

Report to the Cabinet Member for Highways and Transport
Report submitted by: Head of Service, Public and Integrated Transport
Date: 28 April 2016

Part I

Electoral Divisions affected:
Burnley Central East;
Burnley Central West;
Burnley South West;
Clitheroe; Padiham and
Burnley West; and Ribble
Valley North East

Bus Service Replacement Proposal for Sabden
(Appendix 'A' refers)

Contact for further information:
Ashley Weir, (01772) 534564, Principal Transportation Officer – Local Bus
ashley.weir@lancashire.gov.uk

Executive Summary

The report proposes a replacement bus service to cover the communities of Sabden and Read Whins Lane area, in accordance with the agreed Lancashire County Council contract criteria requirements, following the commercial bus service being withdrawn from 1 May 2016.

This is deemed to be a Key Decision and the provisions of Standing Order No 27 have been complied with.

Recommendation

The Cabinet Member for Highways and Transport is recommended to approve the bus service replacement proposal put forward by Cabinet Working Group on Bus Services set out at Appendix 'A' and request that officers undertake the necessary procurement process to allow services to be put in place from 3 May 2016.

This decision should be implemented immediately for the purposes of Standing Order 34(3) as any delay could adversely affect the execution of the County Council's responsibilities. The reason for this is to ensure that the proposed replacement bus services are in place from 3 May 2016.

Background and Advice

Transdev is making a number of wide ranging changes to its services throughout Ribble Valley, Burnley & Pendle areas from Sunday 1st May 2016.

Among the changes is the standardisation and simplification of Transdev's core Mainline bus route linking Ribble Valley, Burnley & Pendle areas. Furthermore Service X43, The Witch Way route linking Burnley & Pendle through to Manchester, is being expanded through Pendle to Skipton, offering faster journeys from Skipton, Barnoldswick & Colne through to Burnley and direct service to Manchester.

As a consequence of these revisions, Sabden, parts of Read and the whole route between Burnley & Bacup will no longer be served.

Full Details are as follows:

Mainline 20 – 29 (Clitheroe/Accrington/Padiham/Burnley/Nelson/Colne/Barnoldswick/Skipton/Keighley)

- New numbers **M1**, **M2**, **M3** and **M4** will replace numbers **20-29** to make things much simpler and easier to understand – see below;
- The Barnoldswick-Skipton section will now be served by an extended, faster **Witch Way X43** – see below;
- Buses will still run up to every 7 minutes on the main section of route between Padiham and Colne during the day on Monday to Saturday, with similar frequencies as now on all sections;
- The number of evening journeys have been reduced, however a number of journeys previously tendered by Lancashire County Council have been retained.

Mainline M1: Padiham (Bridge Inn) – Burnley – Nelson – Colne – Earby – Barnoldswick (the old 22 to Padiham & 28 to Barnoldswick)

- every 30 minutes for most of the day Monday to Saturday (hourly on Sundays);
- Some early morning and evening journeys will continue to serve Silentnight at Barnoldswick.

Mainline M2: Clitheroe – Padiham (Slade Lane) – Burnley – Nelson – Colne (the old 26/27 to Clitheroe & 24 to Colne)

- every 30 minutes for most of the day Monday to Saturday (hourly on Sundays);
- This will run direct from Clitheroe on all journeys, via Whalley, Read, Padiham (Slade Lane) and Padiham Road to Burnley and on to Colne via Brierfield and Nelson;
- Sabden will no longer be served.

Mainline M3: Accrington – Huncoat – Hapton - Padiham – Burnley – Nelson – Colne – Trawden (the old 23 to Accrington & 21 to Trawden)

- every 30 minutes for most of the day Monday to Saturday (every hour on Sundays between Accrington and Colne, and every 2 hours to Trawden);
- It will run to/from the new Accrington bus station when it opens later in May.

Mainline M4: Burnley – Nelson – Colne – Cross Hills - Keighley (the old **25**)

- every 30 minutes for most of the day (every 2 hours on Sundays);
- On Monday to Saturday the last bus from Burnley to Keighley will now run later at 2028, with the last bus back also running later, now leaving Keighley at 2211.

Burnley Connect 8 – Burnley – Bacup

- All journeys will be withdrawn.

Witch Way X43: Nelson – Burnley – Rawtenstall – Prestwich – Manchester

- New fast buses at rush hour. In response to customer research, Transdev will run 3 quicker journeys each way (Monday to Friday), calling at limited stops between Burnley and Rawtenstall and then completely non-stop to Manchester, Shudehill and continuing on to Chorlton Street. It'll only take just over an hour between Burnley Bus Station and Shudehill on these new fast journeys;
- Extended to Colne & Skipton via the M65 every 30 minutes Monday to Saturday daytime: Every other **Witch Way** journey will now head beyond Burnley, non-stop along the M65 to Colne, Barnoldswick and Skipton. This will offer much faster trips from Skipton and Colne to Burnley compared to now;
- There will still be direct buses from Nelson to and from Manchester for morning and evening rush hour, but during the day, The Witch Way will no longer serve Nelson. The Mainline runs every 7 minutes during the day along this section with connections at Burnley Bus Station - through tickets will be available;
- Buses will still run every 15 minutes during the day between Manchester and Burnley via Prestwich and Rawtenstall;
- On Sundays, all buses will be called **X43** for the bus extension through to Grassington in the Yorkshire Dales. The number **872** will no longer be used, although the time and route stays the same.

Impacts to LCC Tendered Bus Services

There is no impact on current LCC Tendered bus services.

Implications for Lancashire Residents

All areas will continue to receive regular local bus services with the exception of the following:

Burnley – Weir – Bacup

The withdrawal of Service 8 will remove the regular public transport link between Burnley and Bacup, which also currently serves the village of Weir and the Burnley Wood area of Burnley.

Positively Rosso have registered a full replacement service for this route, with the introduction of Service 463, on a commercial basis. This will commence 3 May 2016 ensuring no break in service.

Sabden & Read

The withdrawal of the Mainline bus service will remove all regular public transport links through Sabden, and to a lesser extent northern areas of Read along Whins Lane.

There are a number of school buses transporting students to Billington and Clitheroe Schools, however there will be no transport links for residents to access employment, education or medical/welfare especially to Burnley.

Following discussions with other bus service providers, none are willing to provide a replacement bus service through Sabden on a commercial basis. The Community Transport provider operating in the area has indicated that they are not in a position to provide a service at this time.

Proposal

Based on the current level of passenger journeys accessing bus services in Sabden, a replacement service would rank highly within LCC's criteria for the consideration of local bus services.

The Cabinet Working Group on Bus Services proposes to provide a replacement bus service for the village of Sabden and Read Whins Lane area, utilising funding set aside for the provision of such bus services.

The estimated net cost of providing a single vehicle replacement Monday to Saturday daytime service, generally every two hours between Clitheroe, Sabden and Burnley, is £65,000 per annum in line with other council tendered bus services until April 2017 with an option to extend.

This would maintain a continuity of bus service provision for the community of Sabden and Read Whins Lane area allowing time to establish if alternative transport solutions are possible.

The proposed replacement Service 67 would interwork with the existing tendered bus Service 65 between Burnley and Padiham, reinstating the general hourly Monday to Saturday daytime service on this section via Rose Hill, Rossendale Road Industrial Estate, Rosegrove and Lowerhouse.

The focus of the peak journeys for college and employment purposes would be towards Burnley.

The proposed Service 67/67A route and timetable, integrated with existing Service 65, is shown Appendix 'A'.

Consultations

A significant number of residents have submitted their requests to retain some form of regular mainstream bus service provision which have been considered by the Cabinet Working Group on Bus Services and their views have shaped the proposal.

Implications:

This item has the following implications, as indicated:

Financial

The estimated net cost of providing a single vehicle replacement Monday to Saturday daytime service, generally every two hours between Clitheroe, Sabden and Burnley, is £65,000 per annum in line with other council tendered bus services until April 2017 with an option to extend, utilising funding set aside for the provision of such bus services.

Procurement

A framework agreement is in place for the procurement of Local and School Bus Services in Lancashire. All contracts will be procured under this Framework by mini-competitions.

Risk management

Failure to approve recommendation will result in the village of Sabden and Read Whins Lane area no longer having access to a regular bus service.

List of Background Papers

Paper	Date	Contact/Tel
Report to the Cabinet Member for Highways and Transport - 'Revised Criteria for Assessing Subsidised Bus Services'	9 December 2014	Jane Johnson/(01772) 534374
Report to the Cabinet Member for Highways and Transport – 'Recommendations of the Cabinet Working Group on Bus Services - Bus Service Replacement Proposals'	8 March 2016	Jane Johnson/(01772) 534374