

REPORT TO: POLICY AND RESOURCES COMMITTEE – 23 FEBRUARY 2023

REPORT ON: CITY DEVELOPMENT – SUBSIDISED UNREGISTERED BUS SERVICES

REPORT BY: EXECUTIVE DIRECTOR OF CITY DEVELOPMENT

REPORT NO: 36-2023

1 PURPOSE OF REPORT

1.1 To inform committee of the savings proposed for financial year 2024-25 regarding the Supported Unregistered Bus Services.

2 RECOMMENDATIONS

- 2.1 It is recommended that the Committee:
- a discontinues the unregistered bus service budget from 2024/25 and
 - b remits the Head of Sustainable Transport and Roads to explore alternative funding sources to enable continuation of the services.

3 FINANCIAL IMPLICATIONS

- 3.1 The removal of unregistered bus services would result in a full year saving of approximately £23,000 from 2024/25.
- 3.2 The full cost of operating the unregistered services is £37,000 per annum however resource utilised to provide this service would be partially reallocated to other duties.

4 MAIN TEXT

- 4.1 The supported unregistered bus services comprise of the Shoppers Bus and the Out & About service. These services are operated by the Council’s Fleet Service and are funded from the supported unregistered bus service budget.
- 4.2 The resources utilised in providing the unregistered services can be partially redeployed to other school passenger transport duties required by the Children & Families Service which are currently outsourced to private operators. If the Children & Families Service requirement for in school hour transport provision reduces in future years, costs associated with the two minibuses can be partially reduced by way of introducing part-time hours contracts when opportunity arises in staff turnover within the wider cohort of minibus drivers.
- 4.3 The Out & About service is a joint initiative with Dundee Community Transport (DCT). Outings are planned and promoted by DCT, and the minibus and driver are supplied by Dundee City Council. Full trips now operate most weekdays of the calendar year with passengers encouraged by the DCT team to book only one day trip per month to ensure the widest number of users can access the service.

Out & About	Annual passengers carried pre-pandemic	6,200
Fleet	Annual passengers – calculated on data from Autumn 2022	5,750
	Subsidy per trip 2019	£2.41
	Subsidy per trip 2022	£2.87
	FYE cost of subsidy 2022	£16,503.00

- 4.4 The Shoppers service is an escorted service linking sheltered housing with supermarkets. Restarted in the summer of 2022 the service has seen a 35% reduction in usage compared with 2019.

Shoppers' Bus	Annual passengers carried pre-pandemic	9,000
Fleet	Annual passengers – calculated on data from Autumn 2022	6,100
	Subsidy per trip 2019	£1.88
	Subsidy per trip 2022	£3.36
	FYE cost of subsidy 2022	£20,496.00

5 POLICY IMPLICATIONS

- 5.1 This report has been subject to an Integrated Impact Assessment to identify impacts on Equality & Diversity, Fairness & Poverty, Environment and Corporate Risk. An impact, positive or negative, on one or more of these issues was identified. An appropriate senior manager has checked and agreed with this assessment. A copy of the Integrated Impact Assessment showing the impacts and accompanying benefits of / mitigating factors for them is included as an Appendix to this report.

6 CONSULTATIONS

- 6.1 The Council Leadership Team were consulted in the preparation of this report.

7 BACKGROUND PAPERS

- 7.1 None.

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EM/KM

9 February 2023

Integrated Impact Assessment

Committee Report Number: 36-2023

Document Title: Subsidised Unregistered Bus Services

Document Type: Other

Description:

Report to inform committee of the savings proposed for financial year 2023-24 regarding the supported unregistered bus services

Intended Outcome:

Subsidy of unregistered bus services is ceased.

Period Covered: 01/04/2023 to 31/03/2024

Monitoring:

N/A

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Equality, Diversity and Human Rights

Impacts & Implications

Age: Negative

The community minibus services are exclusively used by passengers over the age of 60, many of whom may have restricted mobility.

Disability: Negative

The community minibus services are exclusively used by passengers over the age of 60, many of whom may have restricted mobility.

Gender Reassignment: No Impact

Marriage & Civil Partnership: No Impact

Pregnancy & Maternity: No Impact

Race / Ethnicity: No Impact

Religion or Belief: No Impact

Sex: Negative

Women are more likely to be a non-driver or not have access to a car and are therefore more likely to use the minibus services.

Sexual Orientation: No Impact

Are any Human Rights not covered by the Equalities questions above impacted by this report?

No

Mitigations

The shoppers bus patronage has declined post pandemic which may in part be associated with increased online retail and delivery, and the over 60's free bus travel provides an alternative option for travel for this user group. The Council will liaise with Dundee Community Transport in exploring alternative operating models in the year prior to withdrawal of funding, and the potential Scottish Government Community Bus Fund may present funding opportunities to support these forms of services in the future.

Justification

The Council has a legal duty to set a balanced budget every year. Given the financial climate, difficult decisions need to be taken with regards to prioritisation of budgets. This will inevitably result in impacts on funding and/or services that are of a discretionary nature for the Council as it will need to continue to fund its statutory services.

Fairness & Poverty

Geographic Impacts & Implications

Strathmartine:	Negative
Lochee:	Negative
Coldside:	Negative
Maryfield:	Negative
North East:	Negative
East End:	Negative
The Ferry:	Negative
West End:	Negative

Negative Implications & Mitigations
(Strathmartine)

The minibus service for Shoppers operate across all parts of the city and therefore all wards will be affected.

The Out & About service is available to elderly people from across the city.

Negative Implications & Mitigations
(Lochee)

The minibus service for Shoppers operate across all parts of the city and therefore all wards will be affected.

The Out & About service is available to elderly people from across the city.

Negative Implications & Mitigations
(Coldside)

The minibus service for Shoppers operate across all parts of the city and therefore all wards will be affected.

The Out & About service is available to elderly people from across the city.

Negative Implications & Mitigations
(Maryfield)

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Negative Implications & Mitigations

The minibus service for Shoppers operate across all parts of the city and therefore all wards will be affected.

(North East/Whitfield)

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Negative Implications & Mitigations

The minibus service for Shoppers operate across all parts of the city and therefore all wards will be affected.

(East End/Mid Craigie)

The Out & About service is available to elderly people from across the city.

Negative Implications & Mitigations
(The Ferry)

The minibus service for Shoppers operate across all parts of the city and therefore all wards will be affected.

The Out & About service is available to elderly people from across the city.

Negative Implications & Mitigations
(West End)

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Household Group Impacts and Implications

Looked After Children & Care Leavers: No Impact

Carers: No Impact

Lone Parent Families: No Impact

Single Female Households with Children: No Impact

Greater number of children and/or young children: No Impact

Pensioners - single / couple: Negative

The community minibus services are exclusively used by passengers over the age of 60.

Unskilled workers or unemployed: No Impact

Serious & enduring mental health problems: No Impact

Homeless: No Impact

Drug and/or alcohol problems: No Impact

Offenders & Ex-offenders: No Impact

Socio Economic Disadvantage Impacts & Implications

Employment Status: No Impact

Education & Skills: No Impact

Income: Negative

Shopping trips that must be made may transfer to taxi.

Caring Responsibilities (including Childcare): No Impact

Affordability and accessibility of services: No Impact

Fuel Poverty: No Impact

Cost of Living /Poverty Premium: Negative

Loss of services may increase travel costs.

Connectivity / Internet Access: No Impact

Income / Benefit Advice / Income Maximisation: No Impact

Employment Opportunities: No Impact

Education: No Impact

Health: No Impact

Life Expectancy: No Impact

Mental Health: No Impact

Overweight / Obesity: No Impact

Child Health: No Impact

Neighbourhood Satisfaction: No Impact

Transport: Negative

Reduce opportunity to travel and access to amenities and attractions.

Mitigations

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Justification

The Council has a legal duty to set a balanced budget every year. Given the financial climate, difficult decisions need to be taken with regards to prioritisation of budgets. This will inevitably result in impacts on funding and/or services that are of a discretionary nature for the Council as it will need to continue to fund its statutory services.

Environment

Climate Change Impacts

Mitigating Greenhouse Gases: No Impact

Adapting to the effects of climate change: No Impact

Resource Use Impacts

Energy efficiency & consumption: No Impact

Prevention, reduction, re-use, recovery or recycling of waste: No Impact

Sustainable Procurement: No Impact

Transport Impacts

Accessible transport provision: Negative

Loss of minibus services may lead to social isolation.

Sustainable modes of transport: Negative

More car and taxi journeys to replaced journeys previously made by minibus.

Natural Environment Impacts

Air, land & water quality: No Impact

Biodiversity: No Impact

Open & green spaces: No Impact

Built Environment Impacts

Built Heritage: No Impact

Housing: No Impact

Is the proposal subject to a Strategic Environmental Assessment (SEA)?

No further action is required as it does not qualify as a Plan, Programme or Strategy as defined by the Environment Assessment (Scotland) Act 2005.

Mitigations

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Corporate Risk

Corporate Risk Impacts

Political Reputational Risk: Negative

Removal of minibus services is likely to generate negative feedback.

Economic/Financial Sustainability / Security & Equipment: No Impact

Social Impact / Safety of Staff & Clients: No Impact

Technological / Business or Service Interruption: No Impact

Environmental: No Impact

Legal / Statutory Obligations: No Impact

Organisational / Staffing & Competence: No Impact

Corporate Risk Implications & Mitigation:

The risk implications associated with the subject matter of this report are "business as normal" risks and any increase to the level of risk to the Council is minimal. This is due either to the risk being inherently low or as a result of the risk being transferred in full or in part to another party on a fair and equitable basis. The subject matter is routine and has happened many times before without significant impact.

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