

Appendix 1

Bus Service Reductions Working Group

2nd August 2012

Present: Councillors Rhys Hughes, Cefyn Williams, Huw Williams.
Apologies: Councillor Peter Evans
In attendance: Peter Daniels

1. Reason for the Working Group

It was resolved at the Communities Scrutiny of 14th June 2012 that officers would consult residents, passengers & communities on potential bus service reductions in the light of WG's then 27 per cent reductions in funding. It was further resolved that a working group be established to consider the proposed reductions in the light of the consultation, with a view to recommending further action.

2. Changes since Scrutiny

The WG had now reduced the cuts in 2012/13 from 27 to 10 per cent. It was highly likely that the full 27 per cent would fall in 2013/14. In the light of these changes, members were asked to consider what might appear the least painful reductions for 2012/13 but the full reductions for 2013/14. The cuts included a contingency to take forward passenger requests, notably a service to the new Abergele Hospital eye clinic (though there remained discussions on the potential for some sort of BCU-supported trial).

3. 2012/13 (10%)

It was agreed that the following proposals be included in the final report on bus service reductions. Other than in iv below, no consultee had expressed any issues about these:

- i. Withdraw the £10,000 subsidy for the custody suite demand responsive taxi service from St Asaph to Rhyl.
- ii. Withdraw the approximate £20,000 (a balancing item) in LTSG funding for bus shelters.
- iii. Withdraw £10,000 funding for the bus enquiry office at Rhyl Bus Station.
- iv. Reconfigure the Denbigh town taxi to include the bus to Llansannan and Nantglyn (£15,000) (under consideration before the WG announcement and required because the existing rural arrangements were not working)
- v. At need, £9,000 from other changes as proposed within the original scrutiny report, at need.

4. 2013/14 (10% + 17%)

The officer proposals were discussed in the light of the consultation responses. Members accepted that the decisions they faced were not palatable but that in view of likely reductions in budget in 2013/14 there was a need for decisions.

For April 2013 reductions, it was therefore agreed that all the savings identified under Saving Tranche 1 of the Appendix to the Scrutiny report be included in the final report on bus service reductions, including those in 3. above, save in the light of consultation for:

- i. While recognising the high cost of this service per passenger, officers to seek a compromise for the X5 1640 Ruthin to Corwen and return that might reduce the afternoon service by one bus without jeopardising existing passenger journeys. This would involve examination of both the 1640 and 1740 journeys.
- ii. Reconsideration of the small savings on Saturdays on the Prestatyn Town Service 38.
- iii. Noting that the press had misreported changes to villages south & west of Ruthin, there was nevertheless an opportunity to make some adjustment to services 70/77 (Betws/Clawdd/Cyffylliog/Llanelidan to Ruthin) and 91/95 (Betws/Carrog to Llangollen or Wrexham). These had previously been circulated to the local members affected and would be again, for further thoughts.

In addition, the officer would confirm that the 1818 Denbigh to Ruthin service 76 did not serve Highfield Park, Llangwyfan.

It was also agreed that the officer would forward a copy an indicative 2008 service 1 timetable that would give the suggested level of service to which the service might revert (attached as service B5).

5. Next Steps

As time was now of the essence, members agreed that the best course of action might be for the final report to go straight to Cabinet. The officer agreed to seek a view on this from Democratic Services.

NPD
6/8/12