

NORTH LINCOLNSHIRE COUNCIL

Cabinet Member Childrens and Families

TRANSFORMATION OF OUR TRANSPORT OFFER

1. OBJECT AND KEY POINTS IN THIS REPORT

- 1.1 To approve a pilot to provide Section 22 Community Transport on two registered bus routes in North Lincolnshire which will operate Monday-Friday subject to all approvals being place.

2. BACKGROUND INFORMATION

- 2.1 Public transport is a key enabler of sustainable economic growth, social mobility and equitable opportunity. The key to our future market is creating a balance on investment versus sustainability of our transport offer.
- 2.2 In 2021 Government published a National Bus Strategy for England – ‘Bus Back Better’, the strategy. The strategy set out some clear barriers to delivering a ‘better’ public transport offer, based on demand and connectivity, ensuring that everyone can be connected.
- 2.3 The pilot will provide registered bus routes in North Lincolnshire which will operate Monday-Friday in North Lincolnshire connecting villages to our principle towns of Brigg and Barton. It will also support connectivity to Epworth from the surrounding villages on the Isle.
- 2.4 The pilot will provide vital data and intelligence for the transformation of the public transport offer during the next year.
- 2.5 The Council has sought funding through Shared Prosperity Fund to support the proposal.

3. ANALYSIS OF OPTIONS

- 3.1 Option 1 – provide a pilot village shopper service connecting our principle towns of Brigg and Barton. It will also support connectivity to

Epworth. This service will be a paid service and operate through the Council Transport service if approved by the traffic commissioner.

This pilot will not conflict with existing commercial routes, smaller buses will be used where the market cannot sustain traditional 57 seater busses due to lower patronage numbers, however they will provide residents suffering rural deprivation, as they cannot access work, health and social activity.

We have submitted our section 22 to the traffic commissioner and await approval.

- 3.2 Option 2 – do nothing. This is not an option – the national bus strategy sets out a clear ambition for Councils to play a significant role in enabling a public transport offer that meets the demand of residents and businesses, the pilot described in option one will provide vital data and intelligence to support the future transformation of our public transport offer.

4. FINANCIAL AND OTHER RESOURCE IMPLICATIONS (e.g. LEGAL, HR, PROPERTY, IT, COMMUNICATIONS etc.)

4.1 Financial

The pilot will be funded from Shared Prosperity Funding and revenue budgets for the period of the pilot. The pilot will be review on a 4 weekly basis. Charges will be made to those at utilise the service.

4.2 Legal and Procurement

Appropriate applications have been made to the Traffic Commissioner to support the pilot, the service will not commence until all these approvals are in place and the service is registered.

4.3 Staffing

There are no staff related implications to consider. Staffing will be from within existing resources.

4.4 Other

There are no IT or property related implications to consider.

5. OTHER RELEVANT IMPLICATIONS (e.g. CRIME AND DISORDER, EQUALITIES, COUNCIL PLAN, ENVIRONMENTAL, RISK etc.)

- 5.1 We have ensure that the pilot meets the requirements of the Council and our responsibilities under the O Licence.

- 5.2 Links to the council plan

Priority 2 – Enabling resilient and flourishing communities: 1. Maintain a safe, clean and green local environment.

Priority 4 – Providing value for money for local taxpayers: 2. Meet our environmental responsibilities.

6. OUTCOMES OF INTEGRATED IMPACT ASSESSMENT (IF APPLICABLE)

6.1 A Stage one Integrated Impact Assessment (IIA) will be completed for this decision, once the approvals are in place from the legislative bodies.

7. OUTCOMES OF CONSULTATION AND CONFLICTS OF INTERESTS DECLARED

7.1 Market consultation has been carried out with our two main bus operators – they have no concerns in relation to the pilot.

7.2 There are no conflicts of interest declared.

8. RECOMMENDATIONS

8.1 That the Cabinet Member approves the pilot subject to all of the relevant approvals, governance and assurance being in place through the Traffic Commissioner

8.2 That the Cabinet Member receives 4 weekly updates on the take up of the pilot to determine continuation.

8.3 That the data, intelligence and insight is used to develop the transformation of our future public transport offer.

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Background Papers used in the preparation of this report: