



Area Committee Briefing Report

Subject	Bus Service Changes in Clifton, January 2019
Date	12 December 2018

Purpose	<p>This report is to outline changes to the following bus services in Clifton, which take effect from 27 January 2019:</p> <p>3 City – Ruddington Lane – Clifton [Route and timetable change]</p> <p>53 Clifton – QMC - Ring Road – Arnold [Route to serve additional areas]</p> <p>L64 City – QMC – Clifton – Larkhill [Service to be withdrawn]</p>												
Background	<p>Nottingham City Transport are making changes to their network in Clifton in January 2019. The includes changes to Service 3 and Service 53. To avoid competing with commercial bus services, the Transport Act 1985 requires the Council to withdraw its subsidised locallink L64 in the area.</p> <p>Most Service 53 journeys will be re-numbered 54. These will be diverted through the current L64 route, to serve Lark Hill Retirement Village, Summerwood Lane and Sunninghill Drive on a half-hourly basis. The through link to the City Centre, provided by the L64, will be lost, but good interchange with frequent buses and trams throughout Clifton is available and Service 54 will provide more journeys than the L64 currently does.</p> <p>Without these changes, the Ring Road 53 service will become an increasingly unviable proposition and is at risk of early withdrawal. It is proposed that some of the funding currently allocated to the L64 is transferred into the 53/4 services.</p> <p>There will be a cost saving to the Council, in that the L64 service costs £92,000 per year. The replacement 54 route will receive £176,000 in total subsidy over the next 3 years.</p> <p>The level of Council support will fall from £2.21 per passenger carried on the L64 to £0.11 per passenger carried on the 53/4 route.</p> <p>THE NCT PROPOSAL</p> <table border="1"> <thead> <tr> <th>SERVICE</th> <th>PROPOSAL</th> <th>DETAILS</th> <th>COMMENT</th> </tr> </thead> <tbody> <tr> <td>3 Clifton – Ruddington Lane – City</td> <td>Shorter route and reduced timetable to make viable</td> <td>No longer serve Hartness Rd (replaced by 53/4). Allows the rest of the service to be operated every 30-mins</td> <td>Maintains a service along Farnborough Road (East) and Green Lane (West)</td> </tr> <tr> <td>53/4 Clifton – QMC – Ring Road - Arnold</td> <td>This service requires £176,000 in revenue support outside Peak Hours, over a 3-year period</td> <td>Change route to serve Hartness Rd, Summerwood Lane, Green Lane (East) and Sunninghill Drive</td> <td>Allows the withdrawal and replacement of the Locallink L64</td> </tr> </tbody> </table>	SERVICE	PROPOSAL	DETAILS	COMMENT	3 Clifton – Ruddington Lane – City	Shorter route and reduced timetable to make viable	No longer serve Hartness Rd (replaced by 53/4). Allows the rest of the service to be operated every 30-mins	Maintains a service along Farnborough Road (East) and Green Lane (West)	53/4 Clifton – QMC – Ring Road - Arnold	This service requires £176,000 in revenue support outside Peak Hours, over a 3-year period	Change route to serve Hartness Rd, Summerwood Lane, Green Lane (East) and Sunninghill Drive	Allows the withdrawal and replacement of the Locallink L64
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The Markets Served

The Table below shows each of the markets served by the affected services. The 53 carries significant movements of workers from Clifton to QMC and the Lenton Lane area. The other services focus on links for daytime shoppers and concessionary pass holders, with some work-related flows on Service 3.

MARKETS FOR THE AFFECTED SERVICES

SERVICE	OPERATOR	MARKETS SERVED	DAILY PASSENGERS
3 Clifton – Ruddington Lane – City	NCT	Largely daytime shopper traffic Concessionary pass holders	Not known – commercial 27% are concessionary pass holders
53 Clifton – QMC – Ring Road - Arnold	NCT	Peak Work Traffic to QMC and Lenton Lane Daytime traffic within Clifton Daytime traffic to hospitals and along Ring Road	1,768 per day (30 per journey) 31% of passengers originate within Clifton 21% are concessionary pass holders
L64 Lark Hill – QMC – City	Council Contract	Concessionary pass holders Introduced to plug gaps at Lark Hill, Summerwood Lane and Sunninghill Drive	161 per day (10 per journey) 84% are concessionary permit holders

Next Steps

The service changes will save the City Council £100,000 in direct subsidy over the next 3 years. It will maintain links to key parts of Clifton and will safeguard the Ring Road bus service.

Service changes will be communicated using both printed publicity, both on and off the service, and electronic information at stops. Joint NCT-Council press releases will be produced, and the changes will be publicised on social media.



Summary

The NCT proposal would involve:

1. Retention of Service 3, but reduced to every 30 minutes, with the service terminating at Green Lane to allow a cost saving through a reduced vehicle requirement.
2. Retention of Service 53 would require some revenue support from the Council. The re-routed service would serve most of the areas affected by the withdrawal of Locallink L64 contract, including Summerwood Lane, Sunninghill Drive and Lark Hill. It would also replace Service 3 in the Hartness Road area. Some areas would maintain good links to Clifton centre, and key interchange points, but would lose a direct service to the city centre. This support would keep the Ring Road 53 service as a viable proposition for the future.

For further information, please contact

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