

To: All Members and Officers of the  
Prosperous Staffordshire Select Committee.

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**Date:** 24 July 2017

Dear Sir/Madam,

**Prosperous Staffordshire Select Committee - Monday, 31st July, 2017**

I have recently forwarded to you a copy of the agenda for the next meeting of the Prosperous Staffordshire Select Committee.

I am now able to enclose, for consideration at next Monday, 31st July, 2017 meeting of the Prosperous Staffordshire Select Committee, the following reports that were unavailable when the agenda was published.

4. **Supported Bus Network TO FOLLOW (Pages 1 - 60)**

Report of the Cabinet Member for Commercial

John Tradewell  
Director of Strategy, Governance and Change



|                         |
|-------------------------|
| Local Members' Interest |
| N/A                     |

## **Prosperous Staffordshire Select Committee – 31<sup>st</sup> July 2017**

### **Supported Bus Network**

#### **Recommendations**

1. That the Prosperous Staffordshire Select Committee note the content of the report and consider whether they wish to formally respond to the consultation as a committee as well as responding as individual members.
2. That the Prosperous Staffordshire Select Committee consider the range of consultees and consider whether any additional groups should be considered during the consultation period.
3. That the Prosperous Staffordshire Select Committee note that they will be asked to consider the outcome of the public consultation on the supported bus network and make any appropriate recommendations, including endorsing a preferred option to Cabinet.

#### **Report of Cllr Mark Deaville, Cabinet Member for Commercial**

#### **Summary**

##### **What is the Select Committee being asked to do and why?**

4. The authority is currently holding a public consultation on how the available budget for supporting bus services in Staffordshire from 2018/19 onwards is best spent.
5. The Select Committee is asked to take note of the consultation and consider how all target groups can be encouraged to complete the questionnaire so that all views are represented in the consultation feedback.

#### **Report**

##### **Background**

6. Over 90 per cent of bus passenger journeys in Staffordshire are undertaken on the commercial bus network. The authority currently provides funding for less than 10% of the bus journeys which are not commercially viable, and which provides connectivity across the county in support of the Authority's strategic objectives:
  - a. To provide access to good jobs and feel the benefit of economic growth;
  - b. Enable improved health and greater independence;
  - c. Enable people to feel safer, happier and more supported in their community.

7. The authority has a statutory duty to secure public transport that it considers to be socially necessary. This is set out in the Transport Act 1985, Section 63(1)(a) which explains that local transport authorities must:

*“... secure the provision of such public passenger 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.”*

8. Having considered its duty under section 63 of the Transport Act 1985 and having regards to the needs of the area it must make decisions which are appropriate within the authorities available resources.

### **Supported Bus Network Options**

9. In February 2016 the Council agreed to provide a budget of £600,000 pa from 2018/19 onwards which when combined with the Bus Services Operator Grant (BSOG) will provide a total budget of £1.3m to enable bus journeys which would not be possible on the commercial bus network.

10. Significant work has been carried out over the last 3 years to reshape the Staffordshire supported bus network in order that connectivity is maintained and where possible improved to facilitate bus journeys to education, employment, essential public services, shopping and leisure purposes.

11. Following analysis of passenger data on a contract by contract basis and taking into account the authority's statutory duty under the Transport Act 1985, four options have been developed which provide a supported bus network within the approved financial envelope.

12. These options are described fully in the consultation questionnaires which are attached this report - Appendix B (individual) and Appendix C (organisation) and in summary are:

a. Option 1 - Revised Local Supported Bus Services, (no Connect or Demand Responsive Services)

b. Option 2 - Revised Local Supported Bus Services with Two Connect Services (South Staffordshire Connects and Moorlands Connect)

c. Option 3 - Revised Local Supported Bus Services with Existing Connect Services Retained (Border Car excepted)

d. Option 4 - County-wide Connect and Demand Responsive Services, (no local supported bus services)

13. At this time no decisions have been taken although Option 1 is the preferred option as it retains the greatest number of existing bus journeys whilst minimising the public subsidy for each passenger trip.

## **Voluntary and Community Transport and Potential Alternative Travel Opportunities**

14. Despite careful planning it is recognised that some previous travel opportunities via the Staffordshire Bus Network will be lost. The Council already encourages and provides support for voluntary and community transport schemes across the authority area and is keen to see additional schemes come into operation. The existing schemes provide some 80,000 return trips annually mostly for health appointments.
15. In addition the authority provides support for Wheels to Work to kick start access to employment and encourages Staffordshire employers to sign up to the Share a Lift car share scheme to provide more sustainable travel to work journeys.

## **Public Consultation**

16. An extensive eight week public consultation was launched on the 24 July and views will be sought from both individuals and organisations. An initial list of consultees is attached in Appendix D. Bus users will be targeted using posters on buses and in libraries together with normal media campaigns.
17. The consultation will explore the appetite from communities for the provision of additional voluntary transport schemes.
18. Following the closure of the consultation on the 17 September and a full analysis of the results it is intended that the results of the public consultation exercise will be presented to the Prosperous Staffordshire Select Committee on the 14 November prior to the Cabinet making the final decision on the shape of the Supported bus Network on the 15 November 2017.
19. This will allow time for the new network to be introduced from April 2018 onwards.
20. It is intended that the authority will engage in the Transport Focus Bus Passenger Survey in both 2017 and 2018 so that the impact on the overall bus network in Staffordshire can be assessed.

## **Link to Strategic Plan**

21. The provision of a supported bus network supports the County Councils vision for a **connected Staffordshire** by ensuring that appropriate public transport links are maintained which would not otherwise be provided by the commercial bus network.
22. In terms of **prosperity**, the provision of a supported bus network, endeavours to provide links to education and work opportunities which would not otherwise be available by the commercial bus network.
23. In terms of being **healthier and more independent**, the provision of a supported bus network enables residents to access education, employment, health, retail and leisure opportunities which would not otherwise be available by the commercial bus network.

## **Link to Other Overview and Scrutiny Activity – None**

**Community Impact** – The initial community impact assessment is included in Appendix A

## **Contact Officer**

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## **Appendices/Background papers**

**Appendix A** – Initial CIA

**Appendix B** – Individual Questionnaire

**Appendix C** – Organisational Questionnaire

**Appendix D** – Supported Bus Network Review Initial Consultees

# Community Impact Assessment Outline

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**Name of Proposal: Supported Local Bus Service Network**

**Project Sponsor (if applicable):**

**Project Manager (if applicable) or Lead: Clive Thomson**

**Date: 8 June 2017**

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# Outline Community Impact Assessment Template

**\*This is an initial outline Community Impact Assessment which has been written prior to public consultation. The overarching recommendation of this is to consider views expressed to us through the emerging public consultation, and if a particular group or area is identified, this will need to be mitigated for as part of the final decision.**

**The current general mitigation is through community and voluntary transport schemes and the potential for people’s interest in expanding these as part of the People Helping People agenda.**

**Public Sector Equality Duty (PSED)** – Use this section to identify if the proposal will impact on our legal obligations under the Equality Act 2010 for both residents and staff. In summary, those subject to the general equality duty must have due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation, advance equality of opportunity between different groups and foster good relations between different groups.

Please consider:

- Who is currently using the service, across the protected characteristics?
- What do we know about their experiences and outcomes?
- What relevant information is available from the Census and population trends data?
- What were the findings of the engagement/consultation?
- Is there any relevant national, regional and/or local sources of research/evidence available?
- Is there any relevant information from partners or voluntary, community, social enterprise organisations?
- What is the analysis of the impact on those with relevant protected characteristics?

| Protected Characteristics:                                      | Which groups will be affected  | Benefits | Risks | Mitigations / Recommendations                         |
|---|--|----------|-------|---|
| <ul style="list-style-type: none"> <li>• <b>Race</b></li> </ul> | The proportion of population from minority ethnic groups in Staffordshire is 6.4% which is significantly lower than the regional proportion (20.8%) and the national proportion (20.2%). However, the rate in East Staffordshire (13.8%) is higher than other districts/boroughs and in the wards of Anglesey (50.3%), Eton Park (32.3%) and | N/A      | N/A   | *See above overarching recommendation and mitigation. |



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|                     | Burton (31.4%) the rates are considerably higher than the national average. While it is not possible to analyse bus usage by minority ethnic groups, potential impacts on this group should be considered in these areas in particular.  |   |  |  |
| • <b>Disability</b> | The changes could have an impact on people with disabilities. The percentage of people claiming Disability Living Allowance in Staffordshire (7%) is similar to the England figure (7.1%). However, there are some districts/boroughs with higher percentages as follows: Cannock Chase (8.8%), Tamworth (8.1%), Newcastle (7.5%) and Staffs Moorlands (7.4%). | There could be an increase in passenger loadings of commercial services if Sundays/Bank Holidays supported services cut – people may choose to travel Monday to Saturday. | Risk that disabled people may become isolated or have reduced accessibility to services/support.<br><br>See also ENCTS patronage data in the 'Age' protected characteristic row. | *See above overarching recommendation and mitigation.<br><br>The continuation of the English National Concessionary Travel Scheme will help to ensure that financial impacts on disabled people which could be caused by having to make interchanges, are minimised. |
| • <b>Sex</b>        | The changes are unlikely to have any specific impact on gender. In all districts and boroughs of Staffordshire except Stafford, females make up a greater proportion of the total population than males do, but it is not possible to split bus passenger numbers by gender.   | N/A   | N/A  | N/A  |
| • <b>Age</b>        | Age is one of the protected characteristics that could be negatively affected most by the potential changes to public transport provision in Staffordshire without mitigation,   | There could be an increase in passenger loadings of commercial services if Sundays/Bank   | <b>Older People</b><br>Risk that older people may become isolated, lonely and/or have reduced accessibility to   | *See above overarching recommendation and mitigation.<br><br>The continuation of the English National Concessionary Travel Scheme and the local Your   |

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|  | <p>particularly those aged 65+ and those aged between 11 and 19 years with a Your Staffordshire Card.</p> <p>According to Department for Transport figures<sup>1</sup> across Staffordshire approximately 41% of total passenger journeys in 2015/16 were made by elderly or disabled concessionary passengers which is significantly higher than the regional and national figures (25% and 22% respectively).</p> <p>Staffordshire has a higher proportion of residents aged 65+ (20.8%) when compared to both England (17.7%) and the West Midlands (18.2%).<sup>2</sup> All districts within Staffordshire have higher than average proportions of people aged 65+ apart from Tamworth. The highest proportion of people aged 65+ are in Staffordshire Moorlands (23.9%) South Staffs (23.4%), Lichfield (22.9%) and Stafford (21.6%).</p> | <p>Holidays supported services cut – people may choose to travel Monday to Saturday</p> | <p>services/support. See Health &amp; Care section for further information on older people and loneliness.</p> <p>Annual ENCTS Patronage data shows numbers of passenger journeys made by older or disabled people on the services within this review. This often makes up a large proportion of annual passenger numbers. In Staffordshire there are 17 services that operate with over 70% ENCTS patronage, six of these services operate with 100% ENCTS patronage as follows:<br/>Service nos.T3/T5 Cannock;<br/>Coppenhall and Lodgefield Park,</p> | <p>Staffordshire Card will help to ensure that financial impacts on elderly and young people which could be caused by having to make interchanges are minimised.</p> |
|--|--|---|--|--|

<sup>1</sup>Department for Transport statistics, table BUS0113, last updated October 2016 <https://www.gov.uk/government/statistical-data-sets/bus01-local-bus-passenger-journeys>

<sup>2</sup> Staffordshire Locality Profile 2016 <https://www.staffordshireobservatory.org.uk/documents/LocalityProfiles/Locality-Profiles-2016/March-2017-Amendments/Staffordshire-Profile-2016-FINAL.pdf>

|   |  |            |   |  |
|---|--|------------|---|--|
|   |  |            | <p>Stafford; 6 Staffs Moorlands; 72 Newcastle; 411 East Staffs.<br/>See table 2.</p> <p><b>Younger People</b><br/>Risk that younger people cannot access employment/training opportunities.</p> <p>Annual Your Staffordshire Card patronage data shows numbers of passenger journeys made by people aged 11 to 19 on the services within this review.</p> <p>There are three services with significant Your Staffordshire Card patronage as follows:<br/>Service nos. 182, 108, 109 Staffs Moorlands.</p> |  |
| <ul style="list-style-type: none"> <li>• <b>Religion or Belief</b></li> </ul> | <p>The changes are unlikely to have any specific impact on religion/belief.<br/>Although a district breakdown of</p> | <p>N/A</p> | <p>Risk that people may not be able to get to places of worship.</p>  | <p>*See above overarching recommendation and mitigation.</p> |

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|  | <p>religion is not available, the 2011 census shows that Christianity is still the main religion (60%). However despite population growth the number of Christians in Staffordshire fell from 650,000 in 2001 to 580,000 in 2011. At the same time, there has been a rise in the numbers of residents classing themselves as not having a religion. In line with the changing ethnicity in Staffordshire there has been a 5% increase in Islam in Staffordshire.</p> |     |  |  |
| <ul style="list-style-type: none"> <li>• <b>Gender Reassignment</b></li> </ul> | <p>The changes are unlikely to have any specific impact on gender reassignment.</p>  | N/A | <p>Although we do not collect data on this protected characteristic, it is recognised that any changes to bus provision could affect access for anyone to leisure and cultural opportunities, support groups, medical appointments, places of faith etc.</p> | <p>*See above overarching recommendation and mitigation.</p> |
| <ul style="list-style-type: none"> <li>• <b>Sexual Orientation</b></li> </ul>  | <p>The changes are unlikely to have any specific impact on sexual orientation.</p>   | N/A | <p>Although we do not collect data on this protected characteristic, it is recognised that any changes to bus</p>  | <p>*See above overarching recommendation and mitigation.</p> |

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|--|--|-----|---|---|
|  |  |     | provision could affect access for anyone to leisure and cultural opportunities, support groups, medical appointments, places of faith etc.        |   |
| <ul style="list-style-type: none"> <li> <b>Pregnancy and Maternity</b> </li> </ul>   | The changes are unlikely to have any specific impact on pregnancy and maternity.   | N/A | It is recognised that any changes to bus provision could affect access to medical appointments, support groups etc.                               | *See above overarching recommendation and mitigation. |
| <ul style="list-style-type: none"> <li> <b>Marriage and Civil Partnership</b><br/>           The duty to have due regard to the need to eliminate discrimination also covers marriage and civil partnerships in relation to employment issues.         </li> </ul> | The changes are unlikely to have any specific impact on marriage and civil partnership.  | N/A | It is recognised that any changes to bus provision could affect access to leisure and cultural opportunities, support groups etc.                 | *See above overarching recommendation and mitigation. |
| <ul style="list-style-type: none"> <li> <b>Rurality/Isolation</b><br/>           Though not a protected characteristic of the Equality Act 2010, this is a relevant consideration.         </li> </ul>   | The changes are likely to affect people living in a rural area. The proportion of people living in rural areas in Staffordshire is higher than in England (24% and 17% respectively). Some districts have a higher proportion than others: over a third (39.8%) of the population in South Staffs live in a rural area, 32% of the population in | N/A | Several proposed route changes could have implications for rural isolation in South Staffs, Stafford, Staffs Moorlands, East Staffs and Lichfield | *See above overarching recommendation and mitigation. |

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|  | <p>Stafford live in a rural area, 30.4% of the population in Staffs Moorlands live in a rural area and 29.5% of the population in Lichfield live in a rural area.</p> |  |  |  |
| <p><b>Impact on SCC Staff</b><br/>If the proposal affects SCC staff, consider the workforce profile compared against the protected characteristics pre and post change, the impact of job losses, available support for staff, and HR protocols.</p> | <p>This proposal may affect some SCC employees who use the bus services to get to work.</p>   |  |  | <p>*See above overarching recommendation and mitigation.</p> |
| <p><b>Evidence Base: (Evidence used/ likelihood/ size of impact)</b></p> <p><b>See tables below:</b></p> <ol style="list-style-type: none"> <li>1. Population Characteristics – Staffordshire</li> <li>2. Passenger Journey 2016-17</li> </ol>       |   |  |  |  |

### Table 1: Population Characteristics – Staffordshire

Compared to England:

|        |         |       |       |         |        |   |
|--------|---------|-------|-------|---------|--------|---|
| Better | Similar | Worse | Lower | Similar | Higher | Suppressed / not tested / not available |
|--------|---------|-------|-------|---------|--------|---|

| Indicator   | Time period | Cannock Chase     | East Staffordshire | Lichfield         | Newcastle-under-Lyme | South Staffordshire | Stafford          | Staffordshire Moorlands | Tamworth          | Staffordshire      | West Midlands        | England               |
|---|-------------|-------------------|--------------------|-------------------|----------------------|---------------------|-------------------|-------------------------|-------------------|--------------------|----------------------|-----------------------|
| <b>Population characteristics</b>                               |             |                   |                    |                   |                      |                     |                   |                         |                   |                    |                      |                       |
| Mid-year population estimate                                    | 2015        | 98,500            | 116,000            | 102,700           | 127,000              | 110,700             | 132,500           | 97,900                  | 77,100            | 862,600            | 5,751,000            | 54,786,300            |
| Percentage under five   | 2015        | 5.7%<br>(5,600)   | 6.3%<br>(7,300)    | 5.1%<br>(5,200)   | 5.1%<br>(6,500)      | 4.5%<br>(5,000)     | 5.0%<br>(6,600)   | 4.6%<br>(4,500)         | 6.1%<br>(4,700)   | 5.3%<br>(45,300)   | 6.4%<br>(365,300)    | 6.3%<br>(3,434,700)   |
| Percentage under 16   | 2015        | 18.1%<br>(17,800) | 19.3%<br>(22,400)  | 16.9%<br>(17,400) | 16.5%<br>(21,000)    | 15.5%<br>(17,200)   | 16.7%<br>(22,100) | 16.2%<br>(15,900)       | 19.5%<br>(15,000) | 17.3%<br>(148,800) | 19.5%<br>(1,122,400) | 19.0%<br>(10,405,100) |
| Percentage aged 16-64   | 2015        | 63.7%<br>(62,800) | 62.2%<br>(72,200)  | 60.1%<br>(61,700) | 63.6%<br>(80,800)    | 61.1%<br>(67,600)   | 61.8%<br>(81,800) | 59.9%<br>(58,600)       | 63.2%<br>(48,800) | 61.9%<br>(534,400) | 62.3%<br>(3,582,800) | 63.3%<br>(34,669,600) |
| Percentage aged 65 and over                                     | 2015        | 18.2%<br>(18,000) | 18.5%<br>(21,500)  | 22.9%<br>(23,600) | 19.9%<br>(25,300)    | 23.4%<br>(25,900)   | 21.6%<br>(28,600) | 23.9%<br>(23,400)       | 17.3%<br>(13,300) | 20.8%<br>(179,400) | 18.2%<br>(1,045,800) | 17.7%<br>(9,711,600)  |
| Percentage aged 85 and over                                     | 2015        | 2.1%<br>(2,100)   | 2.3%<br>(2,600)    | 2.6%<br>(2,600)   | 2.4%<br>(3,100)      | 2.7%<br>(3,000)     | 2.7%<br>(3,500)   | 2.7%<br>(2,600)         | 1.8%<br>(1,400)   | 2.4%<br>(21,000)   | 2.4%<br>(136,600)    | 2.4%<br>(1,295,300)   |
| Dependency ratio per 100 working age population                 | 2015        | 57.0              | 60.7               | 66.4              | 57.2                 | 63.7                | 61.9              | 67.0                    | 58.1              | 61.4               | 60.5                 | 58.0                  |
| Dependency ratio of children per 100 working age population     | 2015        | 28.4              | 31.0               | 28.2              | 26.0                 | 25.4                | 27.0              | 27.1                    | 30.8              | 27.8               | 31.3                 | 30.0                  |
| Dependency ratio of older people per 100 working age population | 2015        | 28.6              | 29.7               | 38.2              | 31.3                 | 38.2                | 34.9              | 39.9                    | 27.3              | 33.6               | 29.2                 | 28.0                  |
| Population change between 2015 and 2025                         | 2015-2025   | 3.0%<br>(3,000)   | 5.5%<br>(6,400)    | 3.9%<br>(4,000)   | 4.2%<br>(5,300)      | 3.0%<br>(3,300)     | 4.0%<br>(5,400)   | 1.6%<br>(1,600)         | 1.7%<br>(1,300)   | 3.5%<br>(30,200)   | 5.8%<br>(335,200)    | 7.3%<br>(3,989,600)   |
| Population change between 2015 and 2025 - under five            | 2015-2025   | -4.1%<br>(-200)   | -1.2%<br>(-100)    | -2.2%<br>(-100)   | 2.5%<br>(200)        | 3.1%<br>(200)       | 0.5%<br>(0)       | -2.0%<br>(-100)         | -5.8%<br>(-300)   | -1.0%<br>(-400)    | 2.0%<br>(7,200)      | 2.0%<br>(67,200)      |
| Population change between 2015 and 2025 - under 16s             | 2015-2025   | -1.0%<br>(-200)   | 4.2%<br>(900)      | 0.8%<br>(100)     | 4.5%<br>(900)        | 5.1%<br>(900)       | 0.4%<br>(100)     | -0.2%<br>(0)            | -2.1%<br>(-300)   | 1.7%<br>(2,500)    | 6.6%<br>(74,100)     | 8.2%<br>(848,800)     |

Compared to England:

|        |         |       |       |         |        |   |
|--------|---------|-------|-------|---------|--------|---|
| Better | Similar | Worse | Lower | Similar | Higher | Suppressed / not tested / not available |
|--------|---------|-------|-------|---------|--------|---|

| Indicator  | Time period | Cannock Chase         | East Staffordshire  | Lichfield            | Newcastle-under-Lyme | South Staffordshire  | Stafford          | Staffordshire Moorlands | Tamworth              | Staffordshire         | West Midlands         | England               |
|--|-------------|-----------------------|---------------------|----------------------|----------------------|----------------------|-------------------|-------------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| Population change between 2015 and 2025 - ages 16-64               | 2015-2025   | -1.6%<br>(-1,000)     | 0.8%<br>(600)       | -1.3%<br>(-800)      | 0.3%<br>(200)        | -4.0%<br>(-2,700)    | -0.3%<br>(-300)   | -4.2%<br>(-2,400)       | -4.1%<br>(-2,000)     | -1.6%<br>(-8,500)     | 2.1%<br>(76,900)      | 3.2%<br>(1,123,600)   |
| Population change between 2015 and 2025 - 65 and over              | 2015-2025   | 23.1%<br>(4,200)      | 22.8%<br>(4,900)    | 19.8%<br>(4,700)     | 16.4%<br>(4,100)     | 20.0%<br>(5,200)     | 19.4%<br>(5,500)  | 17.2%<br>(4,000)        | 27.0%<br>(3,600)      | 20.2%<br>(36,200)     | 17.6%<br>(184,200)    | 20.8%<br>(2,017,200)  |
| Population change between 2015 and 2025 - 85 and over              | 2015-2025   | 51.0%<br>(1,100)      | 41.5%<br>(1,100)    | 62.7%<br>(1,700)     | 34.8%<br>(1,100)     | 58.4%<br>(1,800)     | 45.0%<br>(1,600)  | 46.3%<br>(1,300)        | 58.5%<br>(800)        | 48.8%<br>(10,400)     | 36.8%<br>(50,300)     | 35.5%<br>(460,700)    |
| Proportion of population living in rural areas                     | 2014        | 9.1%<br>(9,000)       | 21.8%<br>(25,200)   | 29.5%<br>(30,200)    | 20.4%<br>(25,700)    | 39.8%<br>(44,000)    | 32.0%<br>(42,300) | 30.4%<br>(29,800)       | 0.0%<br>(0)           | 24.0%<br>(206,300)    | 14.7%<br>(841,800)    | 17.0%<br>(9,260,900)  |
| Proportion of population from minority ethnic groups               | 2011        | 3.5%<br>(3,400)       | 13.8%<br>(15,700)   | 5.4%<br>(5,400)      | 6.7%<br>(8,400)      | 5.4%<br>(5,800)      | 7.4%<br>(9,700)   | 2.5%<br>(2,400)         | 5.0%<br>(3,800)       | 6.4%<br>(54,700)      | 20.8%<br>(1,167,500)  | 20.2%<br>(10,733,200) |
| Index of multiple deprivation (IMD) 2015 weighted score            | 2015        | 20.9                  | 18.8                | 12.7                 | 18.5                 | 12.5                 | 13.5              | 15.2                    | 20.3                  | 16.4                  | 25.2                  | 21.8                  |
| Percentage in most deprived IMD 2015 quintile                      | 2015        | 13.7%<br>(13,500)     | 17.7%<br>(20,400)   | 3.9%<br>(4,000)      | 11.2%<br>(14,100)    | 1.3%<br>(1,500)      | 5.4%<br>(7,100)   | 4.6%<br>(4,500)         | 17.5%<br>(13,500)     | 9.1%<br>(78,600)      | 29.3%<br>(1,675,800)  | 20.2%<br>(10,950,600) |
| Percentage in second most deprived IMD 2015 quintile               | 2015        | 29.8%<br>(29,300)     | 16.6%<br>(19,200)   | 10.7%<br>(10,900)    | 29.1%<br>(36,700)    | 9.7%<br>(10,800)     | 12.4%<br>(16,400) | 18.1%<br>(17,700)       | 21.9%<br>(16,900)     | 18.4%<br>(157,900)    | 18.6%<br>(1,061,500)  | 20.5%<br>(11,133,400) |
| Mosaic profile - most common geodemographic group                  | 2016        | H Aspiring Homemakers | L Transient Renters | B Prestige Positions | F Senior Security    | E Suburban Stability | A Country Living  | A Country Living        | H Aspiring Homemakers | H Aspiring Homemakers | H Aspiring Homemakers | H Aspiring Homemakers |
| Mosaic profile - percentage of population in the most common group | 2016        | 20.7%<br>(20,400)     | 13.4%<br>(15,500)   | 16.8%<br>(17,200)    | 13.0%<br>(16,500)    | 15.5%<br>(17,200)    | 15.3%<br>(20,300) | 15.8%<br>(15,500)       | 23.3%<br>(17,900)     | 12.9%<br>(111,000)    | n/a                   | n/a                   |
| Mosaic profile - financial stress                                  | 2016        | 28.7%<br>(28,300)     | 28.4%<br>(32,700)   | 22.5%<br>(23,000)    | 27.5%<br>(34,000)    | 21.6%<br>(23,600)    | 24.4%<br>(31,900) | 24.5%<br>(23,900)       | 29.9%<br>(23,200)     | 25.8%<br>(220,600)    | n/a                   | n/a                   |
| Disability living allowance claimants                              | Nov-2015    | 8.8%<br>(5,500)       | 6.2%<br>(4,450)     | 6.1%<br>(3,790)      | 7.5%<br>(6,070)      | 6.3%<br>(4,260)      | 5.9%<br>(4,810)   | 7.4%<br>(4,340)         | 8.1%<br>(3,950)       | 7.0%<br>(37,150)      | 7.5%<br>(267,430)     | 7.1%<br>(2,467,980)   |



**Table 2 – Bus Passenger Journeys**

| District / Borough        | Service No. | Route Description                            | Days of Operation              | Operating Days Per Annum | Price Per Day | Annual Cost | Subsidy Per Passenger Per Journey | % Annual On bus Patronage | % Annual ENCTS Patronage | % Annual Peak YSC Patronage | % Annual Off-Peak YSC Patronage | % Annual Scholar Passes |
|---------------------------|-------------|--|--------------------------------|--------------------------|---------------|-------------|-----------------------------------|---------------------------|--------------------------|-----------------------------|---------------------------------|-------------------------|
| Cannock Chase             | 2E          | Cannock - Walsall                            | Mon-Sat Eves<br>excl Bank Hols | 306                      | £87.87        | £26,888.22  | £1.29                             | 65                        | 28                       | 0                           | 8                               | 0                       |
| Cannock Chase             | 2E          | Cannock - Walsall                            | Sun & Bank Hols<br>Eves        | 56                       | £207.51       | £11,620.56  | £2.63                             | 61                        | 31                       | 0                           | 8                               | 0                       |
| Tamworth                  | 5           | Tamworth - Amington                          | Sun & Bank Hols                | 56                       | £89.77        | £5,027.12   | £0.58                             | 46                        | 48                       | 0                           | 7                               | 0                       |
| Cannock Chase & Lichfield | 62          | Cannock - Hazelslade - Burntwood - Lichfield | Sun & Bank Hols                | 56                       | £236.70       | £13,255.20  | £1.48                             | 49                        | 37                       | 0.0                         | 14                              | 0                       |
| Cannock Chase             | 71          | Cannock - Wolv                               | Mon-Sat excl<br>Bank Hols      | 306                      | £201.70       | £61,720.20  | £0.59                             | 34                        | 62                       | 1.0                         | 4                               | 0                       |
| Cannock Chase             | 70          | Cannock - Wolv                               | Sun & Bank Hols                | 56                       | £105.32       | £5,897.92   | £1.08                             | 65                        | 26                       | 0.0                         | 9                               | 0                       |
| South Staffs              | 10A/B/S     | Perton - Codsall                             | Mon-Fri excl<br>Bank Hols      | 254                      | £305.98       | £77,718.92  | £1.91                             | 45                        | 37                       | 2.9                         | 3                               | 12.0                    |
| Cannock Chase             | 21          | Cannock – Longford / Shoal Hill              | Mon-Sat excl<br>Bank Hols      | 306                      | £141.40       | £43,268.40  | £2.80                             | 9                         | 90                       | 0.0                         | 0                               | 0                       |
| Stafford                  | 8           | Parkside - Stafford - Moss Pit               | Mon-Sat Eves<br>excl Bank Hols | 306                      | £58.00        | £17,748.00  | £1.52                             | 53                        | 41                       | 0.0                         | 6                               | 0                       |
| Stafford                  | 9           | Stafford - Highfields                        | Mon-Sat Eves<br>excl Bank Hols | 306                      | £79.00        | £24,174.00  | £3.14                             | 51                        | 43                       | 0.0                         | 6                               | 0                       |

| District / Borough    | Service No. | Route Description                                       | Days of Operation                                  | Operating Days Per Annum | Price Per Day | Annual Cost | Subsidy Per Passenger Per Journey | % Annual On bus Patronage | % Annual ENCTS Patronage | % Annual Peak YSC Patronage | % Annual Off-Peak YSC Patronage | % Annual Scholar Passes |
|-----------------------|-------------|---|--|--------------------------|---------------|-------------|-----------------------------------|---------------------------|--------------------------|-----------------------------|---------------------------------|-------------------------|
| Cannock Chase         | 61          | Cannock - Heath Hayes                                   | Mon-Sat excl Bank Hols                             | 306                      | £64.52        | £19,743.12  | £1.41                             | 36                        | 58                       | 0.4                         | 6                               | 0                       |
| Stafford/South Staffs | 76A         | Stafford - Penkridge - Wolv                             | Sun & Bank Hols                                    | 56                       | £237.00       | £13,272.00  | £0.88                             | 60                        | 20                       | 16.4                        | 3                               | 0                       |
| Staffs Moorlands      | 123         | Cheadle Town Service                                    | Mon-Sat excl Bank Hols                             | 306                      | £189.00       | £57,834.00  | £1.08                             | 8                         | 92                       | 0.0                         | 0                               | 0                       |
| Staffs Moorlands      | 455         | Blythe Bridge High School                               | Mon-Fri Sch days                                   | 190                      | £79.00        | £15,010.00  | £0.64                             | 72                        | 0                        | 19.4                        | 0                               | 8.9                     |
| Cannock Chase         | T3/T5       | T3 Thornhill Road - Cannock; T5 Bradbury Lane - Cannock | Tu, F excl Bank Hols                               | 104                      | £63.25        | £6,578.00   | £0.94                             | 0                         | 100                      | 0.0                         | 0                               | 0                       |
| Lichfield             | 35B         | Lichfield - Walsall                                     | Mon-Sat excl Bank Hols                             | 306                      | £197.90       | £60,557.40  | £1.49                             | 38                        | 60                       | 0.6                         | 1                               | 0                       |
| South Staffs          | 16          | Essington - Bloxwich                                    | Mon-Fri excl Bank Hols                             | 104                      | £71.41        | £7,426.64   | £6.42                             | 9                         | 91                       | 0.0                         | 0                               | 0                       |
| Stafford              |             | Lodgefield Park - Stafford                              | Tu, Th excl Bank Hols                              | 104                      | £43.48        | £4,521.92   | £5.70                             | 0                         | 100                      | 0.0                         | 0                               | 0                       |
| Stafford              |             | Coppenhall - Ten Butts - Stafford                       | Tu excl Bank Hols                                  | 52                       | £34.89        | £1,814.28   | £3.95                             | 0                         | 100                      | 0.0                         | 0                               | 0                       |
| Staffs Moorlands      | 16          | Leek - Cheddleton - Hanley - Stoke Stn - Stoke          | Mon-Fri excl Bank Hols: 2 x Early morning journeys | 254                      | £93.25        | £23,685.50  | £3.35                             | 67                        | 20                       | 9.5                         | 4                               | 0                       |
| Staffs Moorlands      | 16          | Leek - Cheddleton - Hanley - Stoke Stn - Stoke          | Mon-Sat Eves excl Bank Hols                        | 306                      | £90.90        | £27,815.40  | £2.96                             | 63                        | 29                       | 0.1                         | 8                               | 0                       |
| Staffs Moorlands      | 16          | Hanley - Leek - Buxton                                  | Sun & Bank Hols                                    | 56                       | £384.56       | £21,535.36  | £2.54                             | 54                        | 34                       | 0.4                         | 12                              | 0                       |

| District / Borough     | Service No.    | Route Description                               | Days of Operation             | Operating Days Per Annum | Price Per Day | Annual Cost | Subsidy Per Passenger Per Journey | % Annual On bus Patronage | % Annual ENCTS Patronage | % Annual Peak YSC Patronage | % Annual Off-Peak YSC Patronage | % Annual Scholar Passes |
|------------------------|----------------|---|-------------------------------|--------------------------|---------------|-------------|-----------------------------------|---------------------------|--------------------------|-----------------------------|---------------------------------|-------------------------|
| Staffs Moorlands       | 30             | Leek - Ipstone - Cheadle - Tean                 | Mon-Sat excl Bank Hols        | 306                      | £267.57       | £81,876.42  | £2.49                             | 31                        | 50                       | 6.3                         | 12                              | 0                       |
| Newcastle              | 33/35          | Newcastle - Chesterton                          | Mon-Sat excl Bank Hols        | 306                      | £90.00        | £27,540.00  | £2.42                             | 17                        | 82                       | 0.0                         | 0                               | 0                       |
| Newcastle              | 85             | Newcastle - Keele - Madeley - Crewe             | Mon-Sat Eves, Sun & Bank Hols | 362                      | £130.23       | £47,143.26  | £2.56                             | 77                        | 20                       | 0.0                         | 3                               | 0                       |
| East Staffs & Stafford | 841/842        | Uttoxeter - Hixon - Stafford                    | Mon-Sat excl Bank Hols        | 306                      | £765.12       | £234,126.72 | £2.07                             | 32                        | 42                       | 10.1                        | 15                              | 0.5                     |
| Stafford               | 12/13/15/S1-S6 | Stone Area Package                              | Mon-Sat excl Bank Hols        | 306                      | £805.73       | £246,553.38 | £2.37                             | 18                        | 70                       | 5.4                         | 5                               | 1.6                     |
| Stafford               | 14/14A/14B     | Hanley - Stone - Eccleshall - Stafford          | Mon-Sat excl Bank Hols        | 306                      | £555.92       | £170,111.52 | £1.17                             | 50                        | 39                       | 1.3                         | 6                               | 4.3                     |
| Newcastle              | 74A            | Newcastle - Audley                              | Sun & Bank Hols               | 56                       | £85.85        | £4,807.60   | £0.81                             | 49                        | 48                       | 0.1                         | 2                               | 0                       |
| Newcastle              | 74A            | Newcastle - Audley                              | Mon-Sat eves excl Bank Hols   | 306                      | £75.75        | £23,179.50  | £2.59                             | 69                        | 28                       | 0.0                         | 3                               | 0                       |
| Staffs Moorlands       | 93/116         | Biddulph - Brown Edge - Leek; Cheddleton - Leek | Mon-Sat excl Bank Hols        | 306                      | £413.19       | £126,436.14 | £2.90                             | 19                        | 71                       | 5.3                         | 5                               | 0                       |
| Newcastle              | 80             | Kidsgrove Town Service                          | Mon-Fri excl Bank Hols        | 254                      | £142.00       | £36,068.00  | £4.59                             | 5                         | 95                       | 0.0                         | 0                               | 0                       |
| Staffs Moorlands       | 6              | Longton - Blythe Bridge                         | Sun & Bank Hols               | 56                       | £184.85       | £10,351.60  | £1.49                             | 10                        | 85                       | 0.0                         | 5                               | 0                       |
| Newcastle              | 72             | Newcastle - Clayton                             | Sun & Bank Hols               | 56                       | £86.00        | £4,816.00   | £2.84                             | 10                        | 85                       | 0.0                         | 10                              | 0                       |
| East Staffs            | 10             | Burton - Rough Hay                              | Mon-Sat excl Bank Hols        | 306                      | £129.76       | £39,706.56  | £1.62                             | 25                        | 71                       | 1.6                         | 2                               | 0                       |

| District / Borough           | Service No.  | Route Description   | Days of Operation           | Operating Days Per Annum | Price Per Day | Annual Cost | Subsidy Per Passenger Per Journey | % Annual On bus Patronage | % Annual ENCTS Patronage | % Annual Peak YSC Patronage | % Annual Off-Peak YSC Patronage | % Annual Scholar Passes |
|------------------------------|--------------|---|-----------------------------|--------------------------|---------------|-------------|-----------------------------------|---------------------------|--------------------------|-----------------------------|---------------------------------|-------------------------|
| East Staffs                  | 18           | Burton - Dalebrook  | Mon-Sat excl Bank Hols      | 306                      | £79.79        | £24,415.74  | £1.18                             | 6                         | 94                       | 0.0                         | 0                               | 0                       |
| East Staffs                  | 402/402A/403 | Uttoxeter - Draycott - Burton   | Mon-Sat excl Bank Hols      | 306                      | £442.87       | £135,518.22 | £1.84                             | 25                        | 60                       | 5.7                         | 10                              | 0                       |
| East Staffs                  | 401          | Uttoxeter - Tutbury - Burton  | Mon-Sat Eves excl Bank Hols | 306                      | £181.32       | £55,483.92  | £2.70                             | 59                        | 35                       | 0.0                         | 5                               | 0                       |
| East Staffs                  | 401          | Uttoxeter - Tutbury - Burton  | Sun & Bank Hols             | 56                       | £227.58       | £12,744.48  | £2.20                             | 56                        | 40                       | 0.0                         | 4                               | 0                       |
| East Staffs & Lichfield      | 811/812      | Burton - Barton - Alrewas - Fradley - Lichfield   | Mon-Sat Eves excl Bank Hols | 306                      | £93.85        | £28,718.10  | £7.59                             | 48                        | 42                       | 0.0                         | 10                              | 0                       |
| East Staffs & Lichfield      | 811/812      | Burton - Barton - Alrewas - Fradley - Lichfield   | Sun & Bank Hols             | 56                       | £134.65       | £7,540.40   | £1.74                             | 60                        | 23                       | 0.0                         | 17                              | 0                       |
| East Staffs                  | 411          | Uttoxeter - Leigh Circular  | Wed excl Bank Hols          | 52                       | £85.85        | £4,464.20   | £1.96                             | 0                         | 100                      | 0.0                         | 0                               | 0                       |
| Staffs Moorlands             | 182          | Blythe Bridge - Cheadle Schools   | Mon-Fri Sch days            | 190                      | £82.93        | £15,756.70  | £0.39                             | 0                         | 0                        | 32.4                        | 68                              | 0                       |
| Cannock Chase & South Staffs | 67           | Cannock - Featherstone - Brinsford - Wolv   | Mon-Sat excl Bank Hols      | 306                      | £193.59       | £59,238.54  | £1.91                             | 20                        | 77                       | 1.9                         | 1                               | 0                       |
| South Staffs & Stafford      | 877/878      | Brewood- Wheaton Aston- Church Eaton- Stafford; Brewood- Wheaton Aston- Penkridge-Acton Trussel- Stafford | Mon-Sat excl Bank Hols      | 306                      | £403.00       | £123,318.00 | £2.05                             | 23                        | 44                       | 12.4                        | 6                               | 14.9                    |

| District / Borough  | Service No. | Route Description                        | Days of Operation                            | Operating Days Per Annum | Price Per Day | Annual Cost | Subsidy Per Passenger Per Journey | % Annual On bus Patronage | % Annual ENCTS Patronage | % Annual Peak YSC Patronage | % Annual Off-Peak YSC Patronage | % Annual Scholar Passes |
|---------------------|-------------|--|--|--------------------------|---------------|-------------|-----------------------------------|---------------------------|--------------------------|-----------------------------|---------------------------------|-------------------------|
| Stafford            | 11/73       | Stafford - Coton Fields                  | Mon-Fri excl Bank Hols                       | 254                      | £177.14       | £44,993.56  | £1.81                             | 10                        | 71                       | 8.4                         | 10                              | 0                       |
| Tamworth            | 82          | Tamworth - Clifton Campville             | Mon-Sat excl Bank Hols                       | 306                      | £191.32       | £58,543.92  | £5.17                             | Figures unavailable       |                          |                             |                                 |                         |
| Newcastle           | 429         | Milehouse Silverdale - Newcastle Academy | Mon-Fri excl Bank Hols                       | 190                      | £262.60       | £49,894.00  | £1.10                             | 100                       | 0                        | 0.0                         | 0                               | 0                       |
| Staffs Moorlands    | 18          | Hanley - Endon - Leek                    | Mon-Sat excl Bank Hols                       | 306                      | £134.30       | £41,095.80  | £3.76                             | 64                        | 25                       | 1.4                         | 9                               | 0                       |
| Staffs Moorlands    | 108/109     | Ashbourne - Leek - Macclesfield          | Mon-Sat excl Bank Hols                       | 306                      | £531.48       | £162,632.88 | £3.68                             | 35                        | 36                       | 20.2                        | 2                               | 7.7                     |
| Lichfield           | 10          | Burntwood - Brownhills                   | Mon-Sat Eves excl Bank Hols; Sun & Bank Hols | 362                      | £128.59       | £46,549.58  | £1.39                             | 96                        | 4                        | 0.0                         | 0                               | 0                       |
| Staffs Rural        | Dial-a-Ride | Border Car                               | Mon-Fri excl Bank Hols incl Good Friday      | 255                      | £130.00       | £33,150.00  | £5.32                             | n/a                       | n/a                      | n/a                         | n/a                             | n/a                     |
| Lichfield & Rugeley | Dial-a-Ride | Lichfield & Rugeley Connect              | As above                                     | 255                      | £154.00       | £39,270.00  | £10.87                            | n/a                       | n/a                      | n/a                         | n/a                             | n/a                     |
| Staff Moorlands     | Dial-a-Ride | Moorlands Connect                        | As above                                     | 306                      | £318.51       | £97,464.17  | £7.43                             | n/a                       | n/a                      | n/a                         | n/a                             | n/a                     |
| East Staffs         | Dial-a-Ride | Needwood Forest Connect                  | As above                                     | 306                      | £174.38       | £53,360.00  | £13.56                            | n/a                       | n/a                      | n/a                         | n/a                             | n/a                     |
| South Staffs        | Dial-a-Ride | South Staffs Connect                     | As above                                     | 306                      | £587.53       | £173,663.04 | £8.61                             | n/a                       | n/a                      | n/a                         | n/a                             | n/a                     |

Percentage patronage data calculated using data supplied by bus service operators

| <b>Health and Care</b> – Use this section to determine how the proposal will impact on resident’s health and wellbeing, and whether the proposal will impact on the demands for, or access to health and care services. Please consider the Care Act 2014 and the Health and Social Care Act 2012. |   |                 |   |  |
|--|---|-----------------|---|--|
| <b>Category Area</b><br>(Areas highlighted are suggestions only and there may be other impacts in these categories)  | <b>Which groups will be affected</b>  | <b>Benefits</b> | <b>Risks</b>  | <b>Mitigations / Recommendations</b>   |
| <b>Mental Health and Wellbeing</b><br>Will the proposal impact on the mental health and wellbeing of residents or services that support those with Mental Health issues?   | The proposals could affect people who use the bus services to access support groups and medical appointments. | n/a             | The collaborative LGA, Age UK and Campaign to End Loneliness Report published in January 2016 <sup>3</sup> states that loneliness is a significant and growing issue for older people and cite research that lonely individuals are more likely to visit their GP, have higher use of medication, higher incidence of falls and increased risk factors for long term care, undergo early entry into residential or nursing care, use a&e services. The report draws a link between social isolation and loneliness but also recognises that they are separate and those socially isolated aren’t necessarily lonely. Key risk factors for loneliness include being in | *See above overarching recommendation and mitigation.<br><br>The LGA has a wide range of case studies and information to help local authorities address loneliness, which will need to be explored. However, it is recognised that this alone will not mitigate for loss of transport access, so consultation feedback will need to be carefully analysed in relation to this risk and potential impact. |

<sup>3</sup> <https://www.local.gov.uk/sites/default/files/documents/combating-loneliness-guid-24e.pdf>

|   |  |   |  |   |
|---|--|---|--|---|
|   |  |   | later old age, on a low income, in poor physical or mental health, living alone or in isolated rural areas or deprived urban communities and having no access to a car/never using public transport. |   |
| <b>Healthy Lifestyles</b><br>Will the proposal promote independence and personal responsibility, helping people to make positive choices around physical activity, healthy food and nutrition, smoking, problematic alcohol and substance use, and sexual health? | The proposal may affect both people who are able to make healthy lifestyle changes and people who rely on the bus services to access support to make changes to their lifestyle. | People may make positive choices around physical activity e.g. walking or cycling to get to places as opposed to using transport. | People may not be able to access support groups that help them to make positive healthy lifestyle changes.   | *See above overarching recommendation and mitigation. |
| <b>Accidents and Falls Prevention</b><br>Does the proposal reduce or increase the risk of: falls in older people, childhood accidents, road accidents, or workplace accidents?  | n/a  | n/a   | n/a  | n/a   |
| <b>Access to Social Care</b><br>Will the proposal enable people to access appropriate interventions at the right time?  | The proposal may affect people accessing early   | n/a   | People may need to access Council services if not able to attend early intervention support groups.  | *See above overarching recommendation and mitigation. |

|   |   |     |   |   |
|---|---|-----|---|---|
|   | intervention support groups.  |     |   |   |
| <b>Independent Living</b><br>Will the proposal impact on people's ability to live independently in their own home, with care and support from family, friends, and the community?   | The proposal may affect people who rely on the bus service to be independent. | n/a | There is a risk that people who are independent may need to rely upon Council services if they cannot afford taxis and/or do not have the support of family to maintain their independence. | *See above overarching recommendation and mitigation. |
| <b>Safeguarding</b><br>Will the proposal ensure effective safeguarding for the most vulnerable in our communities?  | The proposal may affect vulnerable people                                     | n/a | Risks to vulnerable when taking taxis on their own or asking a neighbour to provide transport   | *See above overarching recommendation and mitigation. |
| <b>Evidence Base: (Evidence used/ likelihood/ size of impact)</b>   |   |     |   |   |
| LGA, Age UK and Campaign to End Loneliness 'Combating Loneliness – A Guide for Local Authorities' January 2016<br><a href="https://www.local.gov.uk/sites/default/files/documents/combating-loneliness-guid-24e.pdf">https://www.local.gov.uk/sites/default/files/documents/combating-loneliness-guid-24e.pdf</a> |   |     |   |   |



**Economy** – Use this section to determine how the proposal will impact on the economy of Staffordshire and the income of residents.

| Category Area<br>(Areas highlighted are suggestions only and there may be other impacts in these categories)   | Which groups will be affected                                    | Benefits | Risks   | Mitigations / Recommendations                         |
|--|--|----------|---|---|
| <b>Economic Growth</b><br>Will the proposal promote the county as a “go to” location for business, and make it easy for businesses to start up, innovate and expand? | People who use the bus to access training and/or employment      | n/a      | There is a risk that businesses may not be able to access quality employment if people cannot attend work or training.  | *See above overarching recommendation and mitigation. |
| <b>Poverty and Income</b><br>Will the proposal have an impact on income? Will it reduce the gap between high and low earners?  | People who will not be able to access training and/or employment | n/a      | <p>There is a risk that those people living in areas without bus services and who cannot afford alternative transport will have reduced opportunities to attend work or training opportunities.</p> <p>The Greener Journeys report ‘The Value of the Bus to Society’<sup>4</sup> states that a 10% improvement in local bus service connectivity in the 10% most deprived neighbourhoods across England would result in:<br/>2.8% fall in income deprivation. There is therefore a risk that those areas most</p> | *See above overarching recommendation and mitigation. |

<sup>4</sup> <http://www.greenerjourneys.com/wp-content/uploads/2016/10/The-Value-of-the-Bus-to-Society-FINAL.pdf>

|   |   |     |   |   |
|---|---|-----|---|---|
|   |   |     | deprived in Staffordshire will see an increase in income deprivation.   |   |
| <b>Workplace Health and Environments</b><br>Will the proposal impact on working conditions and the health of Staffordshire's workforce?     | n/a   | n/a | n/a   | n/a   |
| <b>Access to jobs/ Good quality jobs</b><br>Will the proposal create the right conditions for increased employment in more and better jobs? | People who use the bus to access training and/or employment | n/a | <p>There is a risk that those people living in areas without bus services and who cannot afford alternative transport will have reduced opportunities to attend work or training opportunities.</p> <p>The Greener Journeys report 'The Value of the Bus to Society'<sup>5</sup> states that a 10% improvement in local bus service connectivity in the 10% most deprived neighbourhoods across England would result in:<br/>2.7% fall in employment deprivation. There is therefore a risk that those areas most deprived in Staffordshire will see an increase in employment deprivation.</p> | *See above overarching recommendation and mitigation. |

<sup>5</sup> <http://www.greenerjourneys.com/wp-content/uploads/2016/10/The-Value-of-the-Bus-to-Society-FINAL.pdf>

**Evidence Base: (Evidence used/ likelihood/ size of impact)**

Greener Journeys – The Value of the Bus to Society Report <http://www.greenerjourneys.com/wp-content/uploads/2016/10/The-Value-of-the-Bus-to-Society-FINAL.pdf>

**Environment** – Use this section to identify the impact of the proposal on the physical environment. How does the proposal support the utilisation and maintenance of Staffordshire’s built and natural environments, thereby improving health and wellbeing and strengthening community assets?

| <b>Category Area</b><br>(Areas highlighted are suggestions only and there may be other impacts in these categories)   | <b>Which groups will be affected</b> | <b>Benefits</b> | <b>Risks</b>  | <b>Mitigations / Recommendations</b> |
|---|--------------------------------------|-----------------|---|--------------------------------------|
| <b>Built Environment/ Land Use</b><br>Will the proposal impact on the built environment and land use?   | n/a                                  | n/a             | n/a   | n/a                                  |
| <b>Rural Environment</b><br>Will the proposal impact on the rural natural environment or on access to open spaces?  | n/a                                  | n/a             | n/a   | n/a                                  |
| <b>Air, Water and Land Quality</b><br>Will the proposal affect air quality (e.g. vehicle, industrial or domestic emissions), drinking water quality or land quality (e.g. contamination)? | n/a                                  | n/a             | n/a   | n/a                                  |
| <b>Waste and Recycling</b><br>Will the proposal affect waste (e.g. disposal) and recycling?   | n/a                                  | n/a             | n/a   | n/a                                  |
| <b>Agriculture and Food Production</b><br>Will the proposal affect  | The proposals may affect             | n/a             | There is a risk that if seasonal farm workers cannot attend work due to not | See above mitigation measures.       |

|  |   |  |   |   |
|--|---|--|---|---|
| the production of healthy, affordable and culturally acceptable food?  | seasonal farm workers who contribute to the production of food.   |  | being able to travel by bus that agriculture and food production be affected.                                     |   |
| <b>Transport</b><br>Will the proposal affect the ability of people/ communities/ business to travel? Will the proposal impact on walking/ cycling opportunities? | The proposals may affect people whose only means of travel is by bus, businesses providing alternative travel options e.g. taxis and people who are able to make healthy lifestyle changes. | People may make positive choices around physical activity e.g. walking or cycling to get to places as opposed to using transport.<br><br>Taxi businesses may benefit from increased fares. | People who cannot afford to take alternative travel or able to walk or cycle to destinations may become isolated. | *See above overarching recommendation and mitigation. |
| <b>Noise</b><br>Will the proposal cause disruptive noise?  | n/a   | n/a  | n/a   | n/a   |
| <b>Evidence Base: (Evidence used/ likelihood/ size of impact)</b>  |   |  |   |   |

## Localities / Communities

– Use this section to identify the impact of the proposal on communities. How will the proposal strengthen community capacity to create safer and stronger communities? It is important to recognise the different localities and communities your proposal may impact upon, and identify any communities that could be more adversely impacted than others. District Commissioning Leads (DCL's) have a great deal of knowledge about their relevant locality and they must be engaged with as part of your Project Team at an early stage of the process.

| <b>Category Area</b><br>(Areas highlighted are suggestions only and there may be other impacts in these categories)   | <b>Which groups will be affected</b>  | <b>Benefits</b>   | <b>Risks</b>   | <b>Mitigations / Recommendations</b>                  |
|---|---|---|--|---|
| <b>Community Development/ Capacity</b><br>Will the proposal affect opportunities to work with communities and strengthen or reduce community capacity?                  | The proposal may affect current and potential communities providing transport   | Strengthen community capacity to deliver further transport services | A number of the Voluntary Car and Community Bus Schemes rely partly on grants from SCC. If these grants were cut it may impact upon these schemes. | *See above overarching recommendation and mitigation. |
| <b>Crime/ Community Safety</b><br>Will the proposal support a joint approach to responding to crime and addressing the causes of crime?                                 | N/A   | N/A   | N/A  | N/A   |
| <b>Educational Attainment and Training</b><br>Will the proposal support school improvement and help to provide access to a good education?<br>Will the proposal support | Home to school movements which have been transferred to the local bus network and associated SCC home to school contractual | N/A   | Risk of further bespoke home to school contracts being reinstated as a consequence of reduced income to the commercial operators.                  | *See above overarching recommendation and mitigation. |

|  |  |   |   |   |
|--|--|---|---|---|
| the improved supply of skills to employers and the employability of residents?   | cost increases   |   |   |   |
| <b>Leisure and Culture</b><br>Will the proposal encourage people to participate in social and leisure activities that they enjoy?  | The proposals may have an impact upon people who use the services to access social and leisure activities  | May encourage people to engage in local social and leisure activities | People may become isolated and lonely   | *See above overarching recommendation and mitigation. |
| <b>Volunteering</b><br>Will the proposal impact on opportunities for volunteering?   | Current and potential volunteers   | May increase the number of volunteers who provide transport.          | May impact upon people who use the bus services within the proposal to access volunteering opportunities. | *See above overarching recommendation and mitigation. |
| <b>Best Start</b><br>Will the proposal impact on parental support (pre or postnatally), which helps to ensure that children are school-ready and have high aspirations, utilising a positive parenting approach? | The proposals may have an impact upon people being able to access pre and postnatal support groups and play groups   | n/a   | Parents may become isolated which may impact upon children  | *See above overarching recommendation and mitigation. |
| <b>Rural Communities</b><br>Will the proposal specifically impact on rural communities?  | The changes are likely to affect people living in a rural area. The proportion of people living in rural areas in Staffordshire is higher than in England (24% and 17% respectively). Some districts | n/a   | Areas of the county with no access to any transport resulting in isolation and loneliness.                | *See above overarching recommendation and mitigation. |

|   |  |  |  |  |
|---|--|--|--|--|
|   | have a higher proportion than others: over a third (39.8%) of the population in South Staffs live in a rural area, 32% of the population in Stafford live in a rural area, 30.4% of the population in Staffs Moorlands live in a rural area and 29.5% of the population in Lichfield live in a rural area. |  |  |  |
| <b>Evidence Base: (Evidence used/ likelihood/ size of impact)</b> |  |  |  |  |



# Have your say

on options for bus journeys subsidised by  
Staffordshire County Council



**Making the most of taxpayers' money  
- tell us what you think**

You can take part by filling in the online survey at  
[www.staffordshire.gov.uk/busreview](http://www.staffordshire.gov.uk/busreview)

**Or you can:**

- Fill in this consultation document and post it to us
- Fill in this consultation document and hand it in to any Staffordshire library

**Have your say by Sunday 17th September 2017**

# Making the most of your money - taxpayer subsidised bus routes

## What's happening?

All bus journeys made in Staffordshire are operated by either private bus companies or by voluntary and community organisations.

More than 90 per cent of these journeys are operated without being subsidised with money from taxpayers. So if you use the bus, or know someone who does, there is a good chance it will be one of these.

The rest of the bus journeys are only possible if they are subsidised by the county council and therefore taxpayers. In some cases this can be as much as £10 every time a passenger boards the bus. This is generally because of low passenger numbers and revenue.

In Staffordshire, we have to balance what we can spend funding subsidised transport services, against the support of services for which we have a legal duty to provide, such as adult social care and looking after children in care. Therefore, the decision was made last year to review the amount

we can continue to pay towards bus travel.

This consultation is about how best to spend the budget we have available. The consultation is also about the use of community and voluntary run transport schemes.

In the county there, are already individuals and groups running community and voluntary transport schemes and we are also keen to support communities to develop schemes which are tailored to meet local needs.

As part of the consultation, we would like to know what schemes are running in your area and whether you are already involved in providing transport, or would be interested in running a new scheme.

This consultation only affects public bus and Dial-A-Ride journeys which are subsidised by taxpayers and not those run by operators on a fully commercial basis.

## Why are we consulting?

As a county council, we have a legal responsibility and duty to fund certain services such as adult social care, support for people with learning disabilities and looking after the children in our care.

In 2017-18, the county council will spend £300m on care, more than we have ever spent before.

By 2020/21 our government grant will fall to zero, so critical county council services will only be funded by local council tax and business rates.

So it is more important than ever that we make the best use of taxpayers' money to ensure we can continue to fund statutory services.

While some councils have stopped subsidising bus travel altogether, we are not doing that. Although there will be a smaller bus subsidy "pot" available, £1.3 million will still be spent subsidising journeys from April 2018.

We are holding this consultation to let you know how the current network may change and we would welcome your views on subsidised travel and how the budget should be spent.

With this in mind, we have developed four potential options which are possible with the budget available. At this stage, Option 1 is our preferred option as it allows the greatest number of journeys to be made and has the lowest average subsidy per passenger journey.

## The facts:

- More than 90 per cent of passenger journeys in Staffordshire are made on buses operated without funding from Staffordshire County Council
- A review showed some bus journeys are being subsidised by up to £10 every time a passenger steps on board, which is simply not sustainable
- Some councils have already stopped subsidising bus services – we are not doing this. Around £1.3m will still be spent helping people travel around the county from April 2018
- In order to protect statutory services, we will have less money to subsidise bus journeys next year

We want to increase work with local towns, parishes and communities interested in running community and voluntary transport schemes to complement commercial public transport. This is your chance to have your say on how this £1.3m bus service subsidy pot can be best spent and also share your views on subsidised travel.

## Some other transport options

As well as the buses provided by private operators and voluntary and community organisations, there are a number of local initiatives managed by residents to meet local needs.

The county council can offer advice in setting up a scheme and signposting groups to possible sources of funding. These include:

### Voluntary Car Schemes

These schemes are usually run by local people and organisations. The majority of drivers are volunteers providing transport in their own cars for a small contribution towards the running costs.

### Community Transport Schemes

These are local non-profit schemes that operate cars, minibuses and adapted vehicles. Passengers register beforehand for journeys including medical appointments, shopping trips, day centre attendance and luncheon clubs. These schemes are supported by a combination of paid and voluntary staff and they have fare schemes depending upon the type of journey and distance.

### Car Sharing

Employees can sign up for Car Share for home to work journeys at [www.share-a-lift.co.uk](http://www.share-a-lift.co.uk). This reduces travel to work costs and helps the environment.

# Making the most of your money – the options we would like your views on

This consultation is not about the overall budget, but what services we can provide for the budget available.

When we developed the options we looked at factors including:

- The actual cost of the subsidy per passenger journey to taxpayers
- The numbers of passengers and locations
- Alternative transport options
- The need to prioritise employment, education and health journeys where possible

Although no final decision has been made, at this stage Option 1 is our preferred option because it protects the greatest number of current journeys for the lowest average subsidy.

## Option 1

### Description

This option is based on the lowest subsidy per passenger journey and maintaining priority routes.

There would be no Dial-A-Ride services.

Staffordshire County Council would continue to subsidise bus journeys on 18 routes, some of which also support eligible children with home to school travel.

### What would this mean?

- More than 815,000 bus journeys would continue to be subsidised by the county council. Based on passenger numbers this would have the least impact on the number of people currently using the services
- The average subsidy per passenger journey would be £1.60
- Where possible this prioritises employment, health and education bus journeys
- No Dial-A-Ride services would be funded by the county council
- Some areas would have no access to public transport
- 560,000 current journeys would no longer be subsidised by the county council

## Option 2

### Description

This option is based on a slightly higher subsidy than Option 1 per passenger journey and maintaining some priority routes.

There would be two Dial-A-Ride services maintained - Staffordshire Moorlands Connect and South Staffordshire Connect.

Staffordshire County Council would continue to subsidise bus journeys on 10 routes, some of which also support eligible children with home to school travel.

### What would this mean?

- Around 680,000 bus journeys would continue to be subsidised by the county council
- The average subsidy per passenger journey would be £1.80. Dial-A-Ride services would be subsidised by an average of £8.20 per passenger journey
- Where possible this continues to support some employment, health and education bus journeys
- The two Dial-A-Ride services operating in Staffordshire Moorlands and South Staffordshire would be maintained
- Fares for these Dial-A-Ride services would be applied
- Some areas would have no access to public transport
- 695,000 current journeys would no longer be subsidised by the county council

## Option 3

### Description

This option is based on a slightly higher subsidy than Option 1 per passenger journey and maintaining fewer priority routes.

There would be four Dial-A-Ride services maintained - Staffordshire Moorlands Connect, South Staffordshire Connect, Needwood Forest Connect and Lichfield & Rugeley Village Connect.

Staffordshire County Council would continue to subsidise bus journeys on seven routes, some of which also support eligible children with home to school travel.

What would this mean?

- Around 550,000 bus journeys would continue to be subsidised by the county council
- Each bus journey would be subsidised by an average of £1.80 per passenger journey. Dial-A-Ride services would be subsidised by an average of £8.80 per passenger journey
- Where possible this continues to support some employment, health and education bus journeys
- The four Dial-A-Ride services, Staffordshire Moorlands Connect, South Staffordshire Connect, Needwood Forest Connect and Lichfield & Rugeley Village Connect would be maintained.
- The Border Car Dial-A-Ride service would no longer run
- Fares for these Dial-A-Ride services would be applied
- More remote areas of the county may have access to public transport
- 870,000 current journeys would no longer be subsidised by the county council

## Option 4

### Description

Under this option, Staffordshire County Council would subsidise Dial-A-Ride services only.

The existing Dial-A-Ride services – Staffordshire Moorlands Connect, South Staffordshire Connect, Needwood Forest Connect, Lichfield & Rugeley Village Connect and the Border Car would be maintained.

An additional seven new Dial-A-Ride services would be introduced to provide countywide coverage in areas where there may be limited public transport provided commercially.

There would be no other subsidised local bus services. Home to school travel for eligible children would still be provided.

### What would this mean?

- It is anticipated that around 130,000 existing and new Dial-A-Ride journeys would be subsidised by the county council, but there would be no subsidised local bus journeys. This would have the biggest impact on existing bus journeys for Staffordshire residents
- Each Dial-A-Ride journey would be subsidised by an average of £10 per passenger journey.
- To manage demand these services would be limited to essential journeys only, prioritising health travel, such as trips to GPs
- All five existing Dial-A-Ride services; Staffordshire Moorlands Connect, South Staffordshire Connect, Needwood Forest Connect, Lichfield & Rugeley Village Connect and Border Car would be maintained
- Fares for all Dial-A-Ride services would be applied
- Some residents in more remote areas of the county may have improved access to travel
- Around 1.25 million current bus journeys would no longer be subsidised by the county council. This would have the biggest impact on current travel options for Staffordshire residents

Below is a full list of how each subsidised bus route and Dial-A-Ride service would be affected under the different options. You can find out more at [www.staffordshire.gov.uk/busreview](http://www.staffordshire.gov.uk/busreview)

## How subsidised journeys would be affected

X = No longer subsidised ✓ = Continue to be subsidised

| Service No. | Operator                          | Route Description                 | Days of Operation                            | Contracted Journeys  | Potential Result under Option... |   |   |   |
|-------------|-----------------------------------|-----------------------------------|--|--|----------------------------------|---|---|---|
|             |                                   |                                   |  |  | 1                                | 2 | 3 | 4 |
|             | ASHBOURNE COMMUNITY TRANSPORT     | MOORLANDS CONNECT                 | Mon-Sat excl Bank Hols                       | All journeys Mon-Fri 07:00 - 18:00hrs; Sat 08:00 - 18:00hrs  | x                                | ✓ | ✓ | ✓ |
|             | ACCESSIBLE TRANSPORT GROUP        | SOUTH STAFFS CONNECT              | Mon-Sat excl Bank Hols                       | All journeys (Northern Section) Mon-Fri 08:00 - 18:00hrs; Sat 10:00 - 16:00hrs   | x                                | ✓ | ✓ | ✓ |
|             | COMMUNITY LINK STAFFORD & DIST    | Coppenhall - Ten Butts - Stafford | Tu excl Bank Hols                            | 1 return journey 10:00 Hyde Lea, 13:00 Gaol Square   | x                                | x | x | x |
|             | COMMUNITY LINK STAFFORD & DIST    | Lodgefield Park - Stafford        | Tu, Th excl Bank Hols                        | 1 return journey 10:35 Lodgefield Park, 13:15 Gaol Square  | x                                | x | x | x |
|             | COMMUNITY TRANSPORT WEST MIDLANDS | SOUTH STAFFS CONNECT              | Mon-Sat excl Bank Hols                       | All journeys (Southern Section) Mon-Fri 08:00 - 18:00hrs; Sat 10:00 - 16:00hrs   | x                                | ✓ | ✓ | ✓ |
|             | MOBILITY LINK                     | LICHFIELD & RUGELEY CONNECT       | Mon-Fri excl Bank Hols                       | All journeys 09:30 - 15:00hrs  | x                                | x | ✓ | ✓ |
|             | MOBILITY LINK                     | NEEDWOOD FOREST CONNECT           | Mon-Sat excl Bank Hols                       | All journeys 08:00 - 18:00hrs  | x                                | x | ✓ | ✓ |
|             | STAFFORDSHIRE BORDER TRAVEL       | BORDER CAR                        | Mon-Fri excl Bank Hols                       | All journeys 07:00 - 18:00hrs  | x                                | x | x | ✓ |
| 2E          | ARRIVA MIDLANDS NORTH             | Cannock - Walsall                 | Mon-Sat Eves excl Bank Hols                  | 20:25 From Cannock Bus Stn; 21:05 From Walsall Bus Stn   | x                                | x | x | x |
| 2E          | ARRIVA MIDLANDS NORTH             | Cannock - Walsall                 | Sun & Bank Hols Eves                         | From Hednesford 18:10 onwards; From Walsall 19:10 onwards  | x                                | x | x | x |
| 5           | ARRIVA MIDLANDS NORTH             | Tamworth - Amington               | Sun & Bank Hols                              | All journeys   | x                                | x | x | x |
| 6A          | FIRST POTTERIES LTD               | Longton - Blythe Bridge           | Sun & Bank Hols                              | All journeys   | x                                | x | x | x |
| 8           | ARRIVA MIDLANDS NORTH             | Parkside - Stafford - Moss Pit    | Mon-Sat Eves excl Bank Hols                  | Evening Journeys from 20:26  | x                                | x | x | x |
| 9           | ARRIVA MIDLANDS NORTH             | Stafford - Highfields             | Mon-Sat Eves excl Bank Hols                  | Evening Journeys from 19:50  | x                                | x | x | x |
| 10          | MIDLAND CLASSIC LIMITED           | Burton - Rough Hay                | Mon-Sat excl Bank Hols                       | 5 return journeys 08:10, 09:30, 11:45, 13:45, 16:40  | ✓                                | x | x | x |
| 10          | TRAVEL WEST MIDLANDS              | Burntwood - Brownhills            | Mon-Sat Eves excl Bank Hols; Sun & Bank Hols | Mon-Sat Hourly from 19:00 to 23:00hrs from Ogley Hay to Burntwood; Sundays hourly from 11:00 to 23:00hrs from Ogley Hay to Burntwood | x                                | x | x | x |
| 10A         | ARRIVA MIDLANDS NORTH             | Perton - Pattingham               | Mon-Sat excl Bank Hols                       | Extension beyond Perton to Pattingham 2 hrly 07:00-18:00hrs  | ✓                                | ✓ | x | x |
| 10B         | ARRIVA MIDLANDS NORTH             | Perton - Codsall                  | Mon-Sat excl Bank Hols                       | Extension beyond Perton to Codsall 2 hrly 09:00-14:00hrs   | ✓                                | ✓ | x | x |
| 10S         | ARRIVA MIDLANDS NORTH             | Perton - Codsall                  | School days only                             | Perton to Codsall High School journeys   | ✓                                | ✓ | x | x |



X = No longer subsidised √ = Continue to be subsidised

| Service No. | Operator                  | Route Description   | Days of Operation                    | Contracted Journeys  | Potential Result under Option... |   |   |   |
|-------------|---------------------------|---|--------------------------------------|--|----------------------------------|---|---|---|
|             |                           |   |                                      |  | 1                                | 2 | 3 | 4 |
| 11          | SELECT BUSES              | Stafford - Coton Fields   | Mon-Fri excl Bank Hols               | All journeys   | √                                | x | x | x |
| 12          | D & G BUS LTD             | Meir Heath– Fulford– Blythe Bridge–Longton– Barlaston–Stone– Eccleshall–Newport | Mon-Sat excl Bank Hols               | All journeys   | x                                | x | x | x |
| 13          | D & G BUS LTD             | Stone – Norton Bridge – Seighford – Stafford                                    | Mon-Sat excl Bank Hols               | All journeys   | x                                | x | x | x |
| 13A         | D & G BUS LTD             | Stone – Yarnfield – Swynnerton – Eccleshall - Norton Bridge –Stafford           | Sat & Schooldays only excl Bank Hols | All journeys   | x                                | x | x | x |
| 14          | D & G BUS LTD             | Barlaston - Stone - Eccleshall - Stafford                                       | Mon-Sat excl Bank Hols               | All journeys   | √                                | √ | √ | x |
| 14A         | D & G BUS LTD             | Barlaston - Stone - Eccleshall  | Mon-Fri excl Bank Hols               | All journeys   | √                                | √ | √ | x |
| 14B         | D & G BUS LTD             | Barlaston - Stone - Eccleshall - Norton Bridge - Stafford -                     | Bank Holidays Only                   | All journeys   | x                                | x | x | x |
| 15          | D & G BUS LTD             | Stafford –Hopton - Hilderstone – Stone  | Mon-Sat excl Bank Hols               | All journeys   | x                                | x | x | x |
| 15          | D & G BUS LTD             | Newport - Cranberry - Cotes Heath - Stafford                                    | Mon, W, Fri excl Bank Hols           | All journeys   | x                                | x | x | x |
| 15          | D & G BUS LTD             | Newport - Market Drayton - Croxton - Stafford                                   | Tu, Sat excl Bank Hols               | All journeys   | x                                | x | x | x |
| 15          | D & G BUS LTD             | Newport - Norbury Junction - Bishops Offley - Stafford                          | Thu excl Bank Hols                   | All journeys   | x                                | x | x | x |
| 16          | COASTAL LINER LTD         | Essington - Bloxwich  | Tu & Fri excl Bank Hols              | 1 return journey 09:25 Essington, 11:15 Bloxwich   | x                                | x | x | x |
| 16          | D & G BUS LTD             | Leek - Cheddleton - Hanley - Stoke Stn - Stoke                                  | Mon-Fri excl Bank Hols               | 3 early morning journeys 06:15 & 07:30 from Leek, 07:00 from Hanley                                  | x                                | x | x | x |
| 16          | D & G BUS LTD             | Leek - Cheddleton - Hanley - Stoke Stn - Stoke                                  | Mon-Sat Eves excl Bank Hols          | 20:15, 21:45, 23:15 from Leek; 21:00, 22:30 from Hanley  | x                                | x | x | x |
| 16          | D & G BUS LTD             | Hanley - Leek - Buxton  | Sun & Bank Hols                      | All journeys   | x                                | x | x | x |
| 18          | MIDLAND CLASSIC LIMITED   | Burton - Dalebrook  | Mon-Sat excl Bank Hols               | All journeys   | √                                | x | x | x |
| 18          | TAXICO                    | Hanley - Endon - Leek   | Mon-Sat Eves excl Bank Hols          | 21:15, 22:15, 23:15 from Hanley, 20:39 from Haregate, 21:45, 22:45 from Leek, 23:49 Haregate to Leek | x                                | x | x | x |
| 21          | ARRIVA MIDLANDS NORTH     | Cannock - Longford/Shoal Hill   | Mon-Sat excl Bank Hols               | All journeys   | x                                | x | x | x |
| 21E         | DERBYSHIRE COUNTY COUNCIL | Burton - Swadincote   | Mon-Sat Eves, Sun & Bank Hols        | Recharge for the Staffs section of a Derbyshire contract   | x                                | x | x | x |

X = No longer subsidised √ = Continue to be subsidised

| Service No. | Operator                     | Route Description                                  | Days of Operation           | Contracted Journeys  | Potential Result under Option... |   |   |   |
|-------------|------------------------------|--|-----------------------------|--|----------------------------------|---|---|---|
|             |                              |  |                             |  | 1                                | 2 | 3 | 4 |
| 30          | D & G BUS LTD                | Leek - Ipstones - Cheadle - Tean                   | Mon-Sat excl Bank Hols      | All journeys   | x                                | x | x | x |
| 33/35       | D & G BUS LTD                | Newcastle - Chesterton                             | Mon-Sat excl Bank Hols      | 3 return journeys 09:28, 10:58 & 12:58                                       | √                                | x | x | x |
| 35B         | CENTRAL BUSES (CEN)          | Lichfield - Walsall                                | Mon-Sat excl Bank Hols      | All journeys   | √                                | x | x | x |
| 44          | STOKE CITY COUNCIL (SCRAGGS) | Stanley - Bagnall - Abbey Hulton - Hanley          | Mon-Sat excl Bank Hols      | Part funded by Stoke City Council - all journeys serving Stanley and Bagnall | x                                | x | x | x |
| 50          | STOKE CITY COUNCIL (SCRAGGS) | Caverswall - Hanley                                | Mon-Fri excl Bank Hols      | Part funded by Stoke City Council all journeys                               | x                                | x | x | x |
| 61          | ARRIVA MIDLANDS NORTH        | Cannock - Heath Hayes                              | Mon-Sat excl Bank Hols      | All journeys: Hawks Green Tesco to Wimblebury, Lamb & Flag section only      | √                                | x | x | x |
| 62          | ARRIVA MIDLANDS NORTH        | Cannock - Hazelslade - Burntwood - Lichfield       | Sun & Bank Hols             | All journeys   | x                                | x | x | x |
| 67          | SELECT BUSES                 | Cannock - Featherstone - Brinsford - Wolverhampton | Mon-Sat excl Bank Hols      | All journeys   | √                                | √ | √ | x |
| 70          | ARRIVA MIDLANDS NORTH        | Cannock - Wolverhampton                            | Sun & Bank Hols             | All journeys   | x                                | x | x | x |
| 71/A        | ARRIVA MIDLANDS NORTH        | Cannock - Wolverhampton                            | Mon-Sat excl Bank Hols      | All journeys   | √                                | x | x | x |
| 72A         | FIRST POTTERIES LTD          | Newcastle - Clayton Village                        | Mon-Sat excl Bank Hols      | 5 return journeys 10:15, 11:15, 12:15, 13:15 & 14:15                         | x                                | x | x | x |
| 73          | SELECT BUSES                 | Stafford - Walton-on-the-Hill                      | Mon-Fri excl Bank Hols      | 2 return journeys: 10:05 & 14:05 from Stafford                               | √                                | x | x | x |
| 73          | D & G BUS LTD                | Audley - Newcastle                                 | Sat excl Bank Hols          | All journeys Audley - Park Site section only                                 | x                                | x | x | x |
| 74          | D & G BUS LTD                | Newcastle - Cross Heath - Audley                   | Sat excl Bank Hols          | All journeys Park Site - Audley section only                                 | x                                | x | x | x |
| 74          | D & G BUS LTD                | Newcastle - Audley                                 | Mon-Fri Eves excl Bank Hols | Mon-Fri: 18:30 from Audley; 18:45 from Newcastle                             | x                                | x | x | x |
| 74          | D & G BUS LTD                | Newcastle - Audley                                 | Sun & Bank Hols             | All journeys   | x                                | x | x | x |
| 76A         | ARRIVA MIDLANDS NORTH        | Stafford - Penkridge - Wolverhampton               | Sun & Bank Hols             | All journeys   | x                                | x | x | x |
| 80          | D & G BUS LTD                | Kidsgrove Town Service                             | Mon-Fri excl Bank Hols      | All journeys   | x                                | x | x | x |
| 82          | SOLUS                        | Tamworth - Clifton Campville                       | Mon-Sat excl Bank Hols      | All journeys   | x                                | x | x | x |
| 85          | D & G BUS LTD                | Newcastle - Keele - Madeley - Crewe                | Mon-Sat Eves                | Mon-Sat 18:10 to 23:05hrs Newcastle to Crewe, 18:15 to 22:15hrs from Crewe   | x                                | x | x | x |
| 85          | D & G BUS LTD                | Newcastle - Keele - Madeley - Crewe                | Sun & Bank Hols             | All journeys.  | x                                | x | x | x |

X = No longer subsidised ✓ = Continue to be subsidised

| Service No. | Operator                        | Route Description  | Days of Operation           | Contracted Journeys  | Potential Result under Option... |   |   |   |
|-------------|---------------------------------|--|-----------------------------|--|----------------------------------|---|---|---|
|             |                                 |  |                             |  | 1                                | 2 | 3 | 4 |
| 93          | D & G BUS LTD                   | Biddulph -Brown Edge - Leek                                | Mon-Sat excl Bank Hols      | All journeys   | x                                | x | x | x |
| 108         | TAXICO                          | Leek - Ashbourne   | Mon-Sat excl Bank Hols      | All journeys   | ✓                                | ✓ | ✓ | x |
| 109         | TAXICO                          | Leek - Macclesfield  | Mon-Sat excl Bank Hols      | All journeys   | ✓                                | ✓ | ✓ | x |
| 116         | D & G BUS LTD                   | Cheddleton - Leek  | Mon-Sat excl Bank Hols      | All journeys   | x                                | x | x | x |
| 123         | BENNETTS TRAVEL (CRANBERRY) LTD | Cheadle Town Service                                       | Mon-Sat excl Bank Hols      | All journeys   | ✓                                | x | x | x |
| 182         | G E SCRAGG & SONS               | Blythe Bridge - Cheadle Schools                            | Mon-Fri Sch days            | 1 return journey to Cheadle schools  | x                                | x | x | x |
| 401         | MIDLAND CLASSIC LIMITED         | Uttoxeter - Doveridge - Tutbury - Beam Hill - Burton       | Mon-Sat Eves excl Bank Hols | All journeys from 18:35 from Burton and 18:45 from Uttoxeter   | x                                | x | x | x |
| 401         | MIDLAND CLASSIC LIMITED         | Uttoxeter - Doveridge - Tutbury - Beam Hill - Burton       | Sun & Bank Hols             | All journeys   | x                                | x | x | x |
| 402         | MIDLAND CLASSIC LIMITED         | Uttoxeter - Draycott - Tutbury - Beam Hill - Burton        | Mon-Sat excl Bank Hols      | All journeys   | ✓                                | ✓ | ✓ | x |
| 402A        | MIDLAND CLASSIC LIMITED         | Uttoxeter - Draycott - Abbots Bromley - Beam Hill - Burton | Mon-Sat excl Bank Hols      | All journeys   | ✓                                | ✓ | ✓ | x |
| 403         | MIDLAND CLASSIC LIMITED         | Uttoxeter - Abbots Bromley - Beam Hill - Burton            | Mon-Sat excl Bank Hols      | All journeys   | ✓                                | ✓ | ✓ | x |
| 411         | MOBILITY LINK                   | Uttoxeter - Leigh Circular                                 | Wed excl Bank Hols          | One return journey 08:45 Uttoxeter-UttoxeterTesco via villages; 12:30 Uttoxeter Tesco-Uttoxeter via villages | ✓                                | x | x | x |
| 429         | STANTON'S OF STOKE              | Milehouse - Silverdale - Newcastle Academy                 | Schoolday only              | 1 return journey   | x                                | x | x | x |
| 442         | DERBYSHIRE COUNTY COUNCIL       | Buxton - Ashbourne   | Mon-Sat                     | Recharge for the Staffs section of a Derbyshire contract all journeys  | x                                | x | x | x |
| 455         | BENNETTS TRAVEL (CRANBERRY) LTD | Blythe Bridge High School                                  | Mon-Fri Sch days            | One return journey to Blythe Bridge High School  | ✓                                | ✓ | ✓ | x |
| 811         | MIDLAND CLASSIC LIMITED         | Burton - Barton - Alrewas - Fradley - Lichfield            | Mon-Sat Eves excl Bank Hols | 19:00 from Burton and 20:00 from Lichfield   | x                                | x | x | x |
| 811         | MIDLAND CLASSIC LIMITED         | Burton - Barton - Yoxall - Alrewas - Fradley - Lichfield   | Sun & Bank Hols             | All journeys   | x                                | x | x | x |
| 812         | MIDLAND CLASSIC LIMITED         | Burton - Barton - Yoxall - Alrewas - Fradley - Lichfield   | Mon-Sat Eves excl Bank Hols | 21:05 from Burton and 22:15 from Lichfield   | x                                | x | x | x |
| 841         | D & G BUS LTD                   | Uttoxeter - Hixon - Great Haywood - Stafford               | Mon-Sat excl Bank Hols      | All journeys   | ✓                                | ✓ | ✓ | x |

**X = No longer subsidised √ = Continue to be subsidised**

| Service No. | Operator                  | Route Description                                   | Days of Operation      | Contracted Journeys                                      | Potential Result under Option... |   |   |   |
|-------------|---------------------------|---|------------------------|--|----------------------------------|---|---|---|
|             |                           |   |                        |  | 1                                | 2 | 3 | 4 |
| 841A        | D & G BUS LTD             | Uttoxeter - Hixon - Great Haywood - Stafford        | Schooldays only        | All journeys   | √                                | √ | √ | x |
| 842         | D & G BUS LTD             | Stafford - Weston - Hixon - Great Haywood - Rugeley | Mon-Sat excl Bank Hols | All journeys   | √                                | √ | √ | x |
| 842A        | D & G BUS LTD             | Stafford - Weston - Hixon - Great Haywood - Rugeley | Schooldays only        | All journeys   | √                                | √ | √ | x |
| 877         | SELECT BUSES              | Stafford - Church Eaton - Wheaton Aston - Brewood   | Mon-Sat excl Bank Hols | All journeys   | √                                | √ | √ | x |
| 878         | SELECT BUSES              | Stafford - Penkridge - Wheaton Aston - Brewood      | Mon-Sat excl Bank Hols | All journeys   | √                                | √ | √ | x |
| S1          | D & G BUS LTD             | Stone – Stonefield (circular)                       | Mon-Sat excl Bank Hols | All journeys   | x                                | x | x | x |
| S2          | D & G BUS LTD             | Stone – Oulton (circular)                           | Mon-Sat excl Bank Hols | All journeys   | x                                | x | x | x |
| S3          | D & G BUS LTD             | Stone – Aston Lodge (circular)                      | Mon-Sat excl Bank Hols | All journeys   | x                                | x | x | x |
| S4          | D & G BUS LTD             | Stone – Cherryfields (circular)                     | Mon-Sat excl Bank Hols | All journeys   | x                                | x | x | x |
| S5          | D & G BUS LTD             | Stone - Walton (circular)                           | Mon-Sat excl Bank Hols | All journeys   | x                                | x | x | x |
| S6          | D & G BUS LTD             | Cherryfields - Aston Lodge - Stone Schools          | Schooldays only        | All journeys   | x                                | x | x | x |
| T3          | SHIRE TRAVEL              | T3 Thornhill Road - Cannock                         | Tu, F excl Bank Hols   | 09:30 1 return journey                                   | √                                | x | x | x |
| T5          | SHIRE TRAVEL              | T5 Bradbury Lane - Cannock                          | Tu, F excl Bank Hols   | 10:30 1 return journey, 12:40 single journey             | √                                | x | x | x |
| V1          | DERBYSHIRE COUNTY COUNCIL | Derby - Mickleover - Tutbury - Burton               | Sun & Bank Hols        | Recharge for the Staffs section of a Derbyshire contract | x                                | x | x | x |
| V3          | DERBYSHIRE COUNTY COUNCIL | Derby - Littleover - Burton                         | Sun & Bank Hols        | Recharge for the Staffs section of a Derbyshire contract | x                                | x | x | x |

# Answers to questions you may have

## What is a subsidised network?

Historically, we have subsidised some services where there are not enough passengers using them or income made to cover the running costs – this is the subsidised network. This county council subsidy can cover an entire service, additional journeys or additional stops.

Many councils have reduced, and some have even stopped, subsidising public transport. Around £1.3m will still be spent subsidising journeys in Staffordshire.

## Does the council have a statutory duty to subsidise transport?

The county council has a statutory duty to consider the social need to provide a level of subsidised journeys and how much can be budgeted to do this. In 2018/19 £1.3m will be spent subsidising travel.

## Why are you making these changes?

We are looking at delivering the best option we can for your money and have put together four potential options of how the £1.3m could be spent. At this stage Option 1 is our preferred option as most current journeys will be subsidised at the lowest average cost per journey to taxpayers.

## How have you come up with these four options?

The options were developed after looking at those routes that support people making employment, education and health journeys, how much the subsidy is, how many people use a given service and the areas they serve.

The range of options consider whether we aim to protect as many current bus journeys but at a lower average cost, through to only subsidising Dial-A-Ride services at a higher cost per passenger journey.

## What subsidised routes are you consulting on?

All bus journeys in Staffordshire are made on buses run commercially by private companies or voluntary and community transport schemes. The four options only look at local bus journeys made on buses which are currently subsidised by the county council and also the Dial-A-Ride services.

## Is my bus journey going to be affected?

Full details of the options and the services likely to be affected under each option are available at [www.staffordshire.gov.uk/busreview](http://www.staffordshire.gov.uk/busreview)

Although the county council may no longer subsidise a journey a private bus operator may still consider running it if they could make it commercially viable

## What happens if you stop subsidising my bus, will it stop?

We are consulting on four options, all of which will see a number of journeys likely to be limited or, in some cases, stopped.

The vast majority of bus services (more than 90%) are provided by private bus companies without council subsidy and we will continue working with them to explore if there is any possibility of continuing the services in some areas.

## **I live in a remote area and I am worried I will be left without any public transport.**

The options we are looking at include ones where the current Dial-A-Ride services will be retained in part or in full.

We are also working with the community and voluntary sector to support them to explore the possibility of setting up community run services, explore external sources of funding and help to promote existing community based transport initiatives.

## **Will this affect school transport or social care transport?**

This consultation is only about the public bus journeys run by operators and the Dial-A-Ride services we subsidise. No other transport is affected.

## **My child is entitled to free home to school transport, will it affect them?**

The eligibility for free home to school transport is not affected. If an eligible pupil currently uses public buses which may be affected by this review, alternative transport such as school buses will be arranged.

## **How does this compare with support provided by other councils?**

A number of councils have already reduced the amount they spend on subsidising travel and some have decided to stop subsidising travel completely. In Staffordshire £1.3m will still be spent on funding journeys.

## **Is this a done deal?**

No. Whilst the amount of money we can spend on subsidising bus journeys is not part of the consultation, your feedback will be incorporated into the final recommendation which will be presented to the county council's Cabinet in autumn 2017.

## **How will the consultation work?**

The consultation will run for eight weeks. It will begin on Monday, 24th July and will end at midnight on Sunday, 17th September.

You can get copies of the questionnaire at:

- [www.staffordshire.gov.uk/busreview](http://www.staffordshire.gov.uk/busreview)
- All static libraries
- On request by emailing [busreview@staffordshire.gov.uk](mailto:busreview@staffordshire.gov.uk)
- By telephoning our contact centre on 0300 111 8000

## **What happens in the autumn of 2017?**

Your feedback will help us to decide on the best option that will be presented to the county council's Cabinet in autumn 2017. This is when the final decision on which option to implement will be made.

### **Stage 1**

Consultation starts on the 24th July

### **Stage 2**

Consultation ends on the 17th September

### **Stage 3**

Feedback is reviewed and a proposal is put together for the best option

### **Stage 4**

The county council's Cabinet reviews the proposal and makes the final decision

### **Stage 5**

Changes to journeys are implemented in the spring of 2018

## Future provision of subsidised bus services in Staffordshire - Individual's Response Form

Please have your say on options to review bus journeys subsidised by Staffordshire County Council. Please read the supporting information provided before completing this survey. **Please return your views by 17th September 2017**

**If you are responding on behalf of members of the public that you represent, or are an organisation, school, community or voluntary group, you should not use this form. Please fill in the organisation response form which is available online at [www.staffordshire.gov.uk/busreview](http://www.staffordshire.gov.uk/busreview).**

Q1 What is your home postcode? (This will help with our analysis and will not be used to identify your house.)

Q2 In which capacity are you responding to this consultation? (Please select all that apply.)

- As a resident of Staffordshire
  As a non bus user in Staffordshire
  As someone who works for a bus company in Staffordshire
- As a bus user in Staffordshire
  As a member of staff at Staffordshire County Council
  In another capacity (please state)

Other (please state)

### Your Bus Usage in Staffordshire

Q3 How often do you use buses in Staffordshire for each of the following reasons?

|  | At least five days a week | 2 to 3 times a week   | At least once a week  | At least once a month or more | A few times a year    | Never                 |
|--|---------------------------|-----------------------|-----------------------|-------------------------------|-----------------------|-----------------------|
| To get to work                             | <input type="radio"/>     | <input type="radio"/> | <input type="radio"/> | <input type="radio"/>         | <input type="radio"/> | <input type="radio"/> |
| To get to education/training               | <input type="radio"/>     | <input type="radio"/> | <input type="radio"/> | <input type="radio"/>         | <input type="radio"/> | <input type="radio"/> |
| To go shopping                             | <input type="radio"/>     | <input type="radio"/> | <input type="radio"/> | <input type="radio"/>         | <input type="radio"/> | <input type="radio"/> |
| To access services                         | <input type="radio"/>     | <input type="radio"/> | <input type="radio"/> | <input type="radio"/>         | <input type="radio"/> | <input type="radio"/> |
| To get to a doctors or medical appointment | <input type="radio"/>     | <input type="radio"/> | <input type="radio"/> | <input type="radio"/>         | <input type="radio"/> | <input type="radio"/> |
| To visit friends/family                    | <input type="radio"/>     | <input type="radio"/> | <input type="radio"/> | <input type="radio"/>         | <input type="radio"/> | <input type="radio"/> |
| For leisure/social purposes                | <input type="radio"/>     | <input type="radio"/> | <input type="radio"/> | <input type="radio"/>         | <input type="radio"/> | <input type="radio"/> |

Q4 What times of the day do you use bus services for each of the following?

|  | Before 9am               | Between 9am and 4pm      | Between 4pm and 7pm      | After 7pm                | N/A                      |
|--|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| To get to work                             | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| To get to education/training               | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| To go shopping                             | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| To access services                         | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| To get to a doctors or medical appointment | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| To visit friends/family                    | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| For leisure/social purposes                | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Q5 Which buses do you regularly travel on?  
Please write in the bus service provider/company and bus service number of your **MAIN** bus service below

**Main bus service:** Bus service provider/company:   
Bus service number:

Q6 If there are other buses that you regularly travel on, please write in the bus service provider/company and bus service number below

**Bus service 2:** Bus service provider/company:   
Bus service number:   
**Bus service 3:** Bus service provider/company:   
Bus service number:

Q7 Do you... (please select the relevant box)

- Hold a concessionary pass for free travel e.g. older persons or disabled persons bus pass  
 Use a Your Staffordshire Card  
 Use an operator pass or season ticket  
 Pay full fare

Q8 How often, if at all, do you travel on Dial-A-Ride?

- At least once a week  
 At least once a fortnight  
 At least once a month  
 Less often  
 Never



Q9 If you travel on Dial-A-Ride, would you be prepared to pay between £8-£10 per single journey for the travel to continue?

Strongly agree

Disagree

Agree

Strongly disagree

Neither agree nor disagree

N/A - I don't use the service

### Proposed Options

Staffordshire County Council has developed four proposed options on how the £1.3 million budget, which will be available to help people travel around the county from April 2018, can best be spent. Please read the 'have your say' document for more information about the options. Please tell us how the proposed options may affect you.

### Option 1: Revised Local Subsidised Bus Services (No Dial-A-Ride Services):

This option seeks to maintain priority routes and support some services for employment, education and health. There would be no Dial-A-Ride services. This is the county council's preferred option because it retains the greatest number of journeys

Q10 How far do you agree or disagree with this option?

Strongly agree

Disagree

Agree

Strongly disagree

Neither agree nor disagree

Q11 Please tell us how travel under this option would affect you and/or your family?

It wouldn't have an affect on me or my family as we rarely, if ever, use the service

I/my family might be affected but could probably make alternative arrangements

I/my family would be affected by this quite a lot

This would have a big effect on me/my family

Q12 Thinking about the main journey that you make, how will you/your family be affected by this option?

### Option 2: Revised Local Subsidised Bus Services with Two Dial-A-Ride Services

This option seeks to maintain priority routes and support some services for employment, education and health. There would be two Dial-A-Ride services maintained - Staffordshire Moorlands Connect and South Staffordshire Connect.

Q13 How far do you agree or disagree with this option?

- Strongly agree  Disagree  
 Agree  Strongly disagree  
 Neither agree nor disagree

Q14 Please tell us how travel under this option would affect you and/or your family?

- It wouldn't have an affect on me or my family as we rarely, if ever, use the service  
 I/my family might be affected but could probably make alternative arrangements  
 I/my family would be affected by this quite a lot  
 This would have a big effect on me/my family

Q15 Thinking about the main journey that you make, how will you/your family be affected by this option?

### Option 3: Revised Local Subsidised Bus Services with Four Dial-A-Ride Services Retained

Option 3 maintains four Dial-A-Ride services - Staffordshire Moorlands Connect, South Staffordshire Connect, Needwood Forest Connect and Lichfield and Rugeley Village Connect. This option also maintains some subsidised local bus services. There will be no Border Car service under this option.

Q16 How far do you agree or disagree with this option?

- Strongly agree  Disagree  
 Agree  Strongly disagree  
 Neither agree nor disagree

Q17 Please tell us how travel under this option would affect you and/or your family?

- It wouldn't have an affect on me or my family as we rarely, if ever, use the service  
 I/my family might be affected but could probably make alternative arrangements  
 I/my family would be affected by this quite a lot  
 This would have a big effect on me/my family

Q18 Thinking about the main journey that you make, how will you/your family be affected by this option?

#### Option 4: County-wide Dial-A-Ride Services (No Local Subsidised Bus Services)

Under this option, Staffordshire County Council would subsidise Dial-A-Ride services only. The existing Dial-A-Ride services; Staffordshire Moorlands Connect, South Staffordshire Connect, Needwood Forest Connect, Lichfield and Rugeley Village Connect and the Border Car would be maintained. An additional seven new Dial-A-Ride services would also be introduced. There would be no local council subsidised bus services.

Q19 How far do you agree or disagree with this option?

- Strongly agree  Disagree  
 Agree  Strongly disagree  
 Neither agree nor disagree

Q20 Please tell us how travel under this option would affect you and/or your family?

- It wouldn't have an affect on me or my family as we rarely, if ever, use the service  
 I/my family might be affected but could probably make alternative arrangements  
 I/my family would be affected by this quite a lot  
 This would have a big effect on me/my family

Q21 Thinking about the main journey that you make, how will you/your family be affected by this option?

#### Making Alternative Arrangements

Q22 If the bus(es) that you currently use, at the time(s) that you use them, were not available, how would you travel instead?

- I would use a community or voluntary transport scheme e.g. dial-a-ride  I would travel at a different time/on a different day  
 I would use another type of transport e.g. cycle, taxi, car  It would stop me using any public transport  
 I would use a car sharing scheme  I would not be able to travel  
 Other

Other (please specify)

### Individual, Organisational or Community and Voluntary Support in Maintaining Services

There are a number of local community and voluntary transport schemes running across the county. We want to understand if organisations, individuals and community or voluntary groups are aware of and/or are interested in being involved in supporting or running initiatives in the local area.

This could include paying for services in villages to help fund extra journeys. It could also include offering lifts to neighbours in need, participating in employee car sharing schemes, sharing taxis or running a local minibuss scheme.

Q23 Have you heard of or used a local community or voluntary transport scheme?

- Have heard of them but never used them  
 Have used them  
 Have never heard of them

Q24 If you have used a local community or voluntary transport scheme, please write in which one(s) you have used

Q25 What is your overall experience of using local community or voluntary transport schemes?

- I would recommend them  
 They are okay but no substitute for an ordinary bus service  
 I would not recommend them

Q26 To what extent might you want to be involved in running or supporting a local community or voluntary transport scheme in your local area?

- A great deal  
 To some extent  
 Not at all

Q27 What type of involvement would you want to have?

- To manage a scheme  
 To support with the day to day running of a scheme  
 To be a volunteer driver  
 To provide a vehicle  
 To provide financial support  
 Other

Other (please specify)

Q28 If you are interested in running or supporting a local community or voluntary transport scheme, what information or support would you/your organisation or group need from Staffordshire County Council?

- More information on the proposed options
- Information on the types of community or voluntary transport schemes available
- Information on what's involved in setting up and running a community or voluntary transport scheme e.g. identifying need, securing funding, writing a business plan, raising awareness of the scheme etc.)
- Support with implementing a community or voluntary transport scheme
- Other

Other (please specify)

Q29 If you are interested in running or supporting a local community or voluntary transport scheme, please include your contact details below

Your name:

Your email:

Your postal address:

### Suggestions/ideas

Q30 If you have any other suggestions/ideas that could help contribute towards the savings that need to be made, please tell us about these below. Please continue on a separate sheet if you need to.

## About you

Giving the following information is optional, but it will help the County Council to use the information you have provided more effectively.

Any personal information which you choose to share will only be used for research purposes by Staffordshire County Council. They will not be used for any other purposes and will not be passed onto any other organisations. Your information will be treated in confidence in line with the Data Protection Act 1998.

Q31 Are you...?

Male

Female

Q32 How old are you?

Under 18

35-44

65-74

18-24

45-54

75+

25-34

55-64

Q33 Do you have a long term disability or illness which affects your day to day activities?

Yes

No

Q34 Is your mobility impaired in any way?

Yes due to a disability

Yes due to age

No

Q35 Do you have a learning disability?

Yes

No

Q36 Would you describe yourself as...?

White (British, Irish, Other )

Mixed/Multiple Ethnic Group

Black/African/Caribbean/ Black British

Asian/Asian British

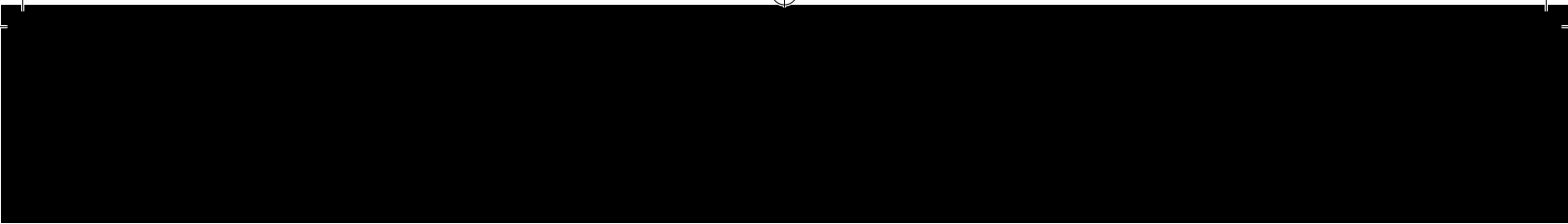
Other ethnic group

Q37 Do you have regular access to a car?

Yes

No

When you've filled in your questionnaire, please cut it out and send it back to the address on the back page of this document. Thank you for taking the time to share your views.





#### **Your ways to have your say**

- Please consider helping us to save money by filling in this survey online at [www.staffordshire.gov.uk/busreview](http://www.staffordshire.gov.uk/busreview) by Sunday 17th September 2017.
- Please return the completed paper survey by Sunday 17th September 2017 to:  
Bus Review, Staffordshire County Council, Staffordshire Place 2, Tipping Street, Stafford,  
Staffordshire, ST16 2LH.
- You can also hand in your survey to a member of staff in your library.

**If you would like this information in large print, Braille, audio tape/disc,  
British Sign Language or any other language, please ring 0300 111 8000**



# Future provision of subsidised bus services in Staffordshire - Organisation Group Response Form

Please have your say on options to review bus journeys subsidised by Staffordshire County Council. Please complete this response form if you are responding on behalf of members of the public that you represent, an organisation, school establishment, community or voluntary group.

It is important for the county council to ensure a good representation of views from across Staffordshire, as such we do ask for a range of questions in relation to your group, organisation and people you represent. Please be assured that the information you do choose to share will be treated confidentially and will only be used to help the county council make decisions in relation to this consultation. Thank you in advance for taking the time to share your views. **Please return your views by 17th September 2017.**

Q1 Please provide details about your group or organisation

Organisation/group name:

Your name:

Your job role:

Organisation/group contact address (including postcode)

Organisation/group email address

Q2 If we needed to find out more about the comments you have made would you be happy for us to contact you? If so, please select the box and ensure you have provided your contact details above.

Q3 Are the members of the group, organisation or people you represent, primarily... (Please select all that apply)

Older people

Young people

Families

Members of the public

People with learning disabilities

Members of a voluntary/community group

People with physical disabilities

Other (please specify)

Other (please specify)

Q4 Which geographical areas does the group, organisation or people you represent cover? (Please select all that apply)

Cannock Chase

Newcastle-under-Lyme

Stafford

Stoke-on-Trent

East Staffordshire

South Staffordshire

Staffordshire Moorlands

An area outside of Staffordshire

Lichfield

Tamworth

## Proposed options

Staffordshire County Council has developed four proposed options on how the £1.3 million budget, which will be available to help people travel around the county from April 2018, can best be spent. Please read the 'have your say' document for more information about the options. Please tell us how the proposed options may affect you and the communities you represent.

### Option 1: Revised Local Subsidised Bus Services (No Dial-A-Ride Services):

This option seeks to maintain priority routes and support some services for employment, education and health. There would be no Dial-A-Ride services. This is the county council's preferred option because it retains the greatest number of journeys

Q5 How far do you agree or disagree with this option?

- Strongly agree  Disagree  
 Agree  Strongly disagree  
 Neither agree nor disagree

Q6 Please tell us how travel under this option would affect the people you, your group or organisation represent?

- It wouldn't affect the people I, my group or organisation represent as they rarely, if ever, use the service  
 The people I, my group or organisation represent might be affected but they could probably make alternative arrangements  
 This would have a big effect on the people I, my group or organisation represent

Q7 How will the people you, your group or organisation represent be affected by this option?

### Option 2: Revised Local Subsidised Bus Services with two Dial-A-Ride Services

This option seeks to maintain priority routes and support some services for employment, education and health. There would be two Dial-A-Ride services maintained - Staffordshire Moorlands Connect and South Staffordshire Connect.

Q8 How far do you agree or disagree with this option?

- Strongly agree  Disagree  
 Agree  Strongly disagree  
 Neither agree nor disagree

Q9 Please tell us how travel under this option would affect the people you, your group or organisation represent?

- It wouldn't affect the people I, my group or organisation represent as they rarely, if ever, use the service  
 The people I, my group or organisation represent might be affected but they could probably make alternative arrangements  
 This would have a big effect on the people I, my group or organisation represent

Q10 How will the people you, your group or organisation represent be affected by this option?

### Option 3: Revised Local Subsidised Bus Services with Four Dial-A-Ride Services Retained

Option 3 maintains four Dial-A-Ride services - Staffordshire Moorlands Connect, South Staffordshire Connect, Needwood Forest Connect and Lichfield and Rugeley Village Connect. This option also maintains some subsidised local bus services. There will be no Border Car service under this option.

Q11 How far do you agree or disagree with this option?

- Strongly agree  Disagree  
 Agree  Strongly disagree  
 Neither agree nor disagree

Q12 Please tell us how travel under this option would affect the people you, your group or organisation represent?

- It wouldn't affect the people I, my group or organisation represent as they rarely, if ever, use the service  
 The people I, my group or organisation represent might be affected but they could probably make alternative arrangements  
 This would have a big effect on the people I, my group or organisation represent

Q13 How will the people you, your group or organisation represent be affected by this option?

### Option 4: County-wide Dial-A-Ride Services (No Local Subsidised Bus Services)

Under this option, Staffordshire County Council would subsidise Dial-A-Ride services only. The existing Dial-A-Ride services; Staffordshire Moorlands Connect, South Staffordshire Connect, Needwood Forest Connect, Lichfield and Rugeley Village Connect and the Border Car would be maintained. An additional seven new Dial-A-Ride services would also be introduced. There would be no local council subsidised bus services.

Q14 How far do you agree or disagree with this option?

- Strongly agree  Disagree  
 Agree  Strongly disagree  
 Neither agree nor disagree

Q15 Please tell us how travel under this option would affect the people you, your group or organisation represent?

- It wouldn't affect the people I, my group or organisation represent as they rarely, if ever, use the service  
 The people I, my group or organisation represent might be affected but they could probably make alternative arrangements  
 This would have a big effect on the people I, my group or organisation represent

Q16 How will the people you, your group or organisation represent be affected by this option?

## Organisational and group support for maintaining services

There are a number of community and voluntary transport schemes running across the county. We want to find out what is happening in your local area and whether you would be willing to support communities with running a local initiative.

Support could include helping to fund extra journeys. It could also include helping people to access other community and voluntary transport schemes which may already be in existence. For example schemes which offer lifts to neighbours in need, employee car share schemes, sharing taxis, offering a dial-a-ride payable service or running a local minibus scheme. It could also include helping communities to set up initiatives of their own.

Q17 Are you aware of the existence of community and voluntary transport schemes in your local area?

- Yes  
 To some extent  
 No

Q18 Please tell us about the community and voluntary transport initiatives you are aware of in your local area

Q19 Would you be interested in supporting local communities to set up and run their own community and voluntary transport scheme?

- Yes, I could signpost people to an existing scheme  
 Yes, I could share information on the types of community or voluntary transport schemes available  
 Yes, I could support local communities to set up their own community or voluntary transport scheme. For example by helping them to; identify need, secure funding, write a business plan or raise awareness.  
 Yes, I could support local communities with implementing a community or voluntary transport scheme  
 Yes, I could provide another type of support

Another type of support (please specify)

Q20 If you are interested in running or supporting a local community or voluntary transport scheme, please include your contact details below

Your name:

Your email:

Your postal address:

## Suggestions/ideas

Q21 If you have any other suggestions/ideas that could help contribute towards the savings that need to be made, please tell us about these below.

Thank you for taking the time to share your views. Please click on submit to return your views to us.

## Supported Bus Network Review Consultees

| Group   | Method   | Remarks  |
|---|--|--|
| Bus Users   | Press Release<br>Posters on Buses<br>Posters in Libraries<br>SCC Website<br>Social media<br>My Staffordshire Extra<br>Residents Magazine                 |  |
| Non-Bus Users   | Press Release<br>Posters in Libraries<br>SCC Website<br>Social media<br>My Staffordshire Extra<br>Residents Magazine                                     |  |
| Pupils & Parents                                      | 'School Bag'<br>Press Release<br>Posters on Buses<br>Posters in Libraries<br>SCC Website<br>Social media<br>My Staffordshire Extra<br>Residents Magazine |  |
| Schools   | 'School Bag'   | Direct contact with schools not on school bag system |
| NHS   | Posters distributed via communication team   |  |
| Bus Operators including community transport providers | Direct Contact   |  |
| Voluntary Groups                                      | Direct Contact via VCSE  |  |
| Age Concern   | Briefing and poster to North and South   |  |
| SCC Members   | Direct Contact<br>Briefing for Cabinet Community Support Members   |  |
| Business Community                                    | LEP Newsletter<br>Right for Business Newsletter  |  |
| District / Borough Councils                           | Direct Contact with CEO & Leader   |  |
| Parish Councils                                       | Direct Contact via Association   |  |
| MPs   | Direct Contact   |  |
| DCLs  | Direct Contact   |  |

