

## Report to the Cabinet

Meeting to be held on Thursday, 14 September 2017

### Report of the Head of Service, Public and Integrated Transport

**Part I**

Electoral Divisions affected:  
All

### Revision to the Tendered Bus Service Network in Lancashire

(Appendix 'A' refer)

Contact for further information:

Ashley Weir, (01772) 534564, Principal Transportation Officer (Local Bus),  
[ashley.weir@lancashire.gov.uk](mailto:ashley.weir@lancashire.gov.uk)

#### Executive Summary

This report recommends revisions and enhancements to the tendered bus service network in Lancashire aimed at providing links to communities, particularly in rural areas where people who do not have access to a car are most reliant on public transport services, and to increase the frequency on a number of services where there is most demand for additional journeys, to try and create more sustainable services for the future.

#### Recommendation

The Cabinet is recommended to:

- (i) Approve the proposed revisions to the tendered bus service network in Lancashire as set out at Appendix 'A'.
- (ii) Request that officers develop the detailed service schedules and undertake the necessary contract procurement process to allow the revised service network to commence from 10 December 2017.

This decision should be implemented immediately for the purposes of Standing Order 35 as any delay could adversely affect the execution of the County Council's responsibilities. The reason for this is to ensure that the revised tendered bus service network will commence from 10 December 2017.

#### Background and Advice

On 13 July 2017, the County Council's Cabinet committed an additional £1million to revise the tendered bus service network in Lancashire and that this funding will be

spent on forming new links between communities and enhancements to existing services.

The Cabinet Member for Highways and Transport has identified that the aims are to link communities, particularly in rural areas where people who do not have access to a car are most reliant on public transport services, and increase the frequency of a number of services where there is most demand, to try and create more sustainable services for the future.

With the level of budget available it is proposed to retain a focus on Monday to Saturday daytime service provision and develop proposals to provide sustainable services that also prioritise employment, education and social needs.

Utilising the County Council's Assessment and Priority Policy for Public Transport in Lancashire, an initial set of draft proposals was developed to deliver a tendered bus service network that complements the commercial bus service network, in accordance with the above mentioned aims.

The Lead Member for Highways and Transport hosted two drop-in sessions on 24 & 26 July 2017 for county councillors to consider draft proposals and put forward ideas based on their local requirements.

All comments received were taken into consideration, together with numerous requests the County Council has received from other stakeholders, in developing the proposed amendments to the tendered bus service network set out at Appendix 'A'.

A number of comments received related to the commercial bus service network, over which the Council has no control. Officers will discuss these comments with the commercial bus service providers to examine possible revisions to their network which may address some of the suggestions put forward.

It is not possible to fund every conceivable public transport need, within the level of budget available and so the proposals focus on the above-mentioned aims. These do not include incorporating Monday to Saturday evening or Sunday services. However the development of services at these times, when delivered in partnership with other stakeholders, such as local authorities or through the use of developer contributions, will continue to be considered, as they arise.

Subject to the approval of the Cabinet, detailed service schedules will be developed and put out for competitive tender with a proposed implementation date of 10 December 2017.

The County Council continues to financially support the Community Transport Service in Lancashire. Community Transport assists those residents in accessing local amenities but are unable to access the bus service network.

## **Consultations**

All county councillors have had the opportunity, in the drop sessions to discuss proposed revisions to the tendered bus service network and submit email responses to highlight areas for further consideration in the process. Direct feedback from other local representatives and residents received since the last review of tendered bus services in April 2016 has also been considered.

Whilst it is not possible to include all suggestions, the feedback received, together with views from other stakeholders, have helped shape the final proposals.

Representations were made to introduce services in the Lune Valley, the villages of Haskayne, Halsall and Shirdley Hill, between Earby and Skipton and daytime services between Rawtenstall and Todmorden. In these cases it is not proposed to seek tenders for new bus services, at this stage, but to work with operators and other stakeholders to investigate alternative options.

## **Implications:**

This item has the following implications, as indicated:

## **Procurement**

A framework agreement is in place for the procurement of Local and School Bus Services in Lancashire. All contracts are procured under this Framework by mini-competitions. The services will be contained within agreed individual contracts in accordance with the terms of the Framework Agreement.

## **Financial**

The net cost of the proposed new Tendered Bus Service Network is estimated in the region of £2.9m, although the final cost will not be known until a full competitive tender exercise has been undertaken. It is expected the cost will be contained within the revised budget of £3m per annum allocated to support tendered bus service provision.

## **Risk management**

As the individual Tendered Bus Service Contracts are subject to a full competitive tender exercise, there is a possibility the proposals could exceed the allocated budget. A further recommendation may be required to proceed with some of the proposals as proposed or seek alternative options for the Cabinet to consider.

## **List of Background Papers**

Paper	Date	Contact/Tel
Report to the Cabinet Member for Highways and Transport – 'Assessment and Priority	12 December 2016	Dave Gorman/ (01772) 534261

Policy for Public Transport  
Services in Lancashire'

Report to the Cabinet –  
'Revisions to the 2017/18  
Budget'

13 July 2017

Dave Gorman/  
(01772) 534261

Reason for inclusion in Part II, if appropriate

N/A