

Rural Transport: The Access & Connectivity Conundrum



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A Rural Bus Challenged: Service 124- 2016 Bus Services Review

“If I need to get into Bridlington I can go on a Wednesday morning for the doctors or dentist or to see my son and granddaughter”

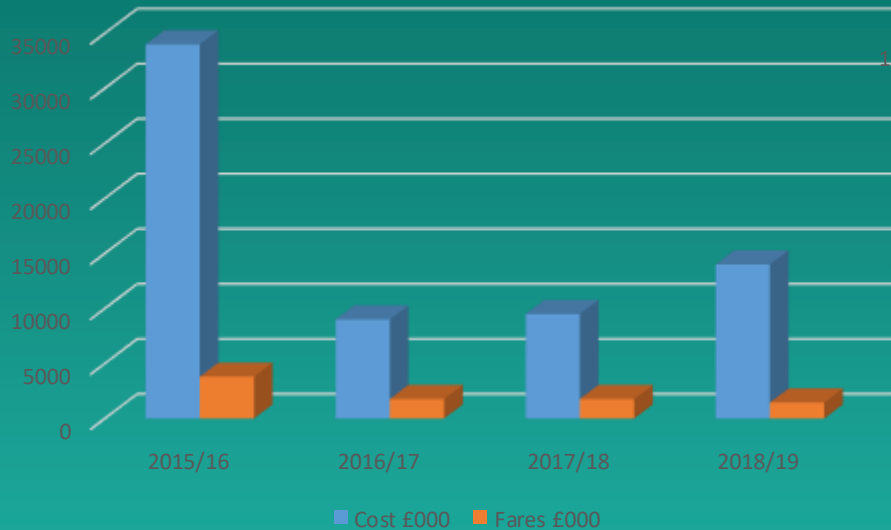
“I would need to take a taxi into Bridlington for shopping, doctors, dentist, hospital if needed and also shopping”.

“This is the only transport I have. Doctors, dentist, bank are all in Bridlington. Both Bridlington and Driffield are needed for my shopping”.

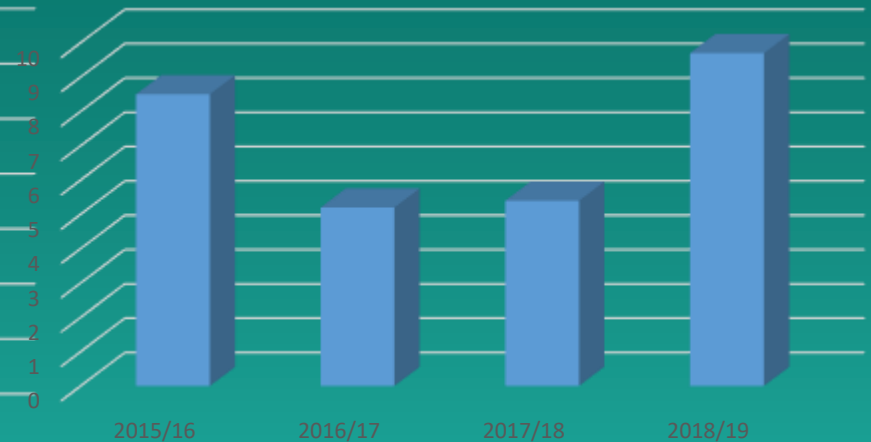


Service 124: A Historical perspective

Service 124: Tender Costs and Revenue



Service 124: Subsidy Per Passenger



“I have recently retired through ill health, and am not permitted to drive due to my medical condition. This bus service is my only opportunity to travel during the week, allowing me some independence, visit the doctor/nurse, and shop. I cannot afford to travel by taxi. I listened to the other passengers today, the loss of this service would impact greatly on their well-being, the social interaction seems a vital part of their lives. Please do not remove this service”.

MEDiBUS and MiBUS: Demand Responsive Options

- Residents of Burton Fleming, Kilham, Rudston, Thwing Wold Newton have used
- Over 80% of use comes from Kilham (largest village)
- In 2018/19 39 MEDiBUS passengers and 244 MiBUS passengers.
- This equates to around 20% of the number of passengers using the 124
- Likely to be some duplication of passengers

A Community Challenged: **Service 18 Withdrawn**



Over 350 residents of Bubwith and surrounding communities packed the village hall to complain about plans to withdraw their bus service 18 to York. The meeting was angry but ultimately productive. An email group of 140 residents was established to help plan a revised service option.

Community Engagement: Replacing Service18

- Extensive email discussions with residents about strategic transport needs/proposed timetable
- Temporary service including a shuttle element while new timetable consulted on, finalised and tendered
- Two bus operation (largely commercial) replaced by one bus operation (supported by 3 Councils)
- Friday and Saturday evening services funded by parishes along the route
- New Euro 6 bus deployed by contracted operator in 2019

A Community Champion Emerges: **Service CB3**



Monitoring & Review : The Council's Balanced Scorecard

Contract	Service	Contractor	Annual Passenger Journeys	Score	Subsidy per Single Journey	Score	Journey Purpose (Social Need)	Score	Average Passengers per Journey	Score	Proximity of Alternative Services	Score	Environmental Effect CO2 (Kg)	Score	Total Score
PT659	75 Withernsea - Hull (Burstwick Diversion)	EYMS	295	20	£2.34	6	Rural Sunday	20	1	6	Substantially Similar	50	-0.31	2	104
PT685	2 Bubwith - Market Weighton	Thornes	549	20	£8.35	15	Rural Shopping (Off Peak)	6	5	6	Substantially Similar	50	0.27	-1	96
PT703	121 Nafferton - Leconfield	EYMS	529	20	£11.50	15	Rural Work (Peak)	1	2	6	Substantially Similar	50	-1.43	2	94
PT704	121 Drifffield - Bridlington	EYMS	738	20	£12.37	15	Rural Work (Peak)	1	2	6	Substantially Similar	50	-0.74	2	94
PT667	105 Cottingham The Lawns - Hull	EYMS	5534	10	£0.35	1	Urban Sunday	25	24	2	Substantially Similar	50	0.91	-1	87
PT689	46 Pocklington - York	EYMS	5857	10	£1.72	4	Rural Sunday	20	10	5	Substantially Similar	50	5.04	-3	86
NLC1	350 Hull - Scunthorpe	EYMS	3928	10	£0.82	1	Urban Evening	19	6	5	Substantially Similar	50	1.11	-1	84
PT306	9 Hull - Bricknell Avenue - Cottingham	Stagecoach Hull	TBC	1	£0.06	25	Urban Shopping (Off Peak)	7	TBC	1	Substantially Similar	50	0.3	-1	83
PT626	517 Bridlington - New Pasture Lane	EYMS	1959	15	£3.42	6	Urban Work (Peak)	2	6	5	Substantially Similar	50	-0.04	2	80
PT661	80 Hull - Hedon - Hull (Westlands Estate Diversion)	EYMS	9907	15	£0.68	1	Urban Shopping (Off Peak)	7	19	3	Substantially Similar	50	0.28	-1	75

Utilising fleet downtime: **Service 243**

Adult Day Centre Service

Vehicle based Beverley serves
Day Centre in Withernsea

Passenger Assistant returned to
Beverley each day

Bus becomes 243 and provides 5
day per week Withernsea –
Beverley return service



Community Transport: **Current Legal Challenge**

- Challenge to exemption from EU Regulation 1071/2009 – ‘exclusively for non commercial purposes’
- In 2017 DfT took view that if any part of a CT group was considered commercial an O Licence required plus paid driver should have D1/CPC
- DFT issued new guidance, held consultation. DVSA did not generally enforce
- Dec 2018 Bus and Coach Association commenced Judicial Review against Secretary of State for Transport

Community Transport: **Current Legal Challenge**

- BCA claims the DfT is operating an unlawful non-prosecution policy against CTOs
- If BCA interpretation accepted to be exempt CT's for all operations would have to:
 - *Receive only nominal payments and charge nominal fares*
 - *Use only volunteer drivers*
 - *Hand back any contracts won in contestable markets*
- JR Hearing Nov 9: BCA claim dismissed and judges refuse to give a legal declaration on meaning of 'non-commercial purposes – DfT must do this.

Conclusion: No magic bullets – many models

- Limited opportunity for modal shift /new service development – must innovate to maintain
- Demand Responsive services not always the answer – can be more expensive than traditional local bus
- Overlay a range of options where feasible
- Engage positively but realistically with communities
- Support and facilitate community (based) transport development
- Make the case for the bus as an essential service