

Transport Planning

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Background

- ▶ Subsidise local bus services (LBS) costs £1.5m per annum (move 1m travellers)
- ▶ Local bus services are not a statutory requirement - they are discretionary
- ▶ Like all Local authority budgets the LBS is always being reviewed
- ▶ £200k savings made in 2018
 - ▶ Based on data collected on-bus and passenger trends
 - ▶ Alternatives were put in place
 - ▶ Some innovative thinking
- ▶ £85k in 2019 which is already secured, without further cuts to bus services
- ▶ £165k budget saving needed for 2020

The Plan for 2020 and Beyond

- ▶ Identified a number of under-performing bus routes
 - ▶ Passenger numbers are declining
 - ▶ Retender pricing across Scotland currently around +20%
 - ▶ The cost per passenger (subsidy) is very high, this situation is not sustainable
 - ▶ We have some tough decisions to make together as we need a workable plan to save £165k
 - ▶ Rather than just make service cuts - can we do things differently?
- ▶ Use 2019 to meet Communities and have a conversation
 - ▶ August/September - meet local area partnerships and talk about transport
 - ▶ September/October - Bus Users Scotland will hold a big conversation (public consultation) and we will work closely with communities to form a transport plan

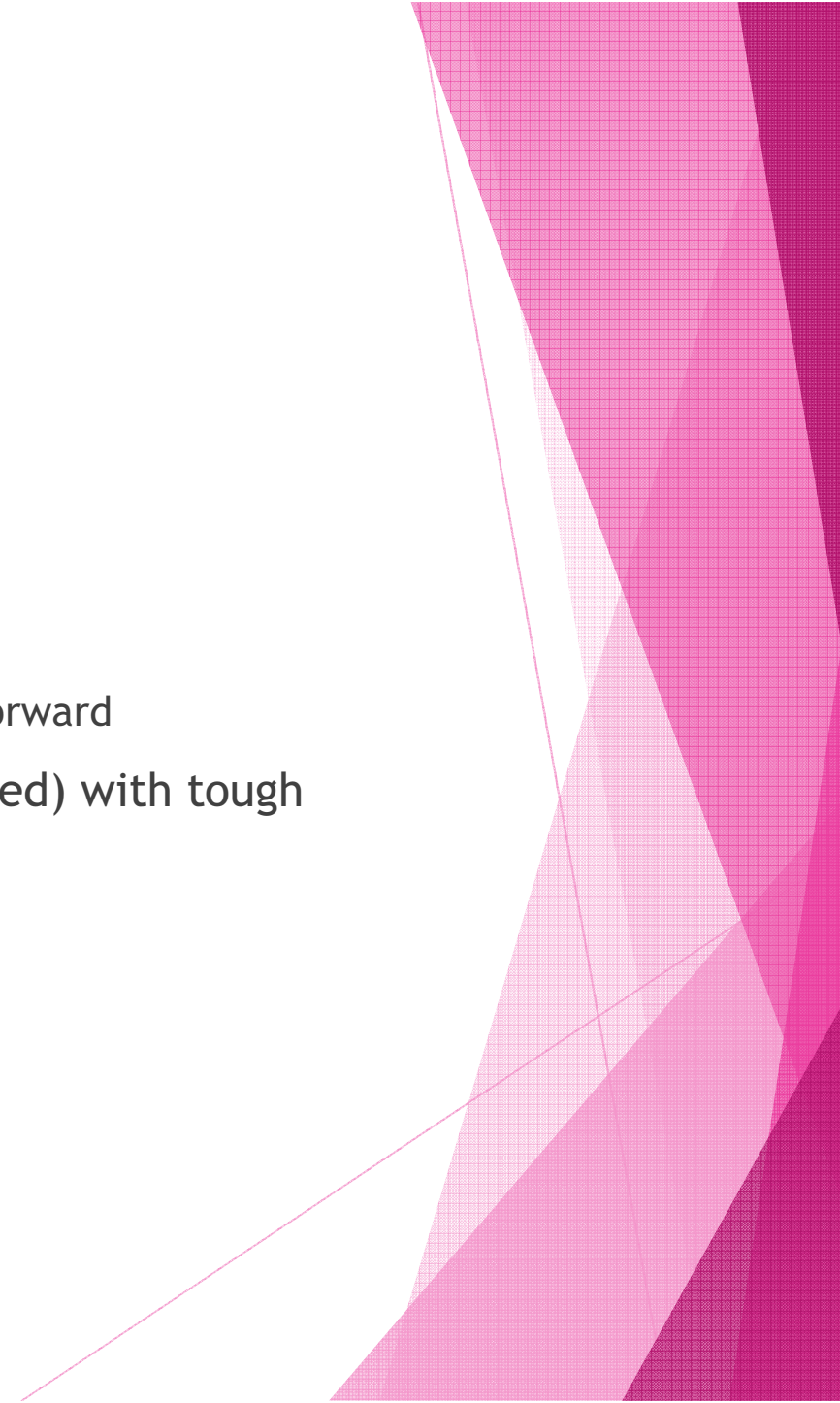
Local Bus Services being reviewed in this area

Service Number	Route	Net subsidy per annum	Total passenger per annum	Average cost per passenger
H1 & H2	Evening Town Services	£30,288	11,749	£2.58
46/47/49	Town Services (SBC)	£12,636	13,268	£0.95
X95	Mon-Fri Evening and Sunday	£57,948	16,736	£3.46
128	Newcastleton - Hawick	£41,775	4621	£8.12
910	Bonchester Bridge DRT	£3,540	532	£6.65

- ▶ The average cost per passenger across the whole of the Borders bus network is £3.65

Innovation

- ▶ Keen to hear from communities who want to try new things
 - ▶ Don't want our big conversation to be focused on budget cuts
 - ▶ A chance for communities to play their part
 - ▶ Want to have some community led transport projects to take forward
- ▶ This is all about communities who were faced (or will be faced) with tough choices and how they responded
 - ▶ Something alternative to “the traditional bus”
 - ▶ Something flexible enough to meet the communities needs
 - ▶ Something that can be controlled locally
 - ▶ Something communities can commit to



Some ideas/Innovations

- ▶ NEED of Alnwick a Community Transport Scheme
- ▶ West Linton taxi scheme - was a great idea in principle and could be successful in the future
- ▶ Bo'ness Community Bus - came about due to the withdrawal of a local bus service, the community decided to run something for themselves, this now operates a full timetable and operates successfully
- ▶ I would also like to talk about some non-bus related options
 - ▶ E car
 - ▶ E bike (all part of Active Travel)
 - ▶ Tripshare (great version at NHS Borders)
 - ▶ Community Transport/Social car Schemes

NEED Ltd

North East Equality & Diversity Ltd

(Alnwick)

HOW CAN WE HELP?



COMMUNITY TRANSPORT



TRAINING



CONTRACTED SERVICES



BUS TIMETABLES & DIAL-A-RIDE

- ▶ Largely self-financing model
- ▶ Range of services - car scheme / dial-a-ride / family vehicle / group transport
- ▶ Contracts for Council and NHS
- ▶ Entrepreneurial

The West Linton Taxi/Bus Connect

- ▶ The Community organised the scheme
- ▶ The Councils Passenger transport team helped with the procurement of the taxi contract and added terms and conditions
- ▶ The community issued scheme membership cards and made flyers to advertise the taxi and managed the bookings



Notes on West Linton Taxi/Bus Connect

- ▶ Connected with a commercial bus service in Penicuik 3 times each evening Mon-Sat initially at 21:12, 22:12 with the last connection being 23:12
- ▶ Travellers booked up to 1 hour in advance, if more than 8 people booked the operator could provide a second taxi
- ▶ 660 local signed up to the scheme, although only 200 were regular users
- ▶ The Council contributed £8.5k to the scheme
- ▶ The Community bid for a further £7.5k via the Localities Fund, unfortunately, only 95 people supported the bid and their application was not successful
- ▶ The scheme ceased operating in Mid-July 2019 after approx. 6 months
- ▶ THE IDEA/BASIC PRINCIPLES ARE STILL SOUND. THIS COULD WORK ELSEWHERE

Bo'ness - Blackness – Edinburgh

From 06th September 2018

Bookings 07376 980049

Inward to Edinburgh	Mon – Fri	Mon-Sat	Mon-Sat	Mon-Sat	Mon-Sat
Bo'ness Bus Station	06.30	09.00	11.30	14.30	17.00
Dean Road at Livingston Drive	06.34	09.04	11.34	14.34	17.04
Dean Road at Deanfield Drive	06.35	09.05	11.35	14.35	17.05
Esso Garage (Richmond Corner)	06.36	09.06	11.36	14.36	17.06
Cadzow	06.37	09.07	11.37	14.37	17.07
Gauze Road (Craigallan)	06.38	09.08	11.38	14.38	17.08
Grahamsdyke	06.39	09.09	11.39	14.39	17.09
Drum Farm Lane	06.41	09.11	11.41	14.41	17.11
Champany Corner	06.44	09.18	11.48	14.48	17.18
Mannerston	↓	09.20	11.50	14.50	17.20
Blackness	↓	09.24	11.54	14.54	17.24
Ratho Station	06.54	09.35	12.05	15.05	17.35
Ingliston Gate House	06.56	09.37	12.07	15.07	17.37
Edinburgh Airport Road End	06.57	09.38	12.08	15.08	17.38
Gogar overbridge RBS HQ	06.59	09.40	12.10	15.10	17.40
Maybury opp Marriott Hotel	07.01	09.41	12.11	15.11	17.41
Corstorphine Drum Brae Roundabout	07.02	09.42	12.12	15.12	17.42
Corstorphine Zoo Park	07.09	09.49	12.19	15.19	17.49
Edinburgh Haymarket Rail Station (HB)	07.16	09.56	12.26	15.26	17.56
Edinburgh Shandwick Place (SC)	07.20	10.00	12.30	15.30	18.00
Edinburgh Princes Street West (PD)					
Debenhams	07.24	10.04	12.34	15.34	18.04
Edinburgh Princes Street East (PM)					
Waverley Rail Station	07.28	10.08	12.38	15.38	18.08
Edinburgh Waterloo Place (ZK)	07.32	10.12	12.42	15.42	18.12

Bookings 07376 980049

Available for Hires 07376 980049



Support your Community Bus it's for everyone!

For the Young, for the Youth, for the Family, for the Elderly, for the Workers, for the Visitors

