

Agenda Item No: 9

**BUS SERVICE FROM NEWMARKET ROAD PARK & RIDE VIA ABBEY WARD TO
ADDENBROOKE'S HOSPITAL**

To: **Economy and Environment Committee**

Meeting Date: **10th November 2016**

From: **Executive Director, Economy, Transport and Environment**

Electoral division(s): **Abbey, Coleridge, Fulbourn, Queen Edith's, Romsey**

Forward Plan ref: **Not applicable** *Key decision:* **No**

Purpose: **To consider the continuing provision of a trial bus service from Newmarket Road Park and Ride site via Abbey ward to Addenbrooke's Hospital.**

Recommendation: **Committee is asked to:**

Consider the performance of the trial service to date, and confirm whether the service should continue until the current funding has been exhausted.

<i>Officer contact:</i>	
Name:	Paul Nelson
Post:	Interim Head of Passenger Transport Services
Email:	paul.nelson@cambridgeshire.gov.uk
Tel:	01223 715608

1. BACKGROUND

- 1.1 At the Economy and Environment (E&E) Committee meeting on 17th November 2015 Members agreed to confirm the allocation of funds from the Eastern Corridor Area Transport Plan for a trial of a bus service from the Newmarket Road Park and Ride site to Addenbrooke's Hospital via the Barnwell area of Abbey Ward.
- 1.2 Members also agreed to receive a progress report six months from the commencement of the service.

2. MAIN ISSUES

- 2.1 The bus service operates from Newmarket Road Park and Ride and then via Newmarket Road, Barnwell Road, Brooks Road, Perne Road, Cherry Hinton Road and Hills Road to Addenbrooke's on an hourly basis.
- 2.2 The service commenced on 3 May 2016 and in terms of publicity this was carried out locally on our behalf by the local Member through timetables and posters, as well as information provided electronically that was sent out by Abbey People to their email list. Timetables and posters were also provided to Addenbrooke's, the Sixth Form Colleges and Newmarket Road Park and Ride site and information sent to the surrounding parishes of Teversham, Fulbourn, Fen Ditton, Stow cum Quy, Bottisham, Little Wilbraham, Great Wilbraham, Six Mile Bottom, Swaffham Bulbeck, Lode, Newmarket, Swaffham Prior, Reach, Burwell, Dullingham, Stetchworth, Westley Waterless and Wooditton. In addition Whippet brought a bus onto the Addenbrooke's Campus and had "Henry the Whippet" giving out information.
- 2.3 Ridership data is available up to 13th August 2016. In the first three weeks of operation 119 journeys were made on the service, equating to 40 per week. Since then the service has grown steadily to 59 per week over the next four weeks, then 73 journeys in the next period followed by 81 in the period after. However, the latest information shows the number of weekly journeys to be at an average of only 73 again, suggesting that patronage has now plateaued.
- 2.4 Although the patronage is growing on the service the income generated is a long way short of what is required to make the service commercially viable. The daily cost of the service is £405 and based on the highest period of figures to date the average daily income, from both fare paying passengers and concessionary fares, is £21.
- 2.5 It was hoped that there would be sufficient patronage for the service to continue until funding was available from the Wing development. However, the latest date proposed for the start of this development is 2019 and the bus service funding is not due until three years after first occupation, which is estimated to be September 2022.
- 2.6 The total amount of funding available for this service is £95k and based on the average net daily cost of £384 (£405 cost - £21 income) the service could run for 41 weeks, or until 10th February 2017. However, in view of the performance of the service so far, and the low likelihood of the service growing sufficient patronage, Members may wish to end the pilot early. 56 days' notice is required legally before the service can cease and if this decision is made by E&E Committee on 10th November 2016 the earliest date would be January 9th 2017.

- 2.7 The local Member from Abbey Ward, who originally requested the service, has been consulted on the recommendation and her preference is for the service to run for the full trial period to give it every opportunity to grow.

3. ALIGNMENT WITH CORPORATE PRIORITIES

Report authors should evaluate the proposal(s) in light of their alignment with the following three Corporate Priorities.

3.1 Developing the local economy for the benefit of all

The service will enable local people to more directly access work and education opportunities at Long Road, Hills Road and Addenbrooke's, as well as close proximity to Cambridge Rail Station.

3.2 Helping people live healthy and independent lives

A more attractive bus service will lead to less car usage and more travel by sustainable modes, including walking to and from bus stops, and leading to more independence.

3.3 Supporting and protecting vulnerable people

There are no significant implications within this category.

4. SIGNIFICANT IMPLICATIONS

4.1 The following bullet points set out details of significant implications identified by officers:

- Resource Implications – The resource implications are discussed in the main body of the report.
- Statutory, Legal and Risk – There are no significant implications within this category.
- Equality and Diversity – There are no significant implications within this category.
- Engagement and Communications – If the bus service ends this will be communicated to users.
- Localism and Local Member Involvement – The bus service was discussed and proposed through the East Area Committee. The local Member has been involved in the promotion of the service.
- Public Health – The service enables local people to more directly access Addenbrooke's leading to a better access to healthcare. The service caters for a deprived ward in Cambridge and the removal of the service at this stage could widen health inequalities

Implications	Officer Clearance
Have the resource implications been cleared by Finance?	Yes Sarah Heywood
Has the impact on Statutory, Legal and Risk implications been cleared by LGSS Law?	Yes Fiona McMillan
Are there any Equality and Diversity implications?	Yes Tamar Oviatt-Ham
Have any engagement and communication implications been cleared by Communications?	Yes Mark Miller
Are there any Localism and Local Member involvement issues?	Yes Paul Tadd
Have any Public Health implications been cleared by Public Health	Yes or No Name of Officer: