lower unit costs through volunteering, especially where care / wait component
- Local focus on priorities / development / marketing
- Local identity
- Existing models
  - Social car schemes
  - Community buses
  - Brokerage / coordination
  - Partnering with local authority
- Challenge to create new self-help models (e.g. Dutch system)



# CT Development programme

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- **Expand geographical coverage (car schemes / community buses)**
  - Start up grants
  - Development support
- **Improve social enterprise / coordination opportunities**
- **Volunteer development / recruitment**
- **Training and technical standards**



# Summary

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- Extremely challenging
- Think longer term – immediate need to make savings likely to be repeated
- Proposed savings
  - Concessionary travel restriction £65k
  - Dial-a-ride fares £80k
  - Bus service support ca. £400k
- Proposed reinvestment £100k
- Assess taxi ‘safety-net’ service