

**DERBYSHIRE COUNTY COUNCIL**

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

**21 October 2014**

Report of the Strategic Director – Economy, Transport and Environment

**PETITION FOR DERBYSHIRE COUNTY COUNCIL TO  
REINSTATE THE FORMER LOCAL BUS SERVICE 13 FROM  
MAPPERLEY TO ILKESTON**

(1) **Purpose of the Report** To consider the County Council's response to a petition received requesting the reinstatement of local bus Service 13 from Mapperley to Ilkeston.

(2) **Information and Analysis**

**Background**

A petition was received by the Cabinet Member - Jobs, Economy and Transport on 5 August 2014 (Minute No 119/14 refers), requesting Derbyshire County Council reinstates local bus Service 13, which ceased operating at the end of March 2014. The Service provided Mapperley with one return journey to Ilkeston, Monday to Saturday.

It was resolved that the Strategic Director – Economy, Transport and Environment should be asked to investigate the matters raised in the petition.

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**

Service 13 was part of a package of contracted local bus services in the Ilkeston area, the contract for which had reached its full term and, along with other expiring contracts, was re-tendered by the Authority prior to the end of the contract on 29 March 2014.

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Two options were put out to tender, one to retain the services unchanged and another to provide a revised package of services that better reflected passenger demand based on the results of on-bus surveys and electronic ticket machine data. The revised package focused on maintaining journey opportunities where there was any significant use, whilst reducing the overall subsidy required by reducing the number of buses required to provide the services and making more efficient use of other contracted services in the area.

To retain the previous services would have cost £29,974.92 more than to provide the second, demand based option implemented. The most notable impact on service users was the withdrawal of Service 13, which had existed solely to provide a local bus service for Mapperley.

Analysis of sample data for Service 13 shows the Service carried just 423 passengers between August and November 2013, which equates to an average of 4 passenger journeys per day. This low passenger use could not justify the significant additional cost required to maintain it.

A report advising Cabinet of the results of a tendering process for local bus services was considered by Cabinet on 4 March 2014 (Exempt Minute No 95/14 refers). Members agreed to award contracts for a number of services including a revised Service 14 between Ebenezer Street and Sandiacre. It was noted that as part of these changes the then Service 13 to Mapperley would be withdrawn.

There are a number of alternative services that could be used by Mapperley residents. In particular, there are three services passing Mapperley Crossroads which is about 0.6 mile from Mapperley:

Service 59    An hourly service between Derby and Shipley View provided by Yourbus under contract to Derbyshire County Council.

Service 11    An hourly commercial service between Derby and Ilkeston provided by Notts and Derby.

Black Cat    An hourly commercial service between Derby and Mansfield provided by Trent Barton.

All three services operate to a tight timetable and it would not be possible to divert the services to Mapperley without disrupting the current timetable. Given the low level of demand, it would not be viable for the commercial operators to divert their services. Nor would it be practicable for the County Council to divert the supported Service 59. There is no capacity in the timetable to extend the route without requiring an extra bus. To route this Service to include Mapperley would require it to be rerouted away from other

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areas of far greater passenger demand, resulting in fewer overall passengers using the Service and increasing the on-going subsidy requirement for the Council.

Community Transport remains available for Mapperley to the Co-op and Tesco, Long Eaton, provided by Erewash Community Transport. On the basis of the passenger numbers previously using Service 13 from Mapperley, it is evident that Community Transport could accommodate all former travellers.

### Conclusions

The previous low use of Service 13 means the cost of providing Mapperley with a local bus service cannot be justified, which is the reason this Service was withdrawn in March 2014.

Community Transport is available for those who cannot make their way to the regular alternative bus services available at Mapperley Crossroads. For those who are able to walk this distance, Mapperley Crossroads is about 0.6 mile from the former bus stop in Mapperley Village, with a footway available between these points.

### Local Member Comment

Councillor Paul Jones has been consulted and made the following comment:

*"You will have received a petition signed by 133 residents of this small community in my Divison. This is a significant number when you realise that there are only 240 on the electoral register which just goes to show the level of concern and I was disappointed that as local member, I was not consulted when the original proposal went to Cabinet.*

*This is a relatively isolated community which is nestled between Ilkeston and Shipley Country Park. There is no direct vehicular access to the next large Town, Heanor, which although only a couple of miles, as the crow flies, is a 13 mile round trip if you have a car.*

*The only public transport is for the school children.*

*There is significant concern about the ability of the elderly, disabled and people with young families to access public services and I would urge the Council to reconsider their decision. If this is not possible, than consider diverting one of the bus services which goes through Ilkeston ie Black Cat Service or the 59, which currently can only be caught at Mapperley Crossroads , which is at least a 1 mile walk from the village along a country lane.*

*A suggestion that residents can access Community Transport is a red herring given that the Council is reviewing its support for this service.*

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*It is important that we should consider the impact on these isolated rural communities when we make the decision to withdraw such services.”*

(3) **Financial Considerations** The Council must ensure the finite funds available are best targeted to provide service provision while being mindful of best value. As evidenced through the tender process, the petitioners request to provide Service 13 would have cost £29,974.92 more than the current services provided.

(4) **Transport Considerations** As set out in the report. Whilst a direct bus service through Mapperley village would give residents greater convenience, for those unable to make their own way the 0.6 mile to the regular alternative services at Mapperley Crossroads, Community Transport is available.

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

(6) **Key Decision** No.

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

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

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

9.1 The Cabinet Member refuses the request to reinstate local Bus Service 13.

9.2 The local Member and lead petitioner be informed accordingly.

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