

BUS SERVICE X31 – LITTLE BRICKHILL DIVERSION

Responsible Cabinet Member: Councillor Matthew Clifton (Cabinet member for Economic Growth and Inward Investment)

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Executive Summary:

This report approves the continuation of funding for the diversion of the X31 bus service through Little Brickhill village.

1. Recommendation(s)

1.1 That the funding for the diversion of the X31 bus service through Little Brickhill village be continued during 2016/17.

2. Issues

2.1 The Council budget approved on 17 February 2016 included a saving (Ref S120) of £51,000 by reduction in bus subsidies.

2.2 It was intended that the saving of £51,000 would be achieved by withdrawing the Sunday bus service on route 28 (£23,000) and the withdrawal of the subsidy paid to Centrebus for X31 (£28,000) leading to the likely removal of that bus service through Little Brickhill village. The funding for the X31 Service is in two parts, one of which covers the diversion via Little Brickhill village (£18,000), the other for the provision of additional journeys to maintain an hourly frequency (£10,000).

2.3 In discussions with Centrebus they have indicated that the loss of the £10,000 would not affect the frequency of the service, but the loss of the £18,000 would mean that buses would no longer run via Little Brickhill village.

2.4 It is now proposed that the funding of £18,000 should remain in place during 2016/17 to maintain the diversion through Little Brickhill village in order to allow for further exploration of alternative provision, and the possible retendering of the service.

3. Implications

3.1 Policy

The Council's policies for public transport are set out in the Local Transport Plan (2011-2031) adopted by Council in June 2011 and the Bus Strategy adopted by Cabinet in December 2008. The subsidy to X31 implements these policies and will progress the following priorities/outcomes within the Corporate Plan 2012-16:

Corporate Plan Priority 29 - Deliver quality and sustainable public transport initiatives and information.

3.2 Resources and Risk

The cost of £18,000 will be met from the Local Bus Service Revenue Support budget/car parking revenue. It is expected that the tendering of contracts to start in October will enable the cost to be managed within the agreed budget as a result of procurement efficiencies and commercial actions by bus operators.

N	Capital	Y	Revenue	N	Accommodation
N	IT	N	Medium Term Plan	N	Asset Management

3.3 Carbon and Energy Management

The enhancement of local bus services fits in with the Carbon & Energy Management policy which includes an action (9) "Use vehicles with low fuel consumption and pollution-reducing technology and ensure their regular servicing and energy conscious operation. Promote and facilitate the use of alternative modes of transport".

3.4 Legal

The Council is exercising its powers under the Transport Acts 1985 and 2000, and the Local Transport Act 2008, to secure bus services in order to meet public transport requirements within the Milton Keynes Council area that would otherwise not be met; to meet the requirements of the Local Transport Plan, which includes targets for bus patronage and the Bus Strategy.

The Council is exercising its powers under the provisions of the Road Traffic Regulation Act 1984 (Section 55) as amended by the Traffic Management Act 2004 (section 95) in applying revenue from parking charges to support public transport.

As the additional cost of the proposed retention of the X31 Service will be from within existing budgets it will not be necessary to refer the decision to the Council and falls to be made by the Council's Executive which is responsible for implementing the Council's Budget.

3.5 Other Implications

The provision of local bus services seeks to address equalities and diversity issues by ensuring that all people can afford to move around conveniently and safely regardless of their circumstances. All buses new since 2001 have to be compliant to the disability aspects of the Equality Act 2010.

Y	Equalities/Diversity	Y	Sustainability	N	Human Rights
N	E-Government	Y	Stakeholders	N	Crime and Disorder