

Moving Forward: The Future of Passenger Transport Services in Leicestershire

Melton Area Services Community Engagement Event Melton Mowbray

14th November 2019

Janna Walker / Clare Waldron



Welcome and Introduction

- Financial context and passenger transport funding challenge
- Overview of Passenger Transport Policy and Strategy
- Details of review of services
- Outline of intended course of action
- Potential community-led solutions
- Group discussions on intended course of action
- Next steps and close



Financial Context

- The county council is under significant financial pressures
- Over the next 4 years the county council needs to find savings of £75 million across all areas
- At the same time it is facing increased demand on services



Funding Passenger Transport in Leicestershire – The Challenge

- Most bus services in Leicestershire are operated on a commercial basis by a number of bus operators at no cost to the council tax payer
- Transport Act (1985) states that LTAs must
“secure the provision of such public 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”



Funding Passenger Transport in Leicestershire – The Challenge

- In other words, the council does not have to provide local bus services
- Where there is not a commercial service, the council spends around £2.4m on passenger transport services
- Over 30 routes are supported
- Some bus services are being subsidised by as much as £13 per passenger journey



Funding Passenger Transport in Leicestershire – The Challenge

- Despite these financial pressures - and unlike some authorities - we have not simply chosen to end our support for passenger transport services
- But we do have to save over £400,000
- We will still be spending around £2m per year, but we need to consider the most cost effective way of providing services



Passenger Transport Policy and Strategy

- The county council has developed a new Passenger Transport Policy and Strategy
- To ensure that the passenger transport which it funds is fit for purpose and cost-effective
- All local bus services are being reviewed against the Policy and Strategy
- Services scored against an agreed scoring system



Possible Outcomes from the Review Process

- Remove the bus service if it does not fit the policy
- Continue to operate the bus service in its current form
- Change the bus service (e.g. hours of operation, route, stops, combine with other bus services, etc.)
- Replace the bus service with a demand responsive transport (DRT) service
- Replace the bus service with a community-led solution

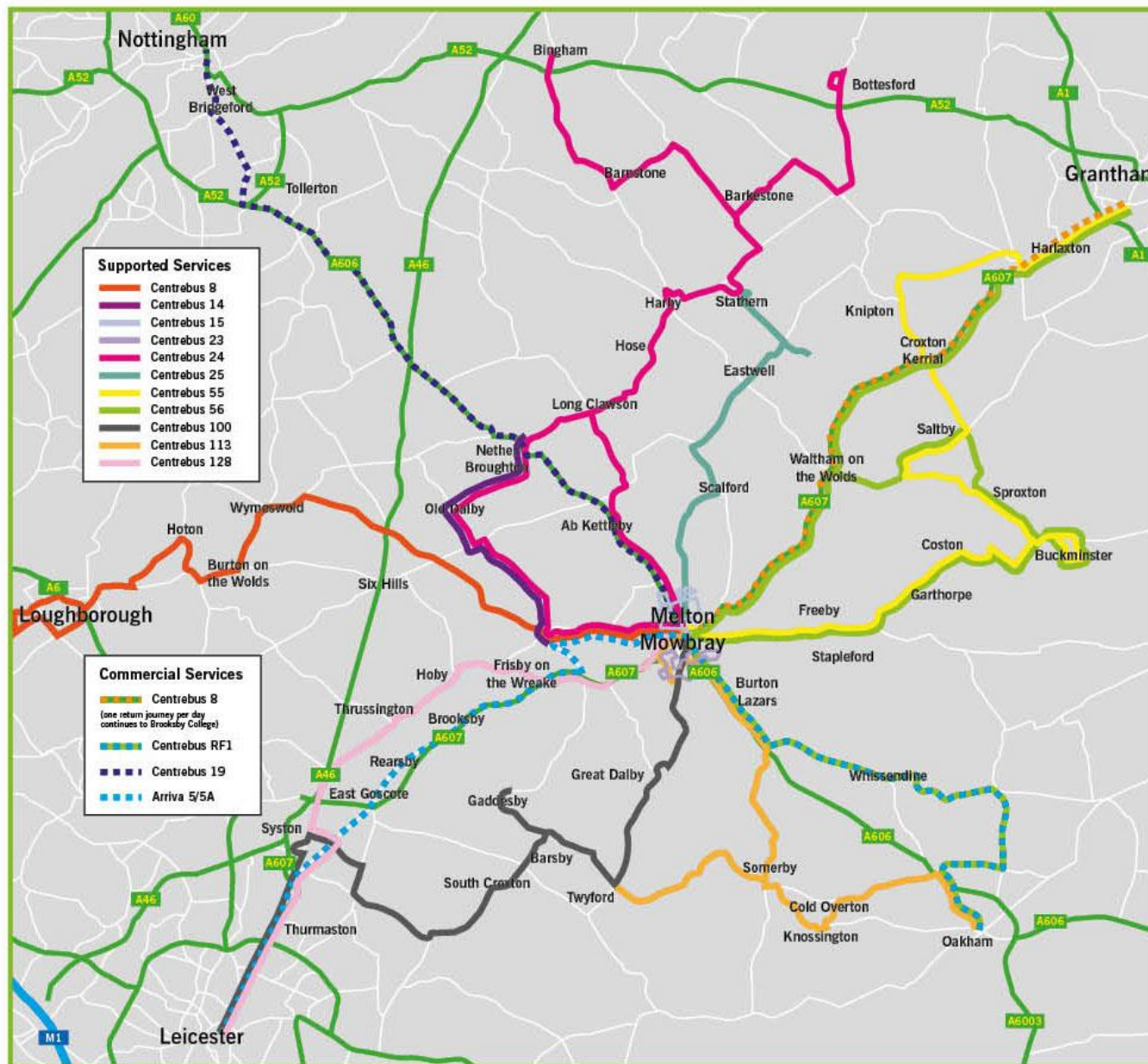


Overview of Melton Area Local Bus Services Review

- 11 supported local bus services – provided across 8 contracts
- All operated by Centrebus
- Holistic review – considered all bus services
- Working in partnership with Centrebus
- Integration of services to retain access to essential facilities and services with fewer buses
- Replacing bus with demand responsive transport where appropriate



Local Bus Network Map



Intended Course of Action

Service	Route	Intended Course of Action
113	Melton - Oakham (CBP)	Combine into one service operating between Melton and Syston
100	Leicester - Melton (north of A607)	
23	Melton - Nether Broughton	Combine into two services, one to operate between Melton Mowbray and Bottesford and one to operate between Melton Mowbray and Stathern
24	Melton - Bottesford/Bingham	
25	Melton - Stathern	
128	Leicester - Melton (south of A607)	Replace with DRT
55	Melton - Grantham (CBP)	No change
56	Melton - Grantham (CBP)	
14	Melton Town Service - Tamar Road	No change
15	Melton Town Service - Dieppe Way	
8	Loughborough - Melton	No change



Service Review Factors

- Initial review based on 3 factors

Cost per passenger kilometre – score out of 20

Access to other services – score out of 10

Journey purpose – score out of 5

Overall score – score out of 35

- The higher a service scored, the stronger the case for support by the council in the future

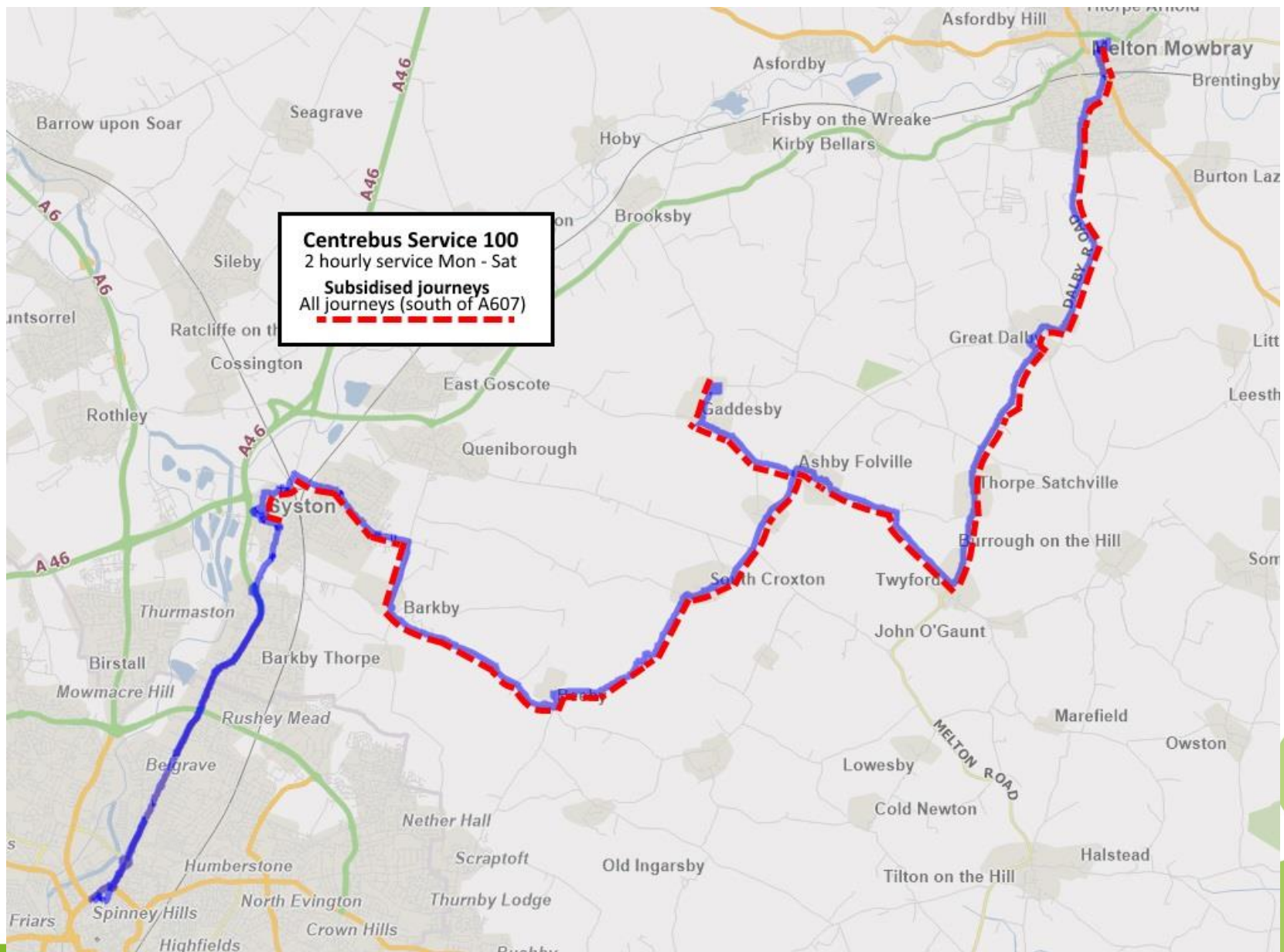
25 or more – strong case for support

20 to 24 – marginal case

less than 20 – weak case

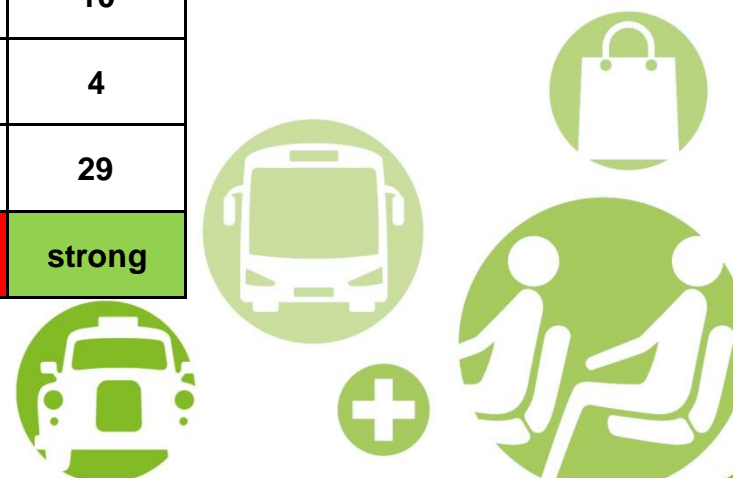






Summary of initial review of services 100 and 113

Service	113	100
Number of single passenger journeys per year	8,696	25,544
Annual cost of supporting the service	£118,786	£106,257
Cost per single passenger journey	£13.66	£4.16
Average journey distance in km	12.60	20.45
Cost per passenger km	£1.08	£0.20
Cost score	0	15
Acess to other services score	3	10
Journey purpose score	3	4
Overall score	6	29
Case for support	weak	strong



Further Analysis of Service 113

Average single passenger journeys per departure and per day on service 113

Service 113						
Melton Mowbray - Oakham (CBP)						
	Direction	Melton - Oakham			Oakham - Melton	
	Departure	Mon - Fri	Sat	Departure	Mon - Fri	Sat
	07:40	0.8	0.0	07:11	0.4	0.4
	09:30	3.3	2.5	08:11	0.4	1.0
	11:30	2.1	4.2	09:02	1.1	1.1
	13:30	5.0	3.6	10:30	4.5	4.7
	15:40	1.7	1.4	12:30	3.8	3.9
	17:20	1.0	0.8	14:30	2.4	3.4
	18:10	0.8	0.1	16:35	0.8	0.9
				17:45	1.0	0.0
Average single passenger journeys per day		14.5	12.5		14.5	15.4
Average single passenger journeys per departure		2.1	1.8		1.8	1.9



Further Analysis of Service 100

Average single passenger journeys per departure and per day on service 100

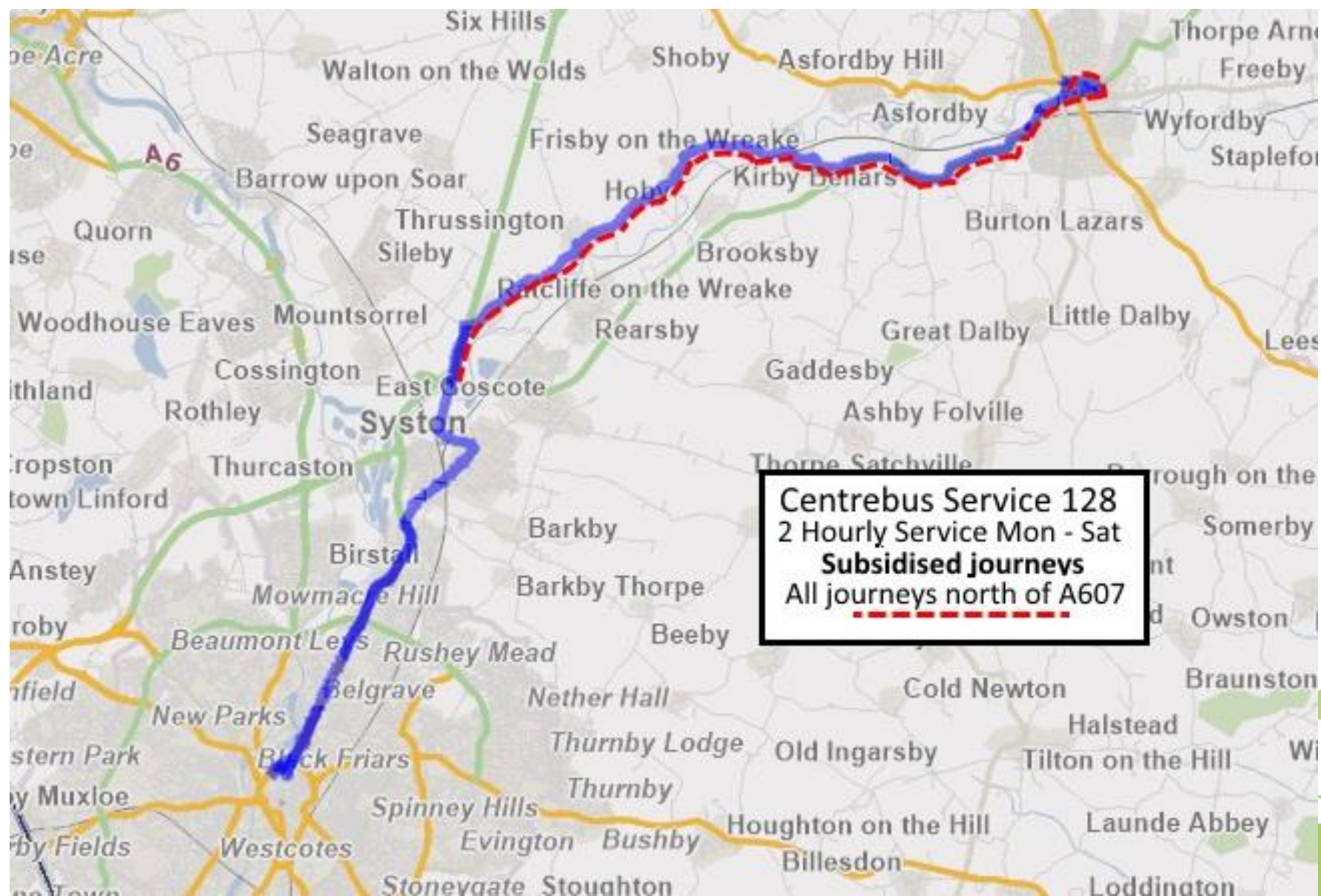
Service 100							
Melton Mowbray - Leicester							
	Direction	Melton - Leicester			Leicester - Melton		
	Departure	Mon - Fri	Sat	Departure	Mon - Fri	Sat	
	07:20	5.4	3.9	06:38	0.7	0.1	
	10:12	1.8	11.1	08:20	8.7	11.6	
	12:12	5.2	4.9	10:20	20.1	14.5	
	14:12	4.7	3.7	12:20	11.7	9.3	
	16:12	4.1	3.2	14:20	7	6.1	
	18:25	3.5	3.4	17:20	5.1	2.6	
Average single passenger journeys per day		24.7	30.2		53.3	44.2	
Average single passenger journeys per departure		4.1	5.0		8.9	7.4	



Intended Course of Action

- To integrate services 100 and 113 into one service
- Oakham will not be served
- Melton to Syston (interchange at Syston for onward travel to Leicester)
- Access to Longfield School at the start and end of the school day will be retained for most villages on the route
- Monday to Saturday service
- Operate with one bus rather than two buses
- Gaddesby, Knossington and Cold Overton will not be served and be provided with a Demand Responsive Transport (DRT) service





Results of initial review of service 128

Service No.	128
Number of single passenger journeys per year	13,412
Annual cost of supporting the service	£106,257
Cost per single passenger journey	£7.92
Average journey distance in km	14.15
Cost per passenger km	£0.56
Cost score	7
Acess to other services score	3
Journey purpose score	3
Overall score	13
Case for support	weak



Further Analysis of Service 128

Average single passenger journeys per departure and per day on service 128

Service 128 Melton Mowbray - Leicester (south of A607)						
	Direction	Melton - Leicester			Leicester - Melton	
	Departure	Mon - Fri	Sat	Departure	Mon - Fri	Sat
	07:25	2.7	2.5	06:30	1.0	1.9
	09:35	8.8	3.6	09:15	3.0	1.9
	11:35	5.5	6.5	11:15	4.3	3.2
	13:35	4.4	4.4	13:15	3.1	3.9
	15:35	2.8	2.3	15:15	3.0	3.6
	18:35	2.0	2.0	17:30	1.9	0.9
Average single passenger journeys per day		26.2	21.3		16.3	15.4
Average single passenger journeys per departure		4.4	3.6		2.7	2.6



Intended Course of Action for Service 128

- To replace bus service with a Demand Responsive Transport (DRT) service
- Already more than 30 DRTs in operation across the county
- Journeys booked in advance with the operator via telephone
- Book a journey by 5pm the day before travel to be guaranteed a seat
- Pick-up / drop off at bus stops or closer to home
- Arrival time at the destination is fixed, route and pick-up times vary depending on bookings
- If no bookings are received for a particular journey, it will not run
- Fares are equivalent to local bus fares
- Concessionary passes may be used on the service



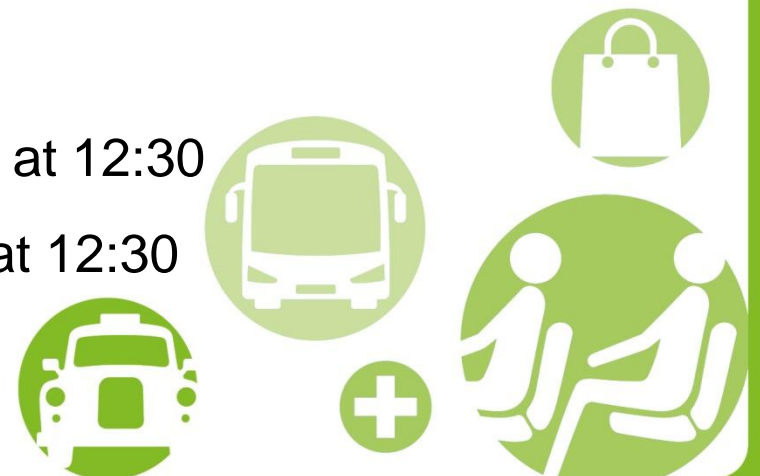
Demand Responsive Transport (DRT)

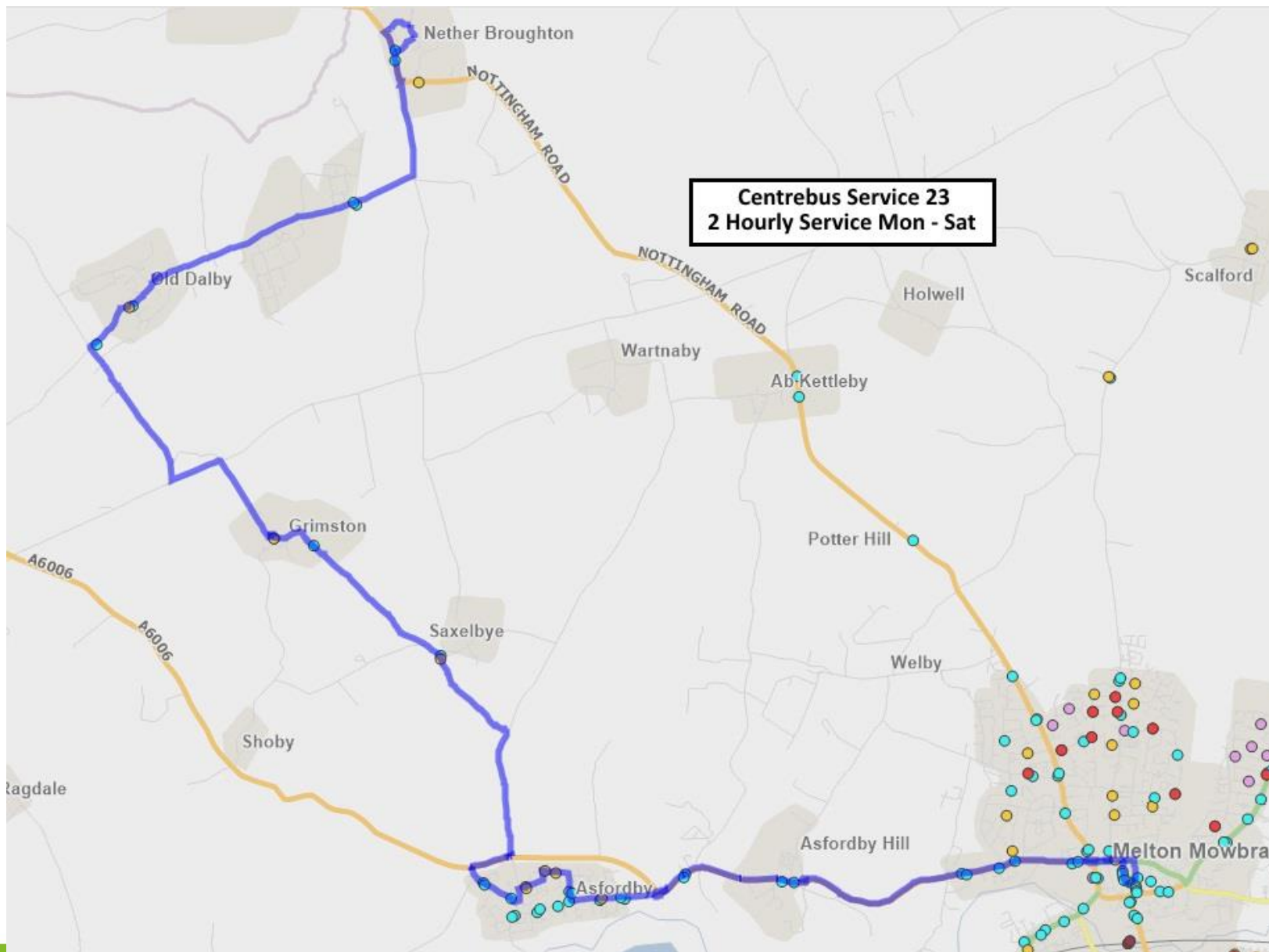
- 128 villages - Ratcliffe on the Wreake, Thrussington, Hoby, Frisby on the Wreake and parts of Kirby Bellars
- Gaddesby to be included with 128 villages
- Destinations
 - Melton 3 days per week
 - Syston 3 days per week
- Off-peak return journey commencing after 09:30 and returning before 15:00
- 7 passenger seats

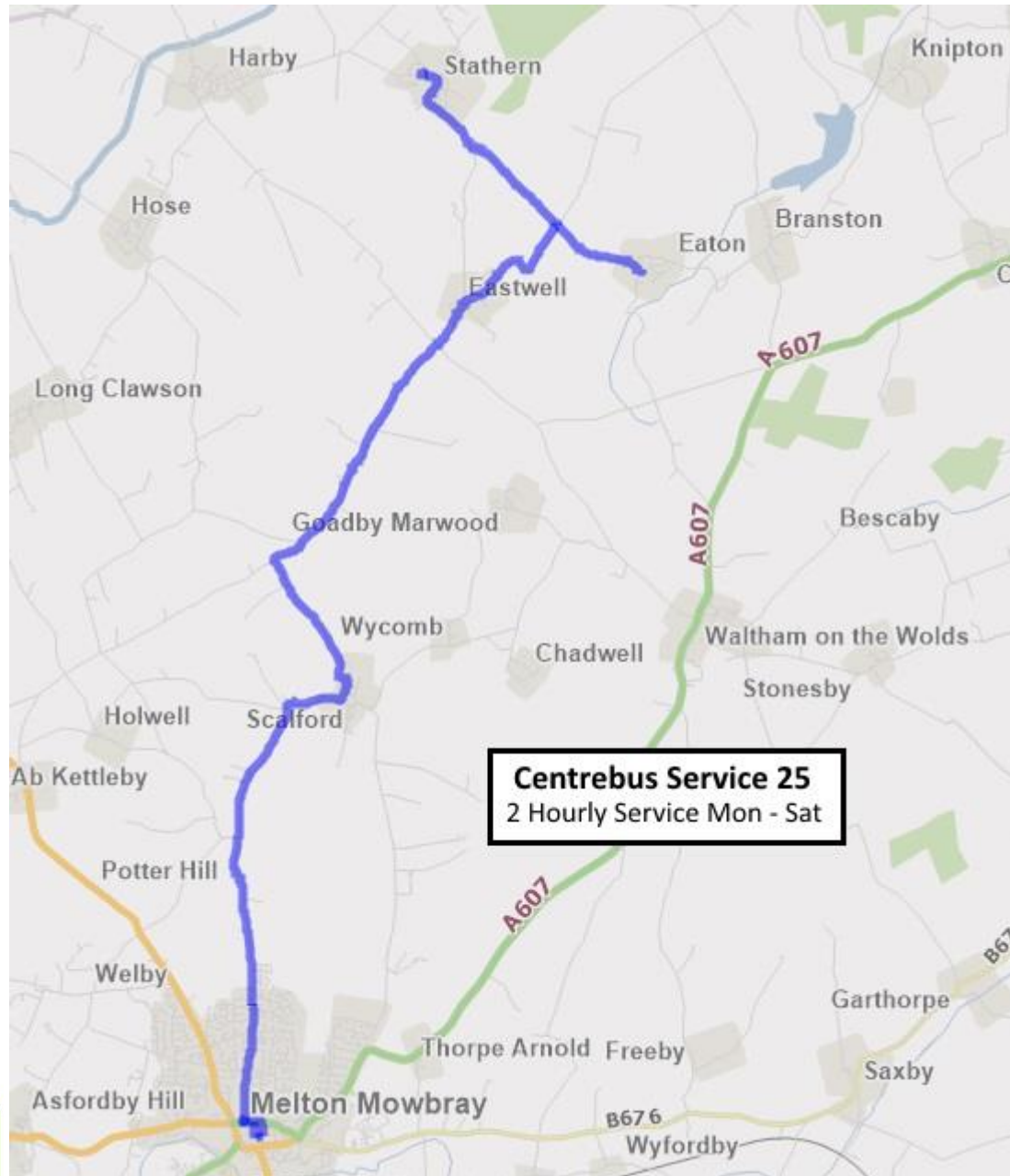


Demand Responsive Transport (DRT) – Cold Overton and Knossington

- Cold Overton and Knossington to be served by a DRT
- Destination - Melton and / or Oakham
- Off-peak return journey commencing after 09:30 and returning before 15:00
- Journeys operating on specific days of the week
- 4 passenger seats
- **Suggested timetable for discussion**
- Tues – arrive into Melton Mowbray at 10:00 leave at 12:30
- Weds or Sat - arrive into Oakham at 10:00 leave at 12:30

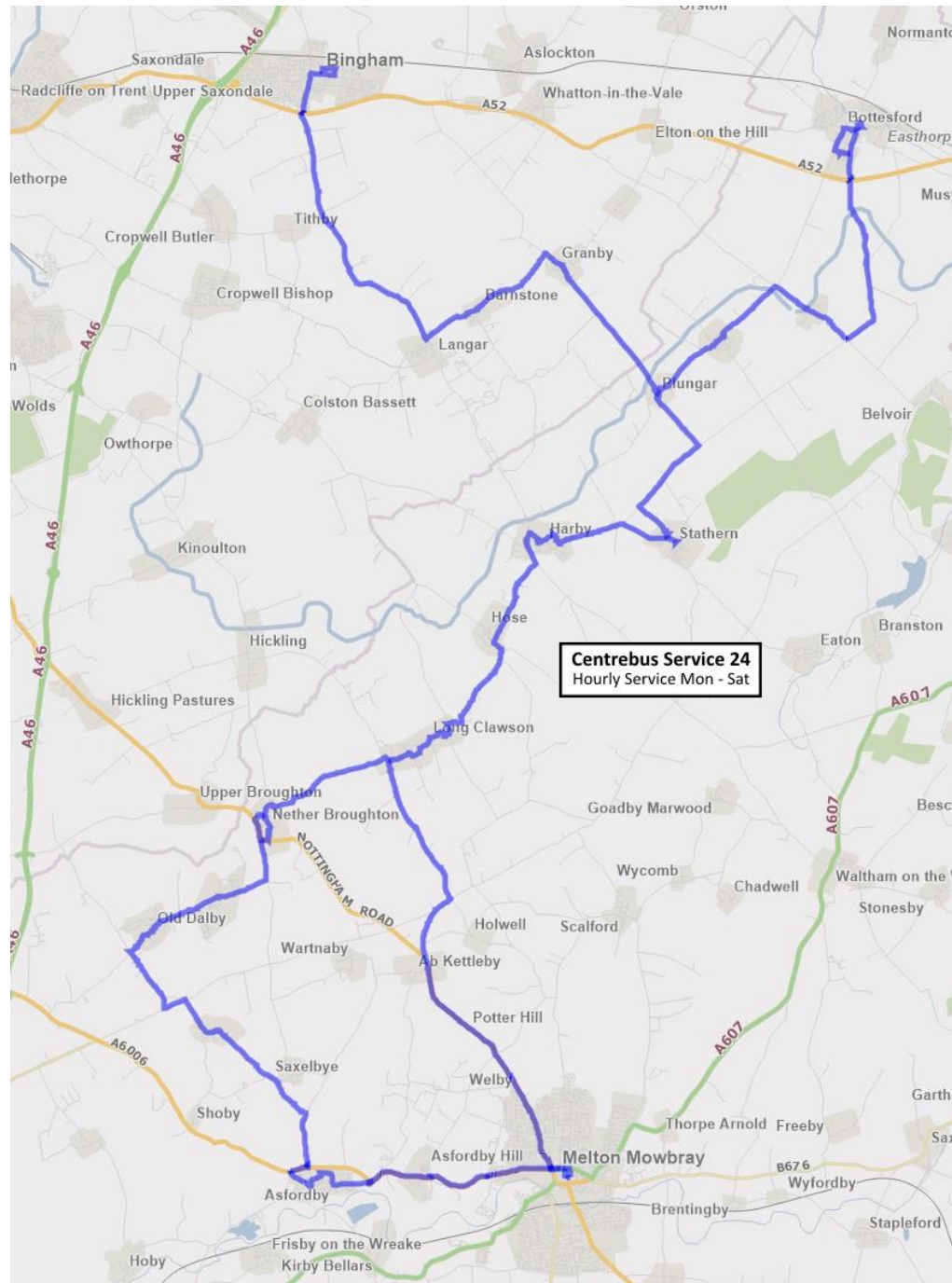






Leicestershire
County Council



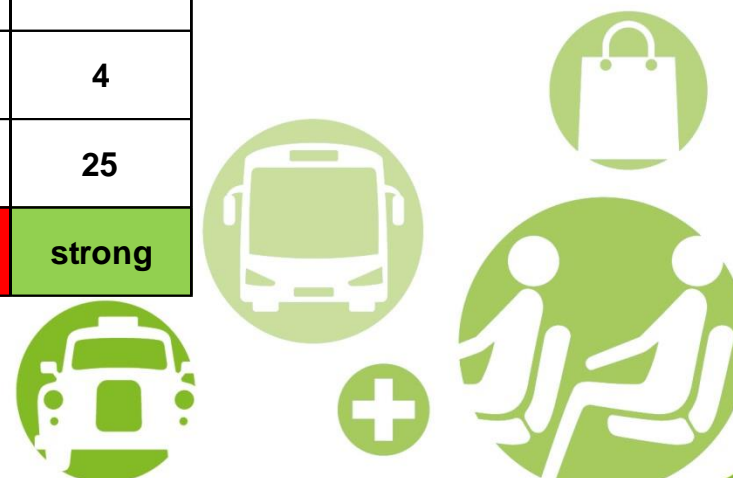


Leicestershire
County Council



Results of initial analysis of services 23, 24 & 25

Service	23/25	24
Number of single passenger journeys per year	16,940	39,292
Annual cost of supporting the service	£92,491	£172,825
Cost per single passenger journey	£5.46	£4.40
Average journey distance in km	7.85	17.20
Cost per passenger km	£0.70	£0.26
Cost score	3	14
Access to other services score	8	7
Journey purpose score	3	4
Overall score	14	25
Case for support	weak	strong



Further Analysis of Service 23

Average single passenger journeys per departure and per day on service 23

Service 23 Melton Mowbray - Nether Broughton						
	Direction	Melton - Nether Broughton			Nether Broughton - Melton	
	Departure	Mon - Fri	Sat	Departure	Mon - Fri	Sat
	07:20	2.8	1.8	07:45	4.6	1.6
	08:37	2.3		08:50	5.8	
	09:20	2.0	2.1	09:45	9.4	7.1
	11:20	5.1	5.6	11:45	3.8	2.8
	13:20	4.9	3.1	13:45	2.8	4.4
	15:30	10.0	0.1	15:45	2.1	1.0
Average single passenger journeys per day		27.1	12.7		28.5	16.9
Average single passenger journeys per departure		4.5	2.5		4.8	3.4



Further Analysis of Service 25

Average single passenger journeys per departure and per day on service 25

Service 25						
Melton Mowbray - Stathern						
	Direction	Melton - Stathern			Stathern - Melton	
	Departure	Mon - Fri	Sat	Departure	Mon - Fri	Sat
	08:20	1.1	0.4	06:53	0.5	0.8
	10:20	4.2	8.9	08:49	3.4	7.1
	12:20	6.5	6.8	10:49	6.1	5.4
	14:15	5.2	4.4	12:49	1.7	2.4
	16:24	2.7	2.6	14:44	0.8	1.5
	17:40	1.4	1.5	17:05	0.3	0.2
Average single passenger journeys per day		21.1	24.6		12.8	17.4
Average single passenger journeys per departure		3.5	4.1		2.1	2.9



Further Analysis of Service 24

Average single passenger journeys per departure and per day on service 24

Service 24 Melton Mowbray - Bottesford / Bingham						
	Direction	Melton - Bottesford/ Bingham			Bottesford/Bingham - Melton	
	Departure	Mon - Fri	Sat	Departure	Mon - Fri	Sat
	06:31	2.4	0.4	07:30	10.4	5.2
	07:31	5.2	1.1	08:20	0.1	0.6
	08:31	5.3	4.1	09:27	12.5	7.8
	09:30	4.2	3.9	10:30	9.3	9.4
	10:31	3.5	4.9	11:30	6.4	8.1
	11:31	7.6	8.2	12:27	4.5	4
	12:30	6.9	4.4	13:30	5.5	5.1
	13:31	7.1	6.4	14:30	3.3	6.1
	14:31	8.4	4.4	15:27	5.5	2.9
	15:30	0.4	1.2	16:42	4.5	0.9
	16:40	7.5	6.1	17:40	2.3	3.1
	17:40	0.4	0.1			
	18:40	2.2	4.6			
Average single passenger journeys per day		61.1	49.8		64.3	53.2
Average single passenger journeys per departure		4.7	3.8		5.8	4.8

■ denotes journeys to/from Bingham

Intended Course of Action for services 23, 24 & 25

- To integrate services 23, 24 and 25 into two services
 - Melton Mowbray to Bottesford
 - Melton Mowbray to Stathern
- Bingham will not be served but can be accessed by rail from Bottesford
- All Leicestershire villages currently served by the 23, 24 or 25 will retain a service into Melton Mowbray
- The Leicestershire villages that are currently able to access Bottesford will retain access to Bottesford
- Access to Old Dalby primary school at morning and afternoon school times will be retained



Intended Course of Action for services 23, 24 & 25 (continued)

- Melton Mowbray to Bottesford
 - via Asfordby, Saxelbye, Grimston, Old Dalby, Nether Broughton, Long Clawson, Hose, Harby, Stathern, Plungar, Barkestone and Redmile
 - 07:15 journey from Melton to operate via Ab Kettleby
- Melton Mowbray to Stathern
 - via Scalford, Eastwell, Eaton, Stathern, Harby, Hose, Long Clawson, Ab Kettleby

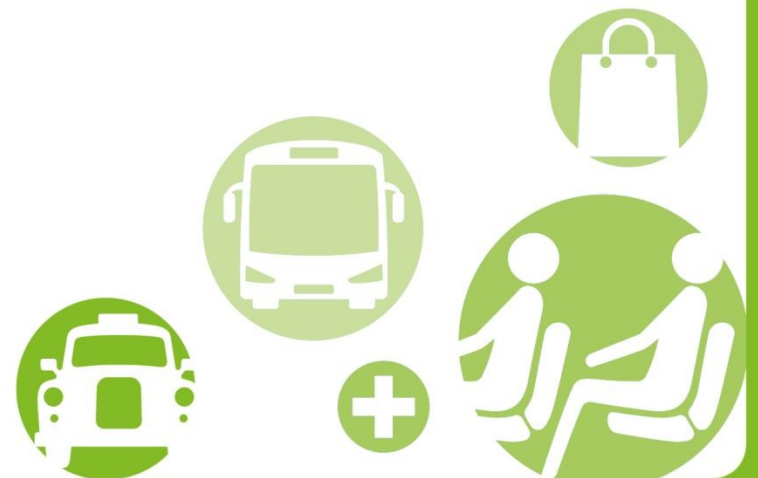


Community-Led Options

- Recognise that certain journeys will no longer be available
- Happy to work with communities to shape local transport solutions that may complement the bus service
 - social car scheme
 - car sharing scheme
 - car club
 - good neighbour scheme
 - community minibus scheme
- Contact ptps@leics.gov.uk or go to the website



Questions and Comments



Next Steps

- Start date for new arrangements
 - **21st December 2019**
- Any further comments
 - email ptps@leics.gov.uk
 - call 0116 305 0001
 - write to: PTPS, Safe and Sustainable Travel Team,
Environment and Transport, Room 700, County Hall,
Glenfield, LE3 8RA



**Further information about the review
and community-led solutions**

www.leicestershire.gov.uk/passenger-transport

Thank you for coming

