

Agenda Item No. 4(a)

**DERBYSHIRE COUNTY COUNCIL**

**CABINET MEMBER MEETING – HIGHWAYS, TRANSPORT AND  
INFRASTRUCTURE**

**12 July 2016**

Report of the Strategic Director – Economy, Transport and Communities

**PETITION REGARDING CONCERNS FOR THE RE-ROUTING OF LOCAL  
BUS SERVICE 21 IN KIRK HALLAM**

(1) **Purpose of Report** To consider the County Council's response to a petition received about concerns for the recent re-routing of local bus Service 21 in Kirk Hallam.

(2) **Information and Analysis**

**Background**

A petition was received by the Cabinet Member on 1 March 2016, expressing concerns for the recent re-routing of local bus service 21 in Kirk Hallam (Minute No. 19/16 refers). It was resolved that the Cabinet Member should be asked to investigate the matters raised in the petition.

Service 21 operates between Ilkeston and Nottingham serving Kirk Hallam and Trowell. It is a commercial service operated by Trent Barton providing hourly journeys in each direction.

Until 14 February 2016, local bus Service 21 served Queen Elizabeth Way and Kenilworth Drive. Trent Barton made some changes to the route resulting in Queen Elizabeth Way and Kenilworth Drive no longer being directly served. Some 532 residents have signed a petition to raise their concerns that the doctors, dentist, post office and shops on Queen Elizabeth Way will no longer be accessible by the elderly and less mobile.

Under the terms of the 1985 Transport Act, the County Council has to identify socially necessary bus services which are not provided by the commercial bus operators. The Act does not set out the level of support required for bus services that are deemed socially necessary. In Derbyshire, 85% of the local bus network is operated commercially, that is to say funded without subsidy from the local authority.

### **Current Situation**

The re-routing of Service 21 means that the shops and doctors on Queen Elizabeth Way are no longer directly accessible by a bus service. The nearest bus stop is now on Ladywood Road 0.1 mile from the shops and doctors and is served by local bus services Ilkeston Flyer and Y3. These services operate between Heanor, Ilkeston and Derby, and do not serve the estate roads in Kirk Hallam.

Services 21 and 23 continue to operate in most areas of Kirk Hallam. The nearest bus stop to the doctors and shops on Queen Elizabeth Way for these services is on St Norbert Drive 0.3 mile away.

For those residents unable to make their own way to and from the bus stop Community Transport may be able to help. Erewash Community Transport provides weekly journeys to Tesco Ilkeston, Morrisons Eastwood, Asda and Morrisons Derby, and fortnightly to Derby and Nottingham. The aCTive travel scheme is also available for journeys to doctors surgeries.

Trent Barton, the operator of Service 21, has been invited to comment on its reasons for the route change. Any response will be reported verbally to the meeting.

### **Conclusions**

As a commercial local bus service, the Council has no involvement in, or influence over the route Service 21 operates. The nature of commercial bus services means that they are mainly demand-led and are routed to reflect this to aid their viability.

### **Local Member Comments**

Councillors Michelle Booth and John Frudd have been invited to comment on the petition.

Councillor Frudd made the following comments:

*“Trent Barton has been invited to the next Erewash LAC meeting.*

*The problem around the general Kirk Hallam area is that this move makes it very difficult for some elderly residents to have access to Kirk Hallam shops. Within the shops precinct we have. a Post Office, a Dentist, a Doctors Surgery, and a Pharmacy. This is the point the residents are trying to make with producing their petition.*

*Should Trent Barton agree to meet us, I have several suggestions, including the slight re-routing of the 23 service which the residents think could be a possible solution.”*

Councillor Booth commented – *“I hope Trent Barton do accept the invitation made by LAC. I have copied into Glennice as the Chair to update her on John’s comments and the petition, etc”.*

(3) **Financial Considerations** The Council must ensure the finite funds are best targeted to provide service provision while being mindful of best value. To fund any additional provision could not be justified given the small area unserved by local bus service and the available alternative of community transport.

(4) **Environmental and Health Considerations** Whilst a direct bus service along Queen Elizabeth Way and Kenilworth Drive would give Kirk Hallam residents greater convenience, for those residents unable to make their own way to and from the bus stops on St Norbert Drive, community transport is available.

(5) **Social Value Considerations** The existence of a bus service improves the attractiveness of bus travel relative to car travel and increases the accessibility of non-car owners to key services and employment opportunities.

(6) **Transport Considerations** As set out in the report. It is considered that the actions outlined above should not have any detrimental impact on equalities, race discrimination and crime and disorder.

In preparing this report the relevance of the following factors has been considered: legal, prevention of crime and disorder, equality and diversity, human resources and property considerations.

(7) **Key Decision** No.

(8) **Call-In** Is it required that call-in be waived in respect of the decisions proposed in the report? No.

(9) **Background Papers** Held on file within the Economy, Transport and Communities Department. Officer contact details – Janet Pickersgill, extension 36734.

(10) **OFFICER’S RECOMMENDATIONS** That:

10.1 The Cabinet Member notes that, as a commercially operated bus service, the Council has no involvement over the route or timetable for Service 21.

- 10.2 The provision of a funded replacement by the Council cannot be justified in light of alternative commercial services that are available and the County Council's current financial position.
- 10.3 The local Member and lead petitioner be advised of the views as set out in this report.

**Mike Ashworth**  
**Strategic Director – Economy, Transport and Communities**