

Nottingham City Council Delegated Decision



Nottingham
City Council

Reference Number:	3645
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Department:	Development and Growth
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Subject:	Racecourse Park and Ride Site: withdrawal of the Ecolink Bus Service and its replacement by Nottingham City Transport commercial routes 44 and 50
Total Value:	£442,000 annual saving (Type: Revenue)
Decision Being Taken:	<p>1) To withdraw the Ecolink contract bus service that operates every 15 minutes between Victoria Retail Park (Netherfield, Racecourse Park and Ride site (Colwick)) and the City Centre. This service will be replaced by two commercial bus services operated by Nottingham City Transport. Service 50 will be a new service along the full Ecolink route, operating every 30 minutes. Service 44 is a ten-minute frequency service that already passes the Racecourse Park and Ride, and this will be opened up to park and ride customers to give them 8 buses per hour to the City Centre, compared to the current 4 buses per hour.</p> <p>2) To redeploy the electric vehicles on the Ecolink service onto other parts of the Link bus network. Euro VI diesel midibuses will operate on Service 50 and gas buses will operate on Service 44.</p>
Reasons for the Decision(s)	<p>The need for budget savings in 2019/20, and the years that follow, requires that £1,011,000 in savings is made from public transport budgets each year. One way that this target can be achieved is to commercialise those routes that have the potential to operate on a commercial basis. This proposal sees the Ecolink bus service replaced by two commercial bus routes operated by Nottingham City Transport Ltd. This will take effect on 2 September 2019.</p>
Other Options Considered:	<p>1) Retention of the existing Ecolink contract bus service: this would not achieve the required budget savings for 2019/20 and the years that follow, and would result in a duplication of services that could adversely impact and distort commercial network operations. For these reasons, this option was rejected.</p> <p>2) Withdrawal of the service entirely: a commercial operator wishes to operate these routes, so this would be disproportionate and unnecessary. For this reason, this option was rejected.</p>

Background Papers:	None
Published Works:	None
Affected Wards:	Citywide
Colleague / Councillor Interests:	None
Consultations:	Those not consulted are not directly affected by the decision.
Crime and Disorder Implications:	None
Equality:	Please login to the system to view the EIA document: 2019 Equality Impact Assessment_Racecourse PR Commercialisation (002) (002)_220819.docx
Decision Type:	Portfolio Holder
Subject to Call In:	Yes
Call In Expiry date:	25/09/2019
Advice Sought:	Legal, Finance, Procurement, Equality and Diversity

Legal Advice:

The recommendation in this report is to withdraw an existing Eco Link bus service currently commissioned by the Council in light of a commercial bus operator wishing to operate services that cross over the current routes itself, commercially.

If the current services were not withdrawn, there would be duplication in service delivery over this route. As a local transport authority, there is an obligation upon the Council to not only consider where subsidised bus services are necessary in its area to deliver services that would not otherwise be met, but also to have due regard to the interests of the public and operators and ensure that when supplementing commercial networks with supported services, that proposals would not adversely affect the commercial network.

In light of the proposal by a commercial operator, it is sensible for the Council to determine that the services and requirements are being met by alternative means and therefore the Council is no longer required to support the services at this time. This will also enable the Council to achieve some savings from its public transport budgets.

Given the new service will continue to operate over the same routes as the old one with only a slight amendment to frequency and the impact of the change has been considered and evaluated, and an Equality Impact Assessment undertaken, the recommendation to withdraw the service is supported.

Advice provided by Dionne Claire Screamon (Solicitor) on 30/07/2019.

Finance Advice:

The decision to withdraw the Ecolink contract bus service with replacement of commercial bus services will achieve a net saving of £0.272m for 2019/20 - a part year saving due to the service cuts taking effect from September 2019. This saving forms part of the £1.100m savings required to be made within Public Transport revenue budgets for 2019/20 and subsequent years. Financial years 2020/21 and onwards will achieve an annual net saving of £0.442m, reflecting a full year's worth of service cuts. It will be the responsibility of the service to ensure that the savings are achieved and if the required savings cannot be delivered, the service will need to identify how the gap in savings can be achieved within existing resources.

Advice provided by Roma Patel (Commercial Business Partner) on 26/06/2019.

Equality and Diversity Advice:

Equality issues within the proposal have been duly considered and continual monitoring will be key to ensure that no groups are adversely affected in then future.

Advice provided by Adisa Djan (Equalities and Diversity Consultant) on 29/08/2019.

Procurement Advice:

There are no procurement implications with the decisions to be taken in this report.

Advice provided by Paul Ritchie (Lead Procurement Officer) on 03/07/2019.

Signatures

Adele Williams (Portfolio Holder for Adult Care & Local Transport)
SIGNED and Dated: 18/09/2019
Chris Henning (Corporate Director for Development and Growth)
SIGNED and Dated: 04/09/2019