

OVERVIEW AND SCRUTINY TASK GROUP - PUBLIC TRANSPORT ISSUES

TUESDAY, 4TH NOVEMBER 2014, 6.00 PM
COMMITTEE ROOM 1, TOWN HALL, CHORLEY

AGENDA

APOLOGIES FOR ABSENCE

1 DECLARATIONS OF ANY INTERESTS

Members are reminded of their responsibility to declare any pecuniary interest in respect of matters contained in this agenda.

If you have a pecuniary interest you must withdraw from the meeting. Normally you should leave the room before the business starts to be discussed. You do, however, have the same right to speak as a member of the public and may remain in the room to enable you to exercise that right and then leave immediately. In either case you must not seek to improperly influence a decision on the matter.

2 MINUTES

(Pages 3 - 6)

To confirm the minutes of the Overview and Scrutiny Task Group – Public Transport Issues meeting held on 7 October 2014 (enclosed)

3 SCOPING OF THE REVIEW

(Pages 7 - 8)

The Group will consider the draft scoping document (enclosed)

4 LANCASHIRE COUNTY COUNCIL'S SUBSIDISED BUS SERVICE CRITERIA

(Pages 9 - 22)

The Group will review the newly proposed subsidised bus service criteria following a recent consultation undertaken by Lancashire County Council (enclosed)

5 NEXT STEPS

To outline the arrangements for the next meetings of the group.

GARY HALL
CHIEF EXECUTIVE

Electronic agendas sent to Members of the Overview and Scrutiny Task Group - Public Transport Issues Councillor Robert Finnamore (Chair), Councillor Julia Berry (Vice-Chair) and Councillors Charlie Bromilow, Mike Handley, Matthew Lynch, Mark Jarnell, June Molyneaux and Kim Snape.

If you need this information in a different format, such as larger print or translation, please get in touch on 515151 or chorley.gov.uk



MINUTES OF OVERVIEW AND SCRUTINY TASK GROUP - PUBLIC TRANSPORT ISSUES

MEETING DATE Tuesday, 7 October 2014

MEMBERS PRESENT: Councillor Robert Fynamore (Chair), Councillor Julia Berry (Vice-Chair) and Councillors Margaret France, Mike Handley, Matthew Lynch, Mark Jarnell, June Molyneaux, Alistair Morwood, Kim Snape and John Walker

OFFICERS: Lesley-Ann Fenton (Director of Customer and Advice Services) and Dianne Scambler (Democratic and Member Services Officer)

APOLOGIES: Councillor Charlie Bromilow

OTHER MEMBERS: Councillor John Fillis (Cabinet Member for Highways and Transport (Lancashire County Council)) and Tony Moreton (Lancashire County Council)

14.PT.1 Declarations of Any Interests

There were no declarations of any interests.

14.PT.2 Public Transport - Current Arrangements

County Councillor John Fillis, Cabinet Member for Highways and Transport and Tony Moreton, Assistant Director of Sustainable Transport for Lancashire County Council attended the meeting to give the Group an overview of the following:

- Current service provision across the borough
- Proposed changes to services, following recent consultation
- The difficulties regarding provision of services in rural area
- Community Travel (issues with volunteering)

Current bus service provision across the borough consists of a mixture of commercial and subsidised routes. Commercial routes (80%) are those operated for profit and include:

No:	Route:	Frequency:
	Network Chorley Services to Chorley estates, Coppull, Astley Village, Great Knowley, Eaves Lane, Heath Charnock, Adlington, Charnock Richard and Croston	
24	Chorley – Blackburn	Every 30 minutes

109	Chorley – Buckshaw – Preston	4 an hour
115	Chorley – Preston via Moss Side	Hourly
119	Chorley – Chorley Hospital – Euxton – Runshaw – Leyland	Hourly
125	Preston – Chorley – Bolton	Every 10 minutes
362	Chorley – Wigan	Every 15 minutes

There are three main bus operators in Chorley, Stage Coach, Arriva and Transdev that provide their services on a number of bus routes in and around Chorley.

Subsidised routes (20%) are provided by Lancashire County Council and they currently spend around £800,000 per annum to provide this service for the residents of Chorley. 20 services are provided that are a mixture of daytime, evening and rural including:

No:	Route:	Service:
	Contribution to Network Chorley Services (75k)	
14	Chorley - Buckshaw	Daytime
110	Preston - Croston	Daytime
118	Leyland – Clayton Brook - Blackburn	Daytime:
337/347	Chorley – Eccleston – Mawdesley – Ormskirk/Southport	Daytime:
342	Diversion via Coppull Old Parish	
113	Preston – Wigan, Chorley Town Services	Evening
24	Chorley - Blackburn	Evening
109	Chorley - Preston	Evening
109	Chorley – Preston (Network Chorley)	Sunday

County Councillor Fillis talked to the Group about the proposed changes to the service. Following recent announcements by the government over future funding, the County Council now needed to find a further estimated savings of £300m between 2014 and 2018. This meant that they needed to undertake a Network review of all the current bus services. The review was expected to take around 18 months to complete and Chorley, South Ribble and Preston would be combined into one area in line with the bus routes offered by the commercial bus companies. The review is in its early stages.

It was explained that they spent approximately £7m per year subsidising local bus services and that the current assessment of contracts is based on a financial criteria where 40% of the cost of operation should be met through passenger revenue. This way of ranking could result in those contracts that underperform financially being more likely to be withdrawn irrespective of the community needs that they fulfil.

To take into account the priorities set out in the Local Transport Plan, the county council was proposing to revise the criteria to measure services in a more sustainable way. Each subsidised local bus service will be scored in relation to the purpose of the journey and how accessible it is to the local community. The County Council had undertaken consultation on this new scoring criteria that focussed on a much wider assessment for the service that included:

- Serving people who travelled for either employment, shopping, education, leisure or a mix
- Priority neighbourhoods
- Accessibility
- Older/disabled people etc...

This new criteria would be used to score each contract to decide what the network would look like and would be the definition of a cost effective and affordable level of service. Discussions were also taking place with the bus operators to ascertain if improvements could be made to the commercial service provision.

Members asked if the bus service information could be improved upon, particularly at the Chorley Interchange and were informed that discussions were taking place to improve upon the current arrangements.

In response to feedback received on the recent subsidised services consultation the County Council are working on a Parish Partnership offer that would provide a tailored bus service for individual areas across Lancashire based upon the needs of those communities that use it. The County Council would purchase and maintain a fleet of 16 seater buses that would be used to provide bus routes across the borough on routes that the commercial operators don't cover. The proposal is in its early infancy and County welcomed any views that the Group may have. Once the details were finalised they would be consulting widely on the proposals.

The group also discussed the issues that residents faced when travelling by train that train that included the re-opening of some stations and the reduced services at others and asked if the County Council could influence change in this service industry. It was explained that this was an area that the County Council had little or no power to influence on.

The Rail North – Department of Transport Partnership would be the only way in which any influence regarding train services in the North could be achieved. Recent consultation undertaken by the Department for Transport and Rail North, on the Northern and Transpennine Express franchise looked at how their plans for infrastructure improvements, such as electrification and the completion of Northern Hub schemes, would impact on services, frequencies and destinations. Questions were also asked how they should tackle crowding, meet future passenger demand, deliver a more efficient network, and improve customer services and passenger satisfaction.

The Chair thanked County Councillor John Fillis and Tony Moreton for attending the meeting.

Members of the group had a general discussion about all the issues their constituents had brought to their attention over the years. The overall aim of the Group is for the provision of reliable services that cover the whole of Chorley, reflective of people needs and the Group discussed what aspects of the issues that they would like to try to influence/improve upon.

It was AGREED that the scoping document would be drawn up in consultation with the Chair and Vice Chair and brought back to the next meeting for approval by the Group.

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OVERVIEW AND SCRUTINY INQUIRY PROJECT OUTLINE

Review Topic: Public Transport Issues in Chorley

Objectives:

To investigate how Chorley Council can influence improved bus transport services for residents

Desired Outcomes:

1. Improvement of subsidised routes across the borough including concessions and levels of fares.
2. Reliable rural bus services that will service Chorley and its surrounding areas providing sustainable community services to elderly, isolated and often vulnerable members of our community
3. Improved sources of information about transport services

Terms of Reference:

1. To review the new Subsidised Bus Services criteria following a recent consultation undertaken by Lancashire County Council.
2. Understanding current provision and identifying gaps in service
3. Investigating areas of best practice amongst other community transport schemes.
4. Influencing the proposed Parish Partnership scheme proposed by Lancashire County Council for community transport.
5. Looking at ways that we can better communicate transport availability to our residents.
6. Investigate the potential for using the Information Centre at Chorley Interchange. Continue to lobby Network Rail about individual rail issues by correspondence rather than through the Task Group

Equality and diversity implications:

Rural transport considerations
Social isolation issues

Risks:

Raising expectations that we can influence change with the public and other Councillors.

Venue(s):

Town Hall, Market Street, Chorley

Timescale: 5 months

Start: November 2014

Finish: March 2015

Information Requirements and Sources:

Documents/evidence: (what/why?)

- Lancashire County Council’s new assessment criteria for subsidised routes across the borough to understand of the changes with affect provision in Chorley

Witnesses: (who, why?)

- Canvass Elected Members of the Council to build up their perceived picture of the current issues across Chorley.
- County Councillor John Fillis – Cabinet Member for Highways and Transport (Lancashire County Council) to understand current provision
- Tony Moreton, Assistant Director of Sustainable Transport (Lancashire County Council) to understand current provision
- Parish Council representatives to understand current rural provision and how it could be improved upon.
- Representatives from organisations such as Chorley and South Ribble Disability Forum an Dial a ride

Consultation/Research: (what, why, who?)

- Investigate and evaluate Community Transport Schemes elsewhere and to learn from areas of best practice.
- Research information about how services are communicated
- Consult with Parishes and Community Groups to understand rural transport needs

Site Visits: (where, why, when?)

Officer Support:

Lead Officer: Lesley-Ann Fenton

Democratic & Member Services Officer: Dianne Scambler

Likely Budget Requirements:

<u>Purpose</u>	<u>£</u>
Total	_____

Target Body¹ for Findings/Recommendations

Executive Cabinet

¹ All project outcomes require the approval of Overview and Scrutiny Committee before progressing



Objective	Criteria	Scoring	Points
Priority Themes Weighted 40%	Business growth - journey purpose (max. score of 10)	Employment	5
		Education	4
		Health / medical / welfare	4
		Shopping / personal business	2
		Leisure (social / recreation)	1
	Sustainable economic growth	The routes serves a significant (>1000 trips) employment area The routes serves a moderate (500-1000 trips) employment area The route serves a low (<500 trips) employment area	4 2 0
Impact on carbon emissions	The route directly serves an Air Quality Management Area (AQMA) and/or congestion hotspot The route passes nearby an AQMA and/or congestion hotspot No AQMA or congestion hotspots are served by the route	4	
		2	
0			
Accessibility Weighted 60%	Operational service days	Monday to Saturday Daytime	5
		Sunday Daytime	3
		Daily Evening	1
	Accessibility - travel choice	No reasonable alternative	8
		Alternative within 2 hours during daytime within no more than 800 metres	4
		Alternative within 2 hours during daytime at same location	3
		Alternative within 1 hour during daytime within no more than 800 metres	2
		Alternative within 1 hour during daytime at same location	1
	Access for older & disabled people	More than 50% passenger journeys by concessionaires	5
		Between 33% and 50% passenger journeys by concessionaires	3
Less than 33% passenger journeys by concessionaires		1	
No passenger journeys by concessionaires		0	
Service usage	More than 100,000 passenger journeys per annum	5	
	More than 25,000 but no more than 99,999 passenger journeys per annum	4	
	More than 10,000 but no more than 24,999 passenger journeys per annum	3	
	More than 5,000 but no more than 9,999 passenger journeys per annum	2	
	Up to 4,999 passenger journeys per annum	1	

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Bus service network review - revised criteria explanation**Lancashire County Council priority themes:****Business growth, journey purpose:**

This element considers the principal purpose of the bus service and how it is used.

Employment – does the bus service operate to/near employment areas, including business parks, town/city centres?

Education – does the bus service operate past/near education establishments, including school, colleges, universities?

Health/medical/welfare – does the bus service operate past/near health/medical establishments, including doctors/dentist surgeries, health centres, hospitals?

Shopping/personal business – does the bus service operate past/near local shops, out of town shopping centres, town centres, supermarkets?

Leisure (social and recreational) – does the bus service operate to/near leisure facilities, including leisure centres/gyms, places of interest, country parks, sports stadia, town and city centres?

Sustainable economic growth:

This element considers which bus services have the potential to serve employment areas, including business parks, town and city centres.

Impacts on carbon emissions:

This element considers whether the bus service operates through or near Air Quality Management Areas and congestion hotspots. Using the bus can reduce emissions and congestion therefore a bus service operating in these areas will create more benefit.

Accessibility:**Operational service days:**

This element considers on what days of the week the bus service runs giving a higher priority for those routes running Monday to Saturday daytime.

Travel choice:

This element considers whether there are alternative public transport services available, both bus and rail, in the locality and categorises them according to how frequent and how far these are from the bus service concerned.

Access for older and disabled people:

This category monitors how many people with older and disabled persons English National Concessionary Travel Scheme passes (NoWcards) are carried on the service giving a higher priority for those services carrying more ENCTS passholders who may not have access to alternative modes of travel.

Service usage:

This looks at how many people are carried per year on services. Those services carrying most passengers will receive a higher priority score.

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Consultation on the draft criteria for assessing Lancashire County Council subsidised bus services

What is the consultation about?

Lancashire County Council has developed a new method for assessing subsidised local bus services and wishes to consult on this proposed new criteria. We are consulting with all interested parties over the next 7 weeks and welcome views on the draft criteria.

All feedback will be treated confidentially. The feedback will be taken into consideration and where appropriate, changes will be made in line with comments received. We aim to have an agreed bus service assessment criteria in place by September 2014, which will then be published on our web pages.

Please refer to the proposed bus services criteria and criteria explanation which can be found on the 'Draft criteria for assessing subsidised bus services' consultation page at www.lancashire.gov.uk/haveyoursay .

1. Please read the instructions carefully.
2. Please use a blue or black pen to fill in the questionnaire.
3. Please check you have answered all the appropriate questions.
4. Please return your completed questionnaire by **31 July 2014** to Have your say, Lancashire County Council, County Hall, PRESTON, PR1 8XJ.

Journey purpose, business growth

A key priority for LCC's subsidised bus services will be to consider the principal purpose of the bus service and how it is used. A score will be allocated (up to a maximum of 10) based on whether services provide access for employment (5), followed by education (4), health/medical/welfare (4), shopping (2), personal business and leisure (1).

Q1 How strongly do you agree or disagree with the suggested categories and scores?

Please tick ✓ one box only

Strongly agree	Tend to agree	Tend to disagree	Strongly disagree	Don't know
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q2 If you disagree, please tell us why you disagree.

Please write in below

Q3 Are there any other categories you think should be included?

Please tick ✓ one box only

Yes

No

Don't know

Q4 If yes, what categories should we include and what score should they be given?

Please write in below

Sustainable economic growth

We will allocate a score to bus services based on how many trips they make that serve employment areas, including business parks, town and city centres.

Q5 How strongly do you agree or disagree with the suggested options and scores?

Please tick ✓ one box only

Strongly agree	Tend to agree	Tend to disagree	Strongly disagree	Don't know
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q6 If you disagree, please tell us why you disagree.

Please write in below

Q7 Are there any other options you think should be included?

Please tick ✓ one box only

Yes	<input type="checkbox"/>
No	<input type="checkbox"/>
Don't know	<input type="checkbox"/>

Q8 If yes, what options should we include and what score should they be given?

Please write in below

Impact on carbon emissions

We will allocate a score to bus services based on proximity to Air Quality Management Areas and congestion hotspots.

Q9 How strongly do you agree or disagree with the suggested options and scores?

Please tick ✓ one box only

Strongly agree	Tend to agree	Tend to disagree	Strongly disagree	Don't know
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q10 If you disagree, please tell us why you disagree.

Please write in below

Q11 Are there any other options you think should be included?

Please tick ✓ one box only

Yes	<input type="checkbox"/>
No	<input type="checkbox"/>
Don't know	<input type="checkbox"/>

Q12 If yes, what options should we include and what score should they be given?

Please write in below

Operational service days

We will allocate a score to bus services based on the days and frequency of operation. Those services operating on Monday to Saturday daytimes, where no alternative commercial service is available, will be given higher priority.

Q13 How strongly do you agree or disagree with the suggested options and scores?

Please tick ✓ one box only

Strongly agree	Tend to agree	Tend to disagree	Strongly disagree	Don't know
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q14 If you disagree, please tell us why you disagree.

Please write in below

Q15 Are there any other options you think should be included?

Please tick ✓ one box only

Yes	<input type="checkbox"/>
No	<input type="checkbox"/>
Don't know	<input type="checkbox"/>

Q16 If yes, what options should we include and what score should they be given?

Please write in below

Accessibility – travel choice

We will allocate a score based on whether there are alternative public transport solutions available in the vicinity within 800m radius of current subsidised bus services. Areas not served by alternative public transport will receive a higher score.

Q17 How strongly do you agree or disagree with the suggested options and scores?

Please tick ✓ one box only

Strongly agree

Tend to agree

Tend to disagree

Strongly disagree

Don't know

Q18 If you disagree, please tell us why you disagree.

Please write in below

Q19 Are there any other options you think should be included?

Please tick ✓ one box only

Yes

No

Don't know

Q20 If yes, what options should we include and what score should they be given?

Please write in below

Access for older and disabled people

We will allocate a score to bus services based on how many people with older or disabled persons ENCTS passes are carried, giving a higher priority for those carrying a greater number of pass holders.

Q21 How strongly do you agree or disagree with the suggested options and scores?

Please tick ✓ one box only

Strongly agree	Tend to agree	Tend to disagree	Strongly disagree	Don't know
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q22 If you disagree, please tell us why you disagree.
Please write in below

Q23 Are there any other options you think should be included?
Please tick ✓ one box only

Yes

No

Don't know

Q24 If yes, what options should we include and what score should they be given?

Please write in below

Service usage

We will allocate a score to bus services based on the overall number of passengers carried each year.

Q25 How strongly do you agree or disagree with the suggested options and scores?

Please tick ✓ one box only

Strongly agree

Tend to agree

Tend to disagree

Strongly disagree

Don't know

Q26 If you disagree, please tell us why you disagree.

Please write in below

Q27 Are there any other options you think should be included?

Please tick ✓ one box only

Yes

No

Don't know

Q28 If yes, what options should we include and what score should they be given?

Please write in below

Overall

Lancashire County Council currently assesses its subsidised local bus services purely on financial grounds - 40% of the cost of the provision should be met through fares income, including both that paid by passengers on bus together with the reimbursement of funding from the carriage of older or disabled persons ENCTS concessionary travel pass holders .

The proposed new criteria takes into consideration operational aspects of the subsidised bus services and also the county council's priority themes.

Q29 **How strongly do you agree or disagree with the suggested options and scores?**

Please tick ✓ one box only

- | | | | | |
|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| Strongly agree | Tend to agree | Tend to disagree | Strongly disagree | Don't know |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Q30 **Do you have any further comments to make on the proposed criteria?**

Please write in below

About you

Q31 **Are you responding to this consultation...?**

Please tick ✓ one box only

- As a member of the public
- On behalf of an organisation/business

Q32

If you are responding on behalf of an organisation/business, what is the name of the organisation you are responding to this consultation on behalf of?

Please write in below

Q33

If you are responding on behalf of an organisation/business within your organisation, which of the following best describes your position?

Please tick ✓ one box only

Operational

Management

Senior management

Other

Q34

Please provide your postcode. We are asking for this so we can consider responses based on location.

Please write in below

How do I share my views with you?

The formal consultation period will run from 12 June 2014 – 31 July 2014.

You have until this date to send us any comments you wish to make.

Please return the completed questionnaire to:

Have your say
Lancashire County Council
County Hall
PRESTON
PR1 8XJ

If you have any queries about this consultation, please email them to haveyoursay@lancashire.gov.uk or call 0808 1443536 (free from landlines) and leave a message.

Thank you for taking part in this consultation