

Agenda Item No. 7(n)

DERBYSHIRE COUNTY COUNCIL

CABINET

26 January 2016

Report of the Strategic Director – Economy, Transport and Environment

**PROPOSED CHANGES TO LOCAL BUS SUPPORT (HIGHWAYS,
TRANSPORT AND INFRASTRUCTURE)**

(1) **Purpose of Report** To seek Cabinet approval to consult on proposals to cease all County Council funding for subsidised local bus services (supported bus services) and to approve in principle, subject to public consultation, an initial two and a half year funding programme to provide demand responsive transport.

(2) **Information and Analysis**

Context

The Comprehensive Spending Review and associated Local Government Finance Settlement, announced in December 2015, provide clear indications of likely levels of Government support up to 2019-20.

The ability of the Council to fund services is influenced by a number of factors, one of the most significant of which is the availability of support from Government in the form of Revenue Support Grant (RSG). Throughout the current period of cuts in public sector spending, since the global financial crisis in 2008, the Government has consistently reduced its support to local authorities and by 2019-20 it is forecast by the Department for Communities and Local Government that the Council's support through RSG will have fallen to around £13m and the Council is expecting this support to end in totality in the following year (2020-21). By way of comparison the Council received £98.050m of RSG in 2015-16.

This will bring to an end decades of support to local authorities through the allocation of a large non-ringfenced Government grant; other, less significant, grant streams are also expected to reduce and some to end over the forthcoming five years. By 2021-22 it is envisaged the vast majority of the Council's funding will come from Council Tax and Business Rates, topped up by direct charges for services where appropriate.

The reduction in Government grants is only part of the problem faced by the Council; there are significant pressures, particularly in Adult Care which require the Council to allocate approximately £20m to that service alone in each of the next five years and probably around £15m a year thereafter. The pressures in Adult Care are a combination of additional cost arising from the Chancellor of the Exchequer's announcement about the introduction of a National Living Wage and increasing numbers of clients requiring support and the increasingly complex needs of those clients.

In mitigation, the Government have announced that councils will be able to increase their Council Tax by an additional 2% per annum in each of the next four years and there is provision for further payments to be received from the Better Care Fund, potentially reaching £25m per annum by 2019-20. However, neither of these measures will offset the pressures in Adult Care on an annual basis and are not available to help prevent savings being required in other service areas.

Overall, the Council's revised Five Year Financial Plan which is also on the agenda for approval at this Cabinet Meeting indicates significant cuts are still required from 2016-17 until 2020-21. This is in addition to cuts identified in the period 2010-11 to 2015-16.

Background Information

At its meeting on 27 January 2015, Cabinet approved proposals to allocate £3.5m over 2 years from the General Reserve to support the continued provision of supported bus services (Minute No. 39/15 refers). At present, the County Council is not in a position to identify funding for the longer term and in the light of this, it is recommended that public consultation should now be undertaken on a proposal to cease all funding for supported bus services, with effect from 1 October 2017. It is proposed that the consultation for this starts early in 2016 and continues for a period of 8 weeks.

Alternative funding streams may emerge as a result of the forthcoming Buses Bill, and the proposed Combined Authority with devolved powers from central government. It is currently anticipated that powers granted through the Buses Bill, and the proposed Elected Mayor for the Combined Authority, will be in place by May 2017. However, in view of the current financial outlook, the Authority has the responsibility to consult on the basis of the proposed reduced budget.

Current Provision

Most local bus services in Derbyshire are provided on a commercial basis without any subsidy from the County Council. The Authority, however, has an important role in supplementing this commercial network by subsidising public transport services for less populated areas of the County and at times and

days where services are not commercially viable. The County Council has made significant funds available for public transport over many years and £5.73m is currently spent on supported bus services. Of the 27.4m bus journeys made in Derbyshire in 2014-15, 4.0m (14.6%) were made on Derbyshire County Council supported services. It has only been possible to sustain this level of support since April 2015 by the use of £3.5m over 2 years from the General Reserve.

A list of all the local bus services currently supported, either partly or fully, by Derbyshire County Council is attached as Appendix 1. Maps showing the coverage of the network of commercial bus services in Derbyshire, and those areas where the only bus services currently available are those supported by the Council, are shown at Appendix 2. This information is provided to indicate the services and journeys at risk from the proposal to withdraw funding for supported bus services.

Some local bus contracts are due to expire on 31 March 2017. The procurement process for bus contracts takes up to 9 months. It is therefore proposed that consideration should be given to whether it is possible to extend those contracts to October 2017, to enable consultation to be carried out, and a decision be made as to the future of supported local bus services.

Implications of Proposed Withdrawal of Funding for Supported Bus Services

The significance of the proposed withdrawal of funding for supported bus services cannot be overstated. Transport enables its users to access essential services and opportunities which may otherwise not be open to them. Cessation of funding would leave large areas of Derbyshire without any access to local bus services and, given the parallel proposal to withdraw grant funding for Community Transport from October 2017 (*see separate report to this meeting*), potentially without any transport alternatives. The withdrawal of funding for early morning, evening and Sunday supported bus services, which often complement daytime commercial bus services, would additionally impact on further areas of the County.

The loss of the supported bus network in Derbyshire would impact on the ability of people to lead independent lives, particularly those who are entirely dependent on this transport network to access key services. This is likely to include, but is not restricted to:

- health care
- shopping
- education and training
- employment opportunities.

There would also be wider impacts, such as on local businesses, where employees and customers depend on the presence of the supported bus services for access. Loss of the supported bus network would also impact on the ongoing viability of commercial bus services. For example, if a passenger could no longer make their return journey because their supported evening bus service had been withdrawn, they may be unlikely to continue to make their outbound journey on the commercially provided daytime bus service.

Mitigation Measures

Given that the withdrawal of these services would have a significant impact, consideration has been given to how some of the adverse effects could be mitigated, for example, by encouraging bus operators to extend the network of commercial services and by introducing a new type of flexibly routed service.

If the proposals were to be adopted it is envisaged that the Council would take every opportunity to encourage transport operators to expand the coverage of commercial bus services, with a view to enabling as many replacements as possible to be available for journeys currently made through the supported bus network. Discussions with operators held in 2014 confirmed that there was some potential for commercial replacements, and some of these opportunities have already been progressed with operators. Whilst it is likely that other commercial alternatives would emerge to replace withdrawn supported services, these are likely to focus on the most popular routes at the most popular times of day, rather than complete like for like replacement of existing services.

The Council would help facilitate and co-ordinate commercial opportunities developed by individual operators and would work with operators to create the right circumstances to encourage sufficient passenger use for commercial services to be viable. The Council cannot, however, oblige any operator to provide commercial services and it is therefore not possible, at this stage, to anticipate the extent that commercial alternatives may develop if the proposals to withdraw financial support were implemented. There may be circumstances where it would be appropriate to continue to provide some financial support, for example, for a limited period to ensure continuity of some of the better used urban services where there is a reasonable prospect of them becoming commercially viable with a modest increase in passenger use. However, it is unlikely that funding would be sufficient to do this other than on a limited scale.

It is recognised that commercial alternatives are unlikely to be viable in many areas, particularly for deeply rural areas where population is sparse. A mitigation measure which could, in part, address this would be the development of funded Demand Responsive Transport (DRT) solutions, as an alternative to conventional fixed route scheduled services. Such services do not provide the frequency or the simplicity of a conventional 'turn up and go'

service, but they do enable a level of service to be maintained in areas that may otherwise be without a service. It is an approach that has been adopted in other areas of the country where there has been a desire to maintain some level of public transport service. Examples include Lincolnshire's Call Connect and Northamptonshire's County Connect.

The DRT proposal would be to provide a minimum of 10 modern accessible vehicles, operating between 0700 hours and 1900 hours Monday to Friday, offering an opportunity to travel for those remote from commercial bus services. A map showing four indicative DRT operating areas, which would collectively offer countywide coverage, is shown at Appendix 3. The resource used in each of the four areas would need to be flexible, depending on demand, but there would be a minimum of two vehicles operating in each area. The map should be seen as illustrative of the type of service that could be provided. The detailed proposals, however, could be refined and developed in the light of responses to the public consultation.

The service would operate as pre-booked only and would principally offer a service transporting users from designated pick up points to their nearest town, providing access to essential services, or for onward travel using conventional commercial bus services. The ability of an individual to travel at any time within the window of operation would depend on what other bookings have been made. It may be, for example, that they would need to change the time when they intend to travel or they may find that a particular service is fully booked. Individual bookings would, however, be grouped together to travel on a single journey where possible. Concessionary pass holders would continue to be able to use their passes on the DRT services, which would be operated using accessible vehicles.

As well as providing an alternative for supported bus services, where commercial services are least likely to be viable, the proposed DRT service would offer a potential alternative for some of the current users of the Dial-a-Bus (DAB) services provided through Community Transport organisations with grant funding from the Council. This is an important consideration given the separate proposal to withdraw grant funding for Community Transport (see *separate report to this meeting*). Unlike the current DAB services, however, the proposed DRT service would be geared towards all transport users, rather than primarily those who have difficulty using conventional transport. It is recognised that DRT is unlikely to be suitable for some of the current users of the DAB services, for example, those with severe mobility difficulties. For these people a new scheme, referred to as 'aCTive travel plus' is proposed. This new scheme is referred to in a separate report to this meeting on proposed changes to Community Transport Services.

Whilst a DRT service would help maintain opportunities to travel for those rural areas remote from commercial bus services, enabling each vehicle to

cover a much bigger area than would be the case through a conventional bus service, it should be noted that DRT services are an inherently less efficient means of provision compared with a conventional bus service. This is because average passenger loadings per vehicle trip are considerably lower, due to logistical limitations. Consequently, DRT typically involves significantly higher subsidy costs per passenger journey made than would be the case with a conventional bus service.

Although the DRT proposal would focus on those areas likely to be the most affected by the proposed cessation of funding for supported bus services, these do not typically correspond with areas of highest use. It should also be highlighted that DRT would be likely to provide an alternative for only a small proportion of the current users of the supported bus network, and that overall DRT passenger use would probably equate to less than 5% of the 4.0m journeys currently made on supported bus services.

These proposals will need to be kept under review in the light of the forthcoming Buses Bill and emerging proposals for devolution and a Combined Authority.

Consultation Process

The consultation process would provide the Council with an insight and better understanding of the impact of the proposed cuts and measures to mitigate these. It would be aimed in particular at passengers who use supported bus and Dial-a-Bus services, both of which could be affected by the proposed withdrawal of funding. As well as seeking views on the possible withdrawal of these services, the consultation would also need to seek responses to the proposed DRT and 'aCTive travel plus' services. Consultation would take place in line with the Council's commitment to transparent decision making and ensuring that all interested parties have an opportunity to comment on the possible changes.

An Equality Analysis would be undertaken in parallel with the public consultation to provide Members with an understanding of the effects of the cuts on particular groups and communities.

The consultation process would include:

- Use of the Council's existing engagement mechanisms, such as the Youth Council and 50+ Forums, to ensure that input from service users and non-users is secured as far as possible and that vulnerable groups are provided with the best opportunities for input.
- On-line and paper questionnaires, social media, face-to-face discussions and letters to key stakeholders.

The provisional consultation programme would be as set out below. These proposals should be seen as a guide only at this stage:

- Spring 2016: Public consultation on proposals.
- Late Spring/Summer 2016: Evaluation of feedback.
- Summer 2016: Report to Cabinet on outcome of consultation.

(3) **Financial Considerations** The reduction measures considered in this report account for the ending of funding from reserves from October 2017, together with a further budget reduction of £0.80m from 2017-18. Cabinet is asked to agree that an additional £1.25m from the General Reserve be allocated to maintain the current supported bus network until October 2017. The resulting reduction in funding for supported bus service contracts total £4.39m by 2018-19.

These changes would leave a total budget of £1.34m a year, including £0.90m devolved from Government since January 2014 for Bus Subsidy Revenue Grant. This grant was previously paid directly to the operators of local authority funded local bus services as a rebate on fuel duty paid (Bus Service Operators Grant). The grant funding is ring-fenced for supporting bus services until April 2017. From 1 April 2017 the funding will be included in the overall Government funding for the County Council but it will not be separately identifiable. Cabinet is asked to agree that £0.90m a year should continue to be allocated for transport solutions, initially for a three year period (2017-18 through to 2019-20). The five year financial plan had envisaged a programme of spending cuts that would have left funding of approximately £1.32m available for spending in 2017-18 only. It is suggested that greater stability and better value for money could be achieved if this funding could be spread evenly over the three year period 2017-18 to 2019-20. This would remain consistent with the overall objectives of the five year financial plan.

From October 2017, this funding would primarily be used to support the proposed DRT services as part of the mitigation measures, although the consultation process may identify other opportunities to use some of this funding to support other transport solutions.

The existing contribution of £0.77m from Children's Services is for the carriage of entitled home to school students currently integrated within local bus contracts. Home to school provision is a statutory requirement, so this funding would need to be re-allocated towards the procurement of replacement home to school contracts. There is a risk that alternative arrangements to meet statutory home to school provision could incur an increase in costs for Children's Services. However, a review of current school contract services would be undertaken to identify the most efficient and effective means of meeting this need.

The total profile of proposed annual spending on public transport, outlined in this report, subject to the outcome of the proposed consultation for 2014-15 to 2019-20, would be as shown in the table below:

	2014-15 £m	2015-16 £m	2016-17 £m	2017-18 £m	2018-19 £m	2019-20 £m
Expenditure						
Supported Bus Services	5.73	5.73	5.73	2.46	Nil	Nil
Demand Responsive Transport	Nil	Nil	Nil	0.67	1.34	1.34
Funding						
Economy, Transport and Environment Revenue Support	3.74	2.74	1.24	1.34	1.34	1.34
Devolved Local Authority Bus Subsidy Revenue Grant (Ring-Fenced until April 2017)	0.90	0.90	0.90	Nil	Nil	Nil
Contributions from Children's Services for Home to School Transport	0.77	0.77	0.77	0.38	Nil	Nil
Contributions from neighbouring Local Authorities for cross boundary services	0.32	0.32	0.32	0.16	Nil	Nil
Funding from Reserves	Nil	1.00	2.50	1.25	Nil	Nil

(4) **Legal Considerations** In considering any potential changes to subsidised local bus services following consultation, Cabinet would need to be satisfied that the changes would continue to permit the Council to meet its statutory obligations. Section 63(1) of the Transport Act 1985 places a duty on the Authority to secure the provision of such public passenger transport

services as the council consider it appropriate to secure to meet any public transport requirements within the county which would not in their view be met apart from any action taken by them for that purpose.

Under Section 63(8) of the Act, the Council also has a duty to have regard to the transport needs of members of the public who are elderly or disabled when exercising the Section 63(1) duty referred to above.

The Equality Act 2010 provides that the Council should give 'due regard' to the need to eliminate discrimination, harassment and victimisation, and to advance equality of opportunity and fostering good relations, in the exercising of its functions. This need for 'due regard' specifically applies to all nine protected characteristics set out in the Act, including age and disability. An Equality Analysis would form part of any subsequent report to Cabinet.

(5) **Human Resources Considerations** During the consultation process, a considerable amount of Officer time would be required to manage the consultation process. This would be managed from within existing resources.

(6) **Equality and Diversity and Health Considerations** In parallel with each stage of the consultation, an Equality Analysis would be completed. Any adverse impact and any mitigation which is possible would be detailed in a later report to Cabinet. Consideration would also be given to potential health impacts.

Other Considerations

In preparing this report the relevance of the following factors has been considered: prevention of crime and disorder, environmental, property and transport 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 Environment Department. Officer contact details – Anthony Crompton, extension 36733.

(10) **OFFICER'S RECOMMENDATIONS** That Cabinet:

10.1 Agrees to undertake public consultation on proposals to withdraw all funding for existing supported local bus services and Dial-a-Bus services from 1 October 2017.

- 10.2 Agrees to receive a further report on the future of all County Council subsidised local bus services and Dial-a-Bus services following the conclusion of the consultation process.
- 10.3 Agrees to allocate £1.25 million from the General Reserve to maintain existing supported local bus services between 1 April 2017 and 30 September 2017.
- 10.4 Agrees, in principle, to allocate funding of £1.34 million per year from 2017-18 for an initial three years, including £0.90 million previously ring-fenced as Bus Subsidy Revenue Grant, to provide demand responsive transport, should the outcome of public consultation lead to a decision to withdraw funding for local bus services and Community Transport Dial-a-Bus services.

Mike Ashworth
Strategic Director – Economy, Transport and Environment

Appendix 1 – Supported Local Bus Services

Service	Route and Operator	What the County Council financially supports
1	Alfreton – Tibshelf – Sutton – Mansfield (Stagecoach East Midlands)	Between Sutton and Alfreton - Monday to Saturday from 1927 (Alfreton) and 1853 (Sutton) onwards and all Sunday
1	Uttoxeter – Tutbury – Burton (Arriva Midlands)	Monday to Saturday from 1835 (Burton) and 1845 (Uttoxeter) onwards (contribution to Staffordshire County Council contract)
1E	Uttoxeter – Tutbury – Burton (Arriva Midlands)	All - Sunday (contribution to Staffordshire County Council contract)
2	Swadlincote - Melbourne - Chellaston – Derby (Arriva Midlands)	Between Swadlincote and Chellaston - Monday to Saturday from 1917 (Chellaston) and 1905 (Swadlincote) onwards and all Sunday
6.1	Bakewell – Matlock – Derby (Trent Barton)	Between Bakewell and Matlock - Monday to Friday 0630 from Bakewell
6.3	Derby – Belper – Heage – Ripley (Trent Barton)	Between Heage, Eagle Tavern and Ripley - All Sunday EXCEPT 1815 from Heage and 1825 from Ripley.
7.1	Belper – Holbrook - Derby (Trent Barton)	Monday to Saturday 1823 from Belper and 1910 from Derby
9	Derby – Ockbrook – Borrowash (Notts and Derby)	All - Monday to Saturday
9A	Derby – Borrowash – Ockbrook (Notts and Derby)	All - Monday to Saturday
9.3	Alfreton – Sutton (Stagecoach East Midlands)	Sunday
11	Derby – West Hallam – Ilkeston (Yourbus)	Monday to Saturday from 1933 (Ilkeston) and 2020 (Derby) onwards and all Sunday
12	Shirebrook – Warsop – Mansfield (Stagecoach East Midlands)	Monday to Saturday (funding is for journeys operating via Shirebrook, Leen Valley Drive only)
14	Dronfield – Apperknowle – Chesterfield (TM Travel)	All – Monday to Saturday
14	Ilkeston – Stanton-by-Dale – Sandiacre (Yourbus)	All – Monday to Saturday
15	Dronfield – Apperknowle – Marsh Lane (TM Travel)	All - Monday to Saturday
15A	Dronfield – Apperknowle – Marsh Lane – Crystal Peaks (Stagecoach in Chesterfield)	All - Sunday
16	Buxton - Leek – Hanley (D&G)	Sunday (contribution to Staffordshire County Council contract)
16	Broomfield – Chesterfield – Barlow – Dronfield (TM Travel)	All - Monday to Saturday

16A	Broomfield – Chesterfield – Barlow – Dronfield (TM Travel / Stagecoach in Chesterfield)	All - Daily (Broomfield Monday to Saturday only)
17	Derby – Duffield (Notts and Derby)	All - Monday to Saturday (part funded by Derby City Council)
19/19B/ 19C/19S	Ashby - Netherseal - Swadlincote - Burton - Queens Hospital (Midland Classic)	Monday to Saturday (funding is for journeys operating via Netherseal only)
20	Heanor - Ilkeston - Beeston – Nottingham (Trent Barton)	Between Ilkeston and Heanor – All Sunday EXCEPT 2325 from Heanor
21E	Swadlincote - Burton on Trent (Midland Classic)	All - Sunday (part funded by Staffordshire County Council)
22	Burton – Swadlincote (Midland Classic)	All - Monday to Saturday
23	Mansfield - Pleasley - Shirebrook – Langwith (Stagecoach East Midlands)	Monday to Saturday (funding is for journeys operating to or from Langwith Woodlands only)
23B	Mansfield - Pleasley - Shirebrook – Langwith (Stagecoach East Midlands)	All - Daily
24	Swadlincote - Lower Midway (Midland Classic)	All - Monday to Saturday
26 / 26A	Crystal Peaks - Killamarsh - Wales/Woodall- Thorpe Salvin (TM Travel)	All - Monday to Saturday (contribution to South Yorkshire Passenger Transport Executive contract)
29	Long Eaton - New Sawley – Sandiacre (Yourbus)	All - Monday to Saturday
39	Grangewood - Chesterfield - Holme Hall (Stagecoach in Chesterfield)	Frequency enhancements from 1935 onwards Monday to Saturday and all Sunday
43	Chesterfield - Dronfield – Sheffield (Stagecoach in Chesterfield)	Monday to Saturday 2300 from Chesterfield plus Sunday 2055 and 2302 from Chesterfield, 2200 from Sheffield and 2332 from Dronfield Woodhouse
44	Dronfield - Coal Aston – Sheffield (Stagecoach in Chesterfield)	Daily 1942 and 2142 from Dronfield and 2025 and 2225 from Sheffield plus Sunday 1742 from Dronfield and 1825 from Sheffield
44A	(Brampton) - Chesterfield - Sheepbridge - Coal Aston (Stagecoach in Chesterfield)	All - Monday to Friday (funding is for journeys operating via Sheepbridge only)
48	Brampton - Chesterfield - Sutton Scarsdale - Heath - Clay Cross (G&J Holmes)	All - Monday to Saturday

49	Clowne - Bolsover - Clay Cross (G&J Holmes)	All - Monday to Saturday
50	Sheffield - Eckington – Chesterfield (Stagecoach in Chesterfield)	Between Eckington and Chesterfield - Daily from 1930 (Chesterfield) and 1937 (Eckington) onwards plus Sunday 0830, 0930 and 1830 from Chesterfield and 0911 from New Whittington
53A	Mansfield - Bolsover - Clowne - Eckington – Halfway (Stagecoach East Midlands)	All - Daily
58	Macclesfield - Buxton - Bakewell - Chatsworth House (High Peak Buses)	All – Daily (part funded by Cheshire East Council)
59	Derby - Stanley Common - Ilkeston - Shipley View (Yourbus)	All - Monday to Saturday
60	Disley - New Mills – Whaley Bridge - Macclesfield (High Peak Buses)	All - Monday to Saturday (part funded by Cheshire East Council)
61	Glossop - New Mills – Buxton (High Peak Buses)	Monday to Saturday 1300 from Buxton and 1400 from Glossop, Saturday 1500 and 1720 from Buxton and 1600 from Glossop plus all Sunday
62	Hayfield - Thornsett - New Mills – Marple (High Peak Buses)	All - Monday to Saturday between Hayfield and New Mills, EXCEPT Monday to Friday 1550 and 1650 from Hayfield and 0845, 0945 and 1635 from New Mills
62A	Hayfield - Thornsett - Low Leighton - New Mills – Marple (High Peak Buses)	Monday to Friday 0728 from Hayfield and 1528 (schooldays) and 1806 from New Mills
63/63A	Matlock - Ashover - Clay Cross – Wingerworth – Chesterfield (Hulleys/G&J Holmes)	All - Monday to Saturday
63	Whaley Bridge – Stoneheads (High Peak Buses)	All - Monday to Saturday
64	Glossop - New Mills – Macclesfield (High Peak Buses)	All - Monday to Saturday (part funded by Cheshire East Council)
65	Buxton - Tideswell – Sheffield (TM Travel)	Monday to Saturday 0722 from Litton, 1730 from Sheffield and 1900 from Buxton
66	Chesterfield - Great Hucklow - Tideswell – Buxton (G&J Holmes / Hulleys)	All - Daily

66A	Chesterfield - Wardlow Mires – Tideswell (G&J Holmes / Hulleys)	All - Daily
68	Castleton - Buxton (Hulleys)	All - Monday to Saturday (one return journey)
70	Barrow on Trent- Derby (Notts and Derby)	All - Monday to Friday
70A	Chesterfield - Staveley - Eckington – Killamarsh (Stagecoach in Chesterfield)	Between Staveley and Killamarsh - Monday to Saturday from 1957 (Staveley) and 2027 (Killamarsh) onwards
71	Norwood - Killamarsh – Sheffield (Stagecoach Yorkshire)	Monday to Saturday 0447, 2120 and 2220 from Norwood 0535, 2240 and 2340 from Sheffield, Saturday 0547 from Norwood and 0635 from Sheffield plus Sunday 0820, 1920, 2020, 2120 and 2220 from Norwood and 2240 and 2340 from Sheffield (contribution to South Yorkshire Passenger Transport Executive contract)
71A	Norwood - Killamarsh – Sheffield (Stagecoach Yorkshire)	Sunday 0940,1940, 2040 and 2140 from Sheffield (contribution to South Yorkshire Passenger Transport Executive contract)
73	Clowne - Eckington - Crystal Peaks (G&J Holmes)	All - Monday to Saturday
73	Weston-on-Trent – Derby (Notts & Derby)	Monday to Friday 0700 from Weston-on-Trent
74	Clowne - Spinkhill - Crystal Peaks (G&J Holmes)	All - Monday to Saturday
75	Clowne Town Service (G&J Holmes)	All - Monday to Saturday
76	Buxton – Brownedge (High Peak Buses)	All - Monday to Saturday
77	Buxton - Sherwood Road (High Peak Buses)	All - Monday to Saturday
78	Hartington - Royal Hospital - Chesterfield – Brimington (Hulleys)	All - Monday to Saturday EXCEPT 1458 on Schooldays
80	Brimington – Chesterfield - Royal Hospital - Wingerworth (Stagecoach in Chesterfield)	Between Brimington and Chesterfield Monday to Saturday from 1919 (Brimington) onwards and all Sunday
80A	Wingerworth – Chesterfield – Royal Hospital - Brimington (Stagecoach in Chesterfield)	Between Chesterfield and Brimington Monday to Saturday from 1852 (Chesterfield) onwards and all Sunday
81	Bolsover - Staveley - Markham Vale (TM Travel)	All - Monday to Saturday

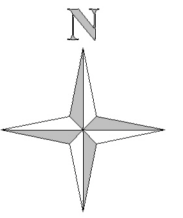
82	Chesterfield - Duckmanton - Bolsover – Langwith (Stagecoach in Chesterfield)	Monday to Friday 0505 and 1905 onwards (Chesterfield), 0500, 0540 (Hillstown), 2007 onwards (Langwith), Saturday 0510 and 2005 onwards (Chesterfield), 0545 (Hillstown) and 2107 onwards (Langwith), and all Sunday EXCEPT from Chesterfield to Bolsover between 1005 and 1905 and from Bolsover and Chesterfield between 1043 and 1943
83	Chesterfield - Carr Vale – Bolsover (Stagecoach in Chesterfield)	Monday to Saturday from 2035 (Chesterfield) and 2008 (Hillstown) onwards and all Sunday
84	Chesterfield – Holymoorside (Stagecoach in Chesterfield)	Monday to Saturday from 1855 (Holymoorside) and 1920 (Chesterfield) onwards and all Sunday
90	Yew Tree - Chesterfield - Barrow Hill – Staveley (Stagecoach in Chesterfield)	Between Barrow Hill and Staveley Monday to Saturday before 0900 and after 1500
90A	Duckmanton – Chesterfield - Yew Tree (Stagecoach in Chesterfield)	All Monday to Saturday between Duckmanton and Yew Tree plus all Sunday between Chesterfield and Yew Tree
97A	Chesterfield – Alfreton (TM Travel)	All – Daily
101	Ashbourne – Thorpe (High Peak Buses)	All - Monday to Saturday
102	Ashbourne – Parwich - Kirk Ireton - Wirksworth (High Peak Buses)	All - Monday to Saturday
103	Kirk Ireton - Ashbourne – Queen Elizabeth School (High Peak Buses)	All - Schooldays
108	Ashbourne – Leek (Aimees)	All - Monday to Saturday (contribution to Staffordshire County Council contract)
110	Matlock - Kniveton – Ashbourne (Yourbus)	All - Daily
111	Matlock - Hognaston - Kniveton – Ashbourne (Yourbus)	All - Monday to Saturday
113	Ashbourne – Belper (Yourbus)	All - Monday to Saturday
114	Ashbourne – Derby (Yourbus)	All - Monday to Saturday (part funded by The National Trust)
119	Chesterfield - Holmewood Industrial Park (TM Travel)	All - Monday to Friday (0540 from Chesterfield)
138	Belper - Heanor – Langley (Yourbus)	All - Monday to Saturday

140	Matlock - Crich – Alfreton (Littles / TM Travel)	All - Daily
141	Matlock - Crich – Ripley (Littles)	All - Monday to Saturday
142	Nether Heage - Belper - Crich – Alfreton (Littles)	All - Monday to Saturday
143	Ripley - Ambergate – Belper (McEwens)	All - Monday to Saturday
144	Ripley - Ambergate – Crich (McEwens)	All - Monday to Saturday
147	Street Lane - Marehay – Ripley (Yourbus)	All - Monday to Saturday
148	Alfreton - Pentrich - Ripley – Codnor (Yourbus)	All - Monday to Saturday
149	Alfreton - Mickley - Hilcote – Sutton (G&J Holmes)	All - Monday to Saturday
150	Matlock - Wessington - Alfreton - Clay Cross (Littles)	All - Monday to Saturday
151	Alfreton - Outseats Estate - Peasehill Estate (Yourbus)	All - Monday to Saturday
152	Alfreton - Somercotes - Lower Birchwood (Yourbus)	All - Monday to Saturday
153	Alfreton - Meadow Lane (Yourbus)	All - Monday to Saturday
170	Bakewell - Chatsworth House – Chesterfield (Hulleys)	Sunday
171	Bakewell - Youlgrave - Middleton by Youlgrave (Hulleys)	Monday to Saturday (funding is for journeys between Youlgrave and Middleton by Youlgrave only)
172	Bakewell - Stanton - Winster – Matlock (Hulleys)	Monday to Saturday EXCEPT 1038 and 1238 from Matlock and 1105 and 1305 from Elton
173	Castleton – Bakewell (Hulleys)	All - Daily
177	Buxton - Chelmorton – Bakewell (Hulleys)	All - Monday to Saturday (one return journey)
178	Bakewell - Over Haddon – Monyash (Hulleys)	Monday to Saturday (funding is for journeys to Over Haddon only)
190	Buxton - Chinley - Whaley Bridge (High Peak Buses)	All - Monday to Saturday
193	Buxton - Tideswell – Taddington (High Peak Buses)	All - Monday to Saturday
199	Buxton - Stockport - Manchester Airport (High Peak Buses)	Sunday (part funding between Buxton and New Mills/Newtown only)
202	Glossop - Gamesley – Hyde (Stotts of Oldham / Stagecoach Manchester)	All - Daily (part funded by Transport for Greater Manchester)

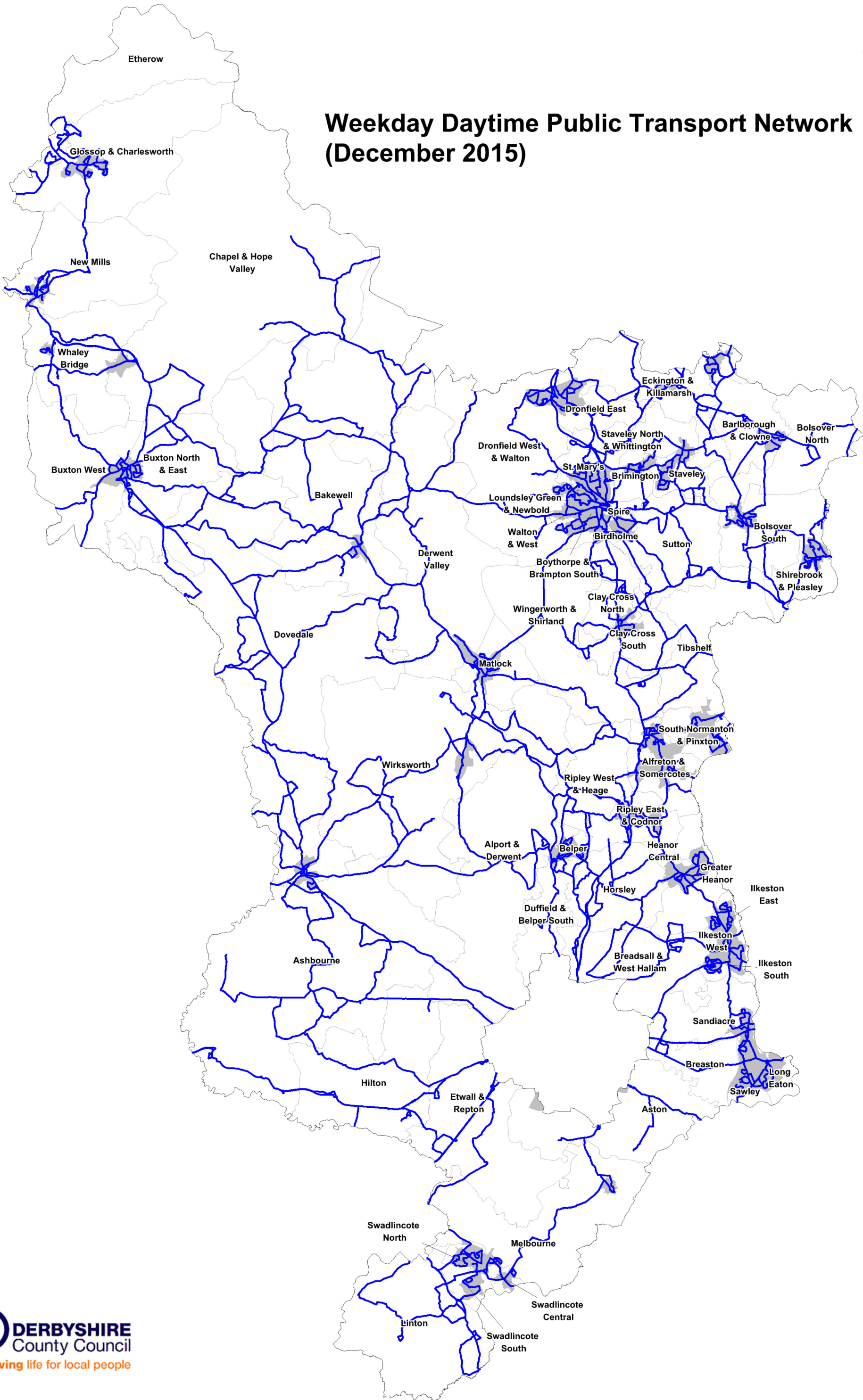
212	Bonsall - Crich - Derby (G&J Holmes)	All - Alternate Thursdays (one return journey)
215	Sheffield – Grindleford - Bakewell (TM Travel)	All - Monday to Friday
216	Matlock - Starkholmes - Cromford – Bonsall (TM Travel)	All – Monday to Saturday
217	Matlock – Rowsley – Chatsworth (TM Travel)	All - Daily
218	Bakewell – Matlock (TM Travel)	Monday to Saturday 1845, 2045 from Sheffield 2135 from Bakewell and Monday to Friday 0648 from Matlock 0710 from Bakewell
231	Pinxton - South Normanton – Alfreton (G&J Holmes)	All - Monday to Saturday
237	Ashton - Tintwistle – Glossop (Stagecoach Manchester)	Daily from 1933 (Glossop) and 1951 (Ashton) onwards (contribution to Transport for Greater Manchester contract)
252	Crystal Peaks - Eckington - Marsh Lane – Sheffield (TM Travel)	Between Marsh Lane and Sheffield Monday to Saturday (part funded by South Yorkshire Passenger Transport Executive)
272	Sheffield – Castleton (First South Yorkshire)	Monday to Saturday 2020, 2220 from Sheffield and 2120, 2320 from Castleton plus Sunday 1930, 2130 from Sheffield and 2030, 2230 from Castleton
273	Sheffield – Castleton (Hulleys / TM Travel)	All - Daily (part funded by South Yorkshire Passenger Transport Executive)
274	Sheffield – Castleton (Hulleys / TM Travel)	All - Daily EXCEPT 0700 from Castleton Monday to Friday (part funded by South Yorkshire Passenger Transport Executive)
275	Sheffield – Bakewell (Hulleys)	All - Monday to Saturday EXCEPT 1725 from Bakewell Monday to Friday (part funded by South Yorkshire Passenger Transport Executive)
276	Castleton - Hathersage - Baslow – Chesterfield (Hulleys)	All – Friday (one return journey)
341	Glossop - Gamesley – Hyde (Stotts of Oldham)	All - Monday to Saturday (contribution to Transport for Greater Manchester contract)

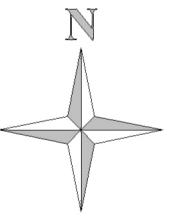
358	Hayfield - New Mills – Stockport (Stagecoach Manchester)	Monday to Friday 0602, 0627 from Hayfield and 0613 from Newtown and Monday to Saturday from 1915 (Stockport) and 2010 (Hayfield) onwards plus Sunday from 1845 (Stockport) and 1930 (Hayfield) onwards (part funded by Transport for Greater Manchester)
389	New Mills Town Service (High Peak Buses)	All - Monday to Saturday
390	Shire Hill Hospital/Old Glossop - Glossop – Whitfield (High Peak Buses)	All - Monday to Saturday
393	Glossop – Padfield (High Peak Buses)	All - Monday to Saturday
394	Glossop - Stepping Hill Hospital (High Peak Buses)	Saturday (part funded by Transport for Greater Manchester)
440	Hangingbridge - Parkside Junior School (High Peak Buses)	All - Schooldays
441	Ashbourne - Sterndale – Buxton (High Peak Buses)	All - Monday to Saturday
442	Ashbourne - Hartington - Buxton - Fairfield Estate (High Peak Buses)	All - Daily (Monday to Saturday part funded by Staffordshire County Council)
449	Ilam – Bakewell (Warringtons Coaches)	All - Alternate Mondays (one return journey)
amberline	Heanor - Kilburn – Derby (Trent Barton)	Sunday (part funding)
M1	Matlock - Asker Lane - Cavendish Park (TM Travel)	All - Monday to Saturday
M3	Matlock – Hackney (TM Travel)	All - Saturday
M4	Matlock – Hurst Farm Estate (TM Travel)	All - Saturday
my 15	Ilkeston – Sawley (Trent Barton)	Sunday (part funding)
ninety	Ripley - Jacksdale - Pinxton - Kirkby – Sutton (Trent Barton)	Monday to Saturday from 1819 (Sutton) and 1920 (Ripley) onwards (part funded by Nottinghamshire County Council)
rainbow one	Alfreton – Somercotes – Eastwood – Nottingham (Trent Barton)	Between Alfreton and Eastwood - Monday to Saturday from 2015 (Alfreton) and 1945 (Eastwood) onwards and all Sunday (part funded by Nottinghamshire County Council)
swift	Derby - Brailsford - Ashbourne – Mayfield (Trent Barton / Yourbus)	0608 from Derby Monday to Saturday and Monday to Wednesday from 1930 (Derby) and 1822 (Mayfield) onwards

transpeak	Manchester - Buxton - Bakewell - Matlock – Derby (High Peak Buses)	Daily 2015 from Buxton and 2150 from Derby plus all Sunday (part funding)
villager 1 (V1)	Derby - Hilton - Tutbury – Burton (Trent Barton)	Sunday (part funded by Staffordshire County Council)
villager 2 (V2)	Derby - Hilton - Egginton – Burton (Trent Barton)	Monday to Saturday (funding is for journeys operating via Egginton only)
villager 3 (V3)	Derby - Willington - Repton – Burton (Trent Barton)	Sunday (part funded by Staffordshire County Council)
V3	Derby - Willington – Barrow on Trent (Notts and Derby)	0728 from Barrow on Trent 1740 from Derby Monday to Friday
X17	Chesterfield – Matlock (Stagecoach in Chesterfield)	Monday to Saturday 2015 and 2235 from Chesterfield and 2045 and 2305 from Matlock plus Sunday 0830, 1030 and 1830 from Chesterfield and 0910, 1110 and 1910 from Matlock

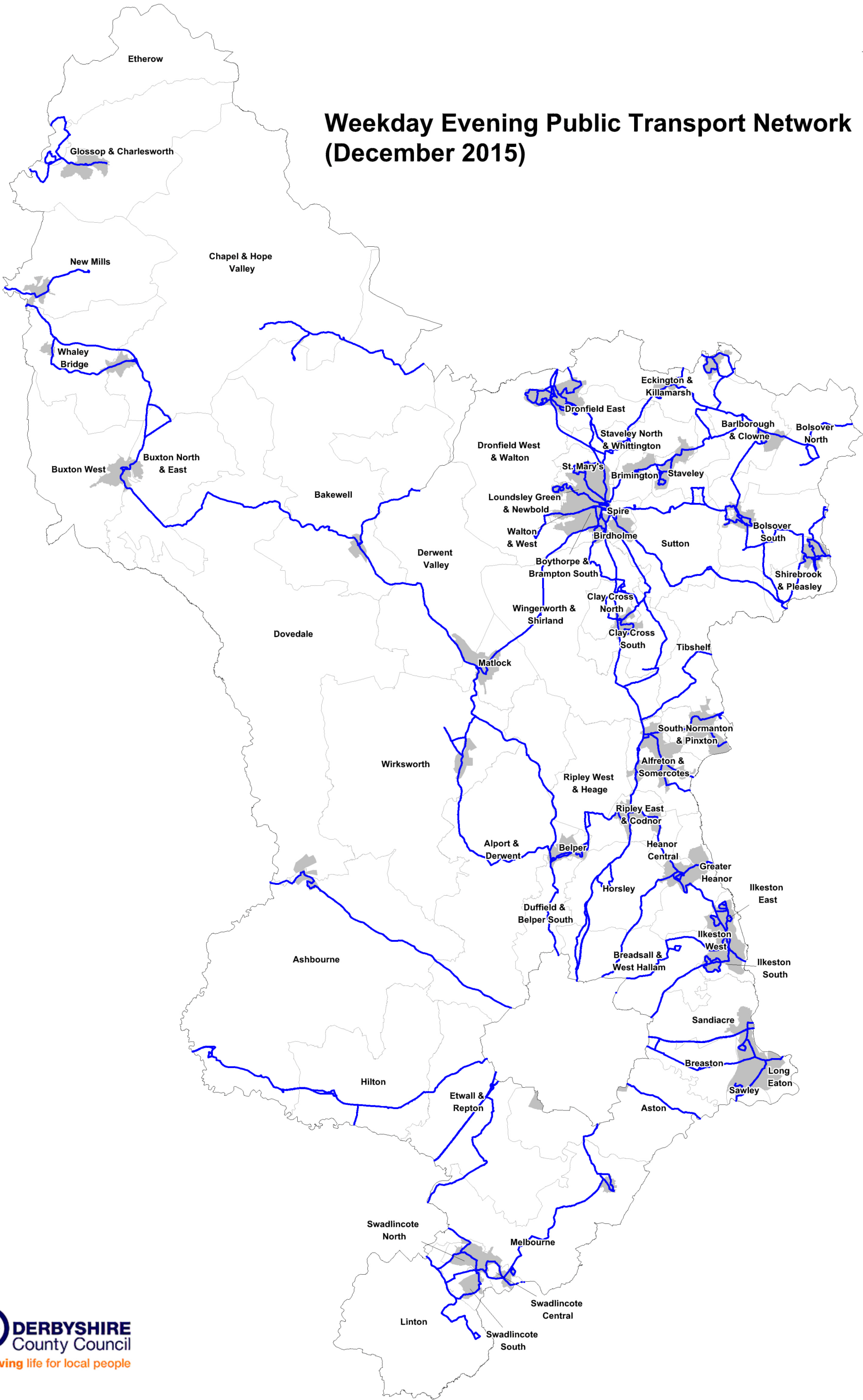


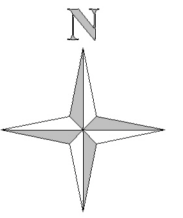
Weekday Daytime Public Transport Network (December 2015)



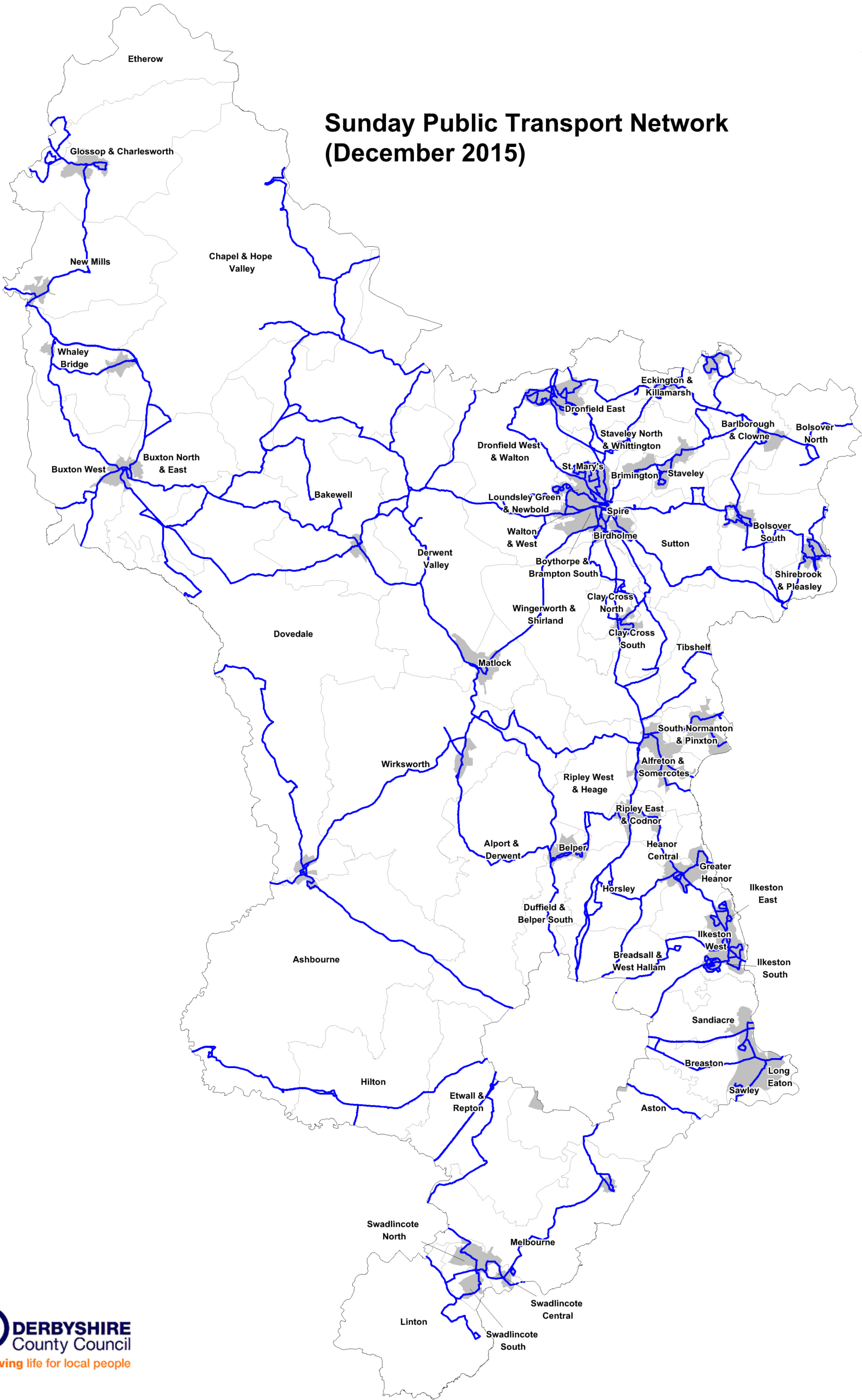


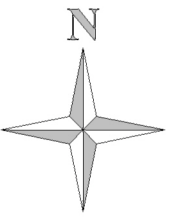
Weekday Evening Public Transport Network (December 2015)





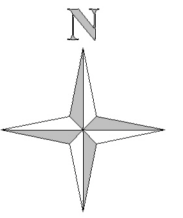
Sunday Public Transport Network (December 2015)



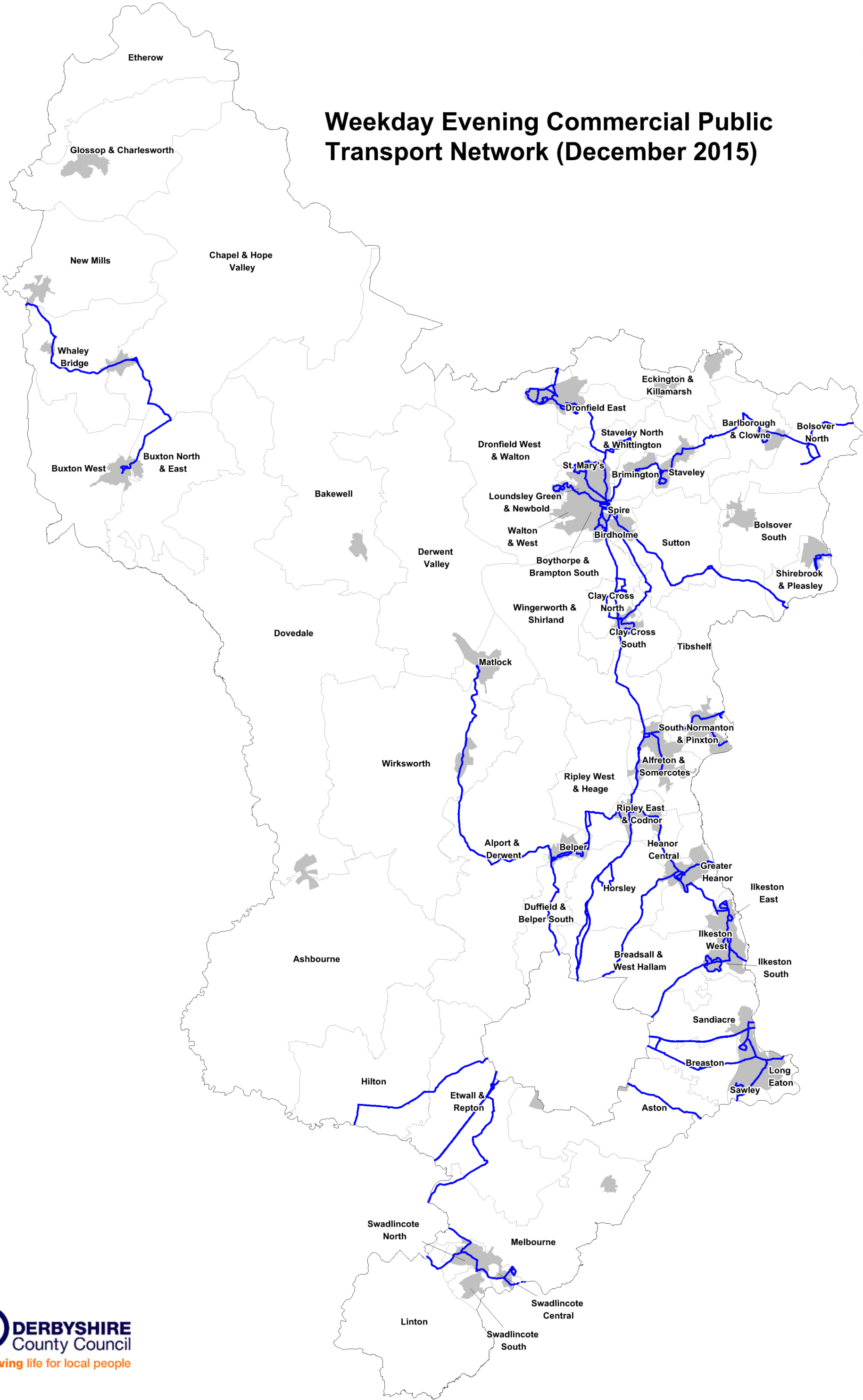


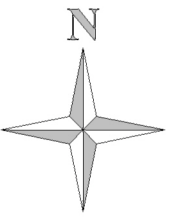
Weekday Daytime Commercial Public Transport Network (December 2015)



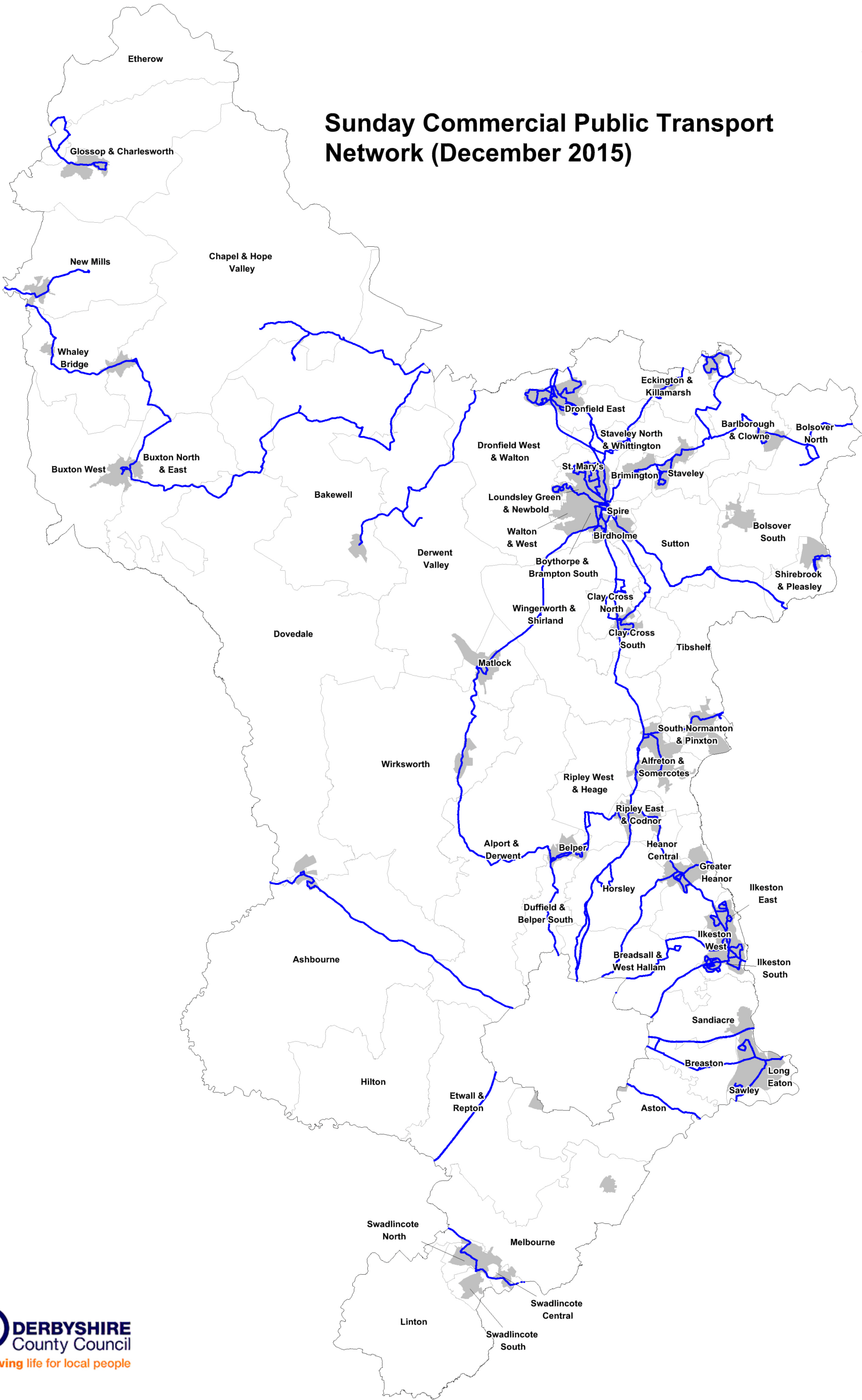


Weekday Evening Commercial Public Transport Network (December 2015)





Sunday Commercial Public Transport Network (December 2015)



Appendix 3
Indicative Demand Responsive
Transport (DRT) Operation Areas

