

DERBYSHIRE COUNTY COUNCIL

**MEETING OF CABINET MEMBER – JOBS, ECONOMY AND
TRANSPORT**

17 June 2014

Report of the Strategic Director – Economy, Transport and Environment

**PETITION FOR DERBYSHIRE COUNTY COUNCIL TO PROVIDE
A BUS SERVICE THROUGH PINXTON TO NOTTINGHAM**

(1) **Purpose of the Report** To report on the County Council's response to a petition received that requested the Council provides a bus service through Pinxton to Nottingham.

(2) **Information and Analysis**

Background

At the meeting on 11 February 2014, a petition was received by the Cabinet Member for the Council to provide a bus service similar to the previous commercial Service 331 that had operated from Alfreton through Pinxton to Nottingham.

Until 13 January 2014, Service 331 provided peak journeys from Alfreton to Nottingham with the off peak Service 332 operating to Eastwood. The combined Service 331/332 operated hourly and passed through Pinxton including Pinxton Church/Park Lane area. The Service stopped when the operator, K & H Doyle ceased trading.

Although supported by Nottinghamshire County Council within Nottinghamshire, the Service within Derbyshire was commercial. The Council is under no obligation to provide replacements for withdrawn commercial bus services. When K & H Doyle ceased trading on 13 January 2014, Nottinghamshire County Council continued the Service 331 in a truncated form from the Phoenix Park tram terminus to Selston.

Pinxton remains served by the half hourly Service 9.3 operating between Mansfield and Ripley with onward connections to Derby and Nottingham. There are, however, some areas of Pinxton, such as Park Lane, Pinxton Church, Woodfield Road and also parts of South Normanton that no longer

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have direct access to a bus service with some residents living up to half a mile from the route of the Service 9.3.

Current Situation

At the Meeting of Cabinet Member on 6 May 2014 (Minute No xxx/14 refers), it was agreed to provide the areas of Pinxton and South Normanton, which no longer have direct access to public transport, with a bus service for a year's trial. The Service 231 will serve Pinxton, South Normanton and Alfreton in a circular route replicating the former Service 331/331 between these points providing five journeys a day and enabling connections for onward travel to Derby and Nottingham. The currently unserved areas of Pinxton Church and Woodfield Road will have a bus service to Alfreton including access to healthcare at Pinxton and South Normanton. It is hoped that funding the service for one year will encourage the operator to develop the service and operate it commercially after that time.

Whilst the service is in operation, it will be monitored for passenger usage which will be used to determine the level of demand for a bus service in the areas of Pinxton and South Normanton which do not have direct access to other bus services.

Conclusions

The previously agreed service satisfies the petitioners' request for a bus service around Pinxton. It would not be financially feasible to restore the full service through to Nottingham, however, travel to Nottingham will be possible by changing onto other bus services. The success of the service will depend on the level of usage. If Pinxton residents make good use of the service, this will improve its viability and help to secure its long term future. The trial period will provide evidence of the level of demand for such a service and information on which to base possible future decisions.

Local Member Comment

Councillor Jim Coyle is extremely pleased for the residents of Pinxton, particularly those living in areas not currently served by a bus service. It is hoped the service will be well supported to help secure its future.

(3) **Financial Considerations** The cost of funding the Service 231 for one year was agreed at the meeting the Cabinet Member dated 6 May 2014. The cost will be £49,998 with any fares revenue taken deducted from this cost.

(4) **Transport Considerations** As set out in the report. The actions taken will provide journey opportunities for all members of the community in the areas served.

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

(5) **Key Decision** No.

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

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

(8) **OFFICER'S RECOMMENDATIONS** That:

- 8.1 The Cabinet Member notes the measures taken to secure a bus service for those areas of Pinxton and South Normanton that no longer have direct access to public transport.
- 8.2 The local Member and lead petitioner be advised of the actions taken by the Authority.

Mike Ashworth
Strategic Director – Economy, Transport and Environment