

Derbyshire County Council

Cabinet Meeting

1 October 2010

Report of the Strategic Director – Environmental Services

Review of the Supported Bus Network and Public Transport Subsidies (Highways and Transport)

(1) **Purpose of Report** To report progress on a review of the supported bus network and public transport subsidies, and to agree proposals for public consultation.

(2) **Information and Analysis**

2.1 Introduction

At the Council Meeting on 9 September 2009, it was resolved that a review of the supported network should be undertaken taking into account changing needs and that a report should be submitted to a future Cabinet Meeting (Minute No 56/09). Since that time, officers have continued to identify opportunities to achieve efficiency savings while seeking to maintain a good level of service. It is apparent, however, that rising costs in the bus industry and the increasingly difficult financial climate necessitate a more thorough review of the supported bus network.

This report outlines proposals for service revisions in the shorter-term as well as identifying options for additional savings that may be required in future years. Bus services have a very important role in meeting people's needs to access essential services and the report explains how public consultation will be used to help shape the future pattern of local bus services.

2.2 Background

Around 85% of bus services in Derbyshire are provided on a commercial basis where independent operators decide when and where to run their buses and set their own fare levels. The remaining services are deemed to be socially necessary by the County Council; these are generally less well-used services running in rural areas, in the evenings or at weekends.

The County Council invests considerable funds in public transport, supporting both bus services and travel concessions:

- £5.4 million a year for the local bus network, including school transport for non-entitled students (ie those living less than 3 miles from a secondary school or 2 miles from a primary school).
- £1.3 million a year supporting travel concessions for young people as part of the b_line scheme.
- £460,000 a year for Gold Card travel concessions on top of the national minimum scheme.

Some significant savings have been achieved by the reviews of bus services undertaken as part of the regular tendering process and by improvements in the procurement process. The current financial position, however, cannot be sustained and further action is needed to respond to financial pressures in both the short and longer-term.

In the immediate future, there is a need to balance the budget to meet inflationary pressures on bus operators' costs, notably fuel, insurance and staff costs. In recent years, it has been difficult to provide sufficient revenue funding to meet these costs. This has resulted in a widening gap between the available budget and the cost of providing supported services. It is now estimated that savings in the order of £700,000 will be needed in 2011/12. The savings emerging from the most recent tender rounds, totalling around £150,000 for the Environmental Services budget will contribute to this total, but will be insufficient to fill the funding gap. The situation cannot be sustained indefinitely and action is needed to bring the scale of the supported bus network into line with the available budget.

In the longer-term, it is clear that further reductions in Environmental Services budgets will be required to meet the substantial savings that the Authority will need to meet over the next five years. As one of the Authority's larger budgets, public transport will need to make a significant contribution to achieving these savings. The exact extent of this contribution is not yet known but it could be in the order of £1m to £2m.

2.3 Short-term Savings

It is anticipated that future tender rounds for local bus services will be able to generate further savings through greater rationalisation and efficiency in tender specifications. The scale of the expected savings, however, and the frequency of tender rounds (usually twice a year) means that the normal tendering processes will not, by themselves, achieve the level of saving needed to bring the current costs of the service into line with the available budget.

In order to determine how the required savings could be achieved, an initial review of current local bus contracts has taken place. This examined all local bus contracts, other than non-statutory home to school provision, against the relative priority of individual services and value for money criteria.

Individual bus services may fulfil a number of different purposes, but to assist the review process, an interim list of priorities has been developed in consultation with Cabinet Members and, recently, the Improvement and Scrutiny Committee. It is proposed that these interim priorities should be subject to public consultation and any decisions on future service changes will need to take into account the outcome of the consultation process. In view of the pressing need to bring the scale of the supported network into line with the available budget, the interim priorities have been used to assist in the process of identifying short-term savings as a basis for consultation. The interim list of priorities is as follows, with the most important services being at the top.

- Any service which is the sole or major provider of access to employment, shopping, health or training opportunities for a significant proportion of the area which it serves. *(51% of current spend)*.
- Provision of evening services. *(10% of current spend)*.
- Provision of Sunday services (non-leisure based). *(13% of current spend)*.
- Provision of non-statutory home to school services (either under distance or parental choice). *(14% of current spend)*.
- Access to leisure based services. *(3% of current spend)*.
- Any service which is not the sole or major provider of access to key services for a significant proportion of the area which it serves and where alternative travel opportunities exist for users by utilising other public transport services. *(9% of current spend)*.

Each contract was analysed against a value for money criteria, with contracts costing more than £4.00 per passenger journey being subject to closer scrutiny. Some contracts relate only to specific routes, however, many contracts provide part or whole services for more than one route. Where this is the case usage has been analysed by route. This has ensured that a viable route is not withdrawn simply because it is currently packaged as part of a contract with other underperforming services.

Using this process, a list of proposed service revisions have been established (see Appendix). When combined with the savings emerging from the recent tender rounds, these changes would enable spending on the supported network to be brought into line with the level of funding that is currently available. The proposed savings centre on contracts and routes with a high cost per passenger and/or services that are of lower priority for funding and, in particular, services where other provision either exists or can be provided at lower cost, and leisure based services.

It is inevitable that some passengers would be inconvenienced by the proposed changes and, in some cases, particular journeys would no longer be possible. However, the proposed changes are designed to keep the overall impact on travellers to a minimum.

In some circumstances, there may be opportunities to consider alternative community-based transport. The increased support that has been provided for Community Transport, including the joint initiative with the Primary Care Trust (PCT) to improve access to healthcare, may help some individuals affected by these service changes. Currently, Community Transport services need to be pre-booked and they do not, of course, replicate the frequency of service provided by conventional bus services. They do, however, offer a more personal door-to-door service that may be more appropriate for some people, particularly those with limited mobility.

2.4 Longer-term Savings

(a) Local bus network

If implemented, the service changes listed in the Appendix would result in significant savings in a relatively short timescale. It would be misleading to suggest, however, that further short-term savings could be achieved without having a much more severe impact on the local bus network. In the west of the County, for example, the Authority pays for practically every evening or Sunday bus service as well as a number of daytime services to smaller villages and rural areas.

A further concern is the need to minimise any adverse impact on the commercial bus network. For example, County Council support for an evening bus service may provide indirect support for the daytime service by increasing the opportunities for return trips or by contributing to the bus company's overheads. This link between the commercial and supported bus network needs to be carefully managed as any consequential withdrawal of commercial bus services could result in an overall reduction in the level of services available to the public and add to the pressures placed on the County Council.

Nevertheless, given the availability of reliable data, the co-operation of bus operators and sufficient time to plan for the rationalisation of existing services, it should be possible, over time, to achieve a progressive reduction in the need for financial support. The aim would be to minimise any adverse impact of service changes, in some instances through the introduction of demand responsive or other community based transport provision.

The experience gained from recent tender rounds suggests that there may be considerable scope to achieve savings while ensuring the provision of a good, albeit somewhat reduced, level of service. Such changes could be introduced incrementally on an area-by-area basis. It is estimated, however, that it may take 3-4 years to complete a thorough and methodical review of the entire network. In the circumstances it is recommended that officers should be authorised to extend the work undertaken for the recent tender rounds and to

make an early start on a comprehensive review of the entire supported bus network.

The benefits of this work would emerge over a period of time, but given the anticipated need to achieve significant budget savings at an earlier date, it is suggested that consideration should be given to other areas of public transport expenditure that may offer the potential to achieve savings over the next 1-2 years. Some other areas for potential saving are outlined below.

(b) Non-entitled Home to School Transport

Around 1,700 non-entitled school children pay a fare, typically 50p for a single journey, to travel to school on bus services funded by the County Council. Students using these services either live less than 3 miles from secondary school (2 miles for primary school children) or have chosen to attend a school outside their normal area. The fare income in many cases only covers 10% - 30% of the cost of the contracts, and the network requires a total subsidy of just under £1 million paid for out of the local bus revenue support budget.

The fares charged on these services are substantially below normal commercial or other County Council rates. This highlights a lack of consistency with other fare-paying students who are charged considerably more if they use local buses with a b_line discount or catch Council contracted buses to attend faith schools.

Raising fares to more consistent levels, and/or setting maximum subsidy levels at, say, 50%, would improve income and reduce expenditure. There would, however, need to be consideration given to the impact on families.

(c) b_line

The b_line scheme currently provides a 50% travel subsidy on buses and trains for young people between the ages of 14 and 19 who are in full time education. A possible option would be to reduce the level of travel concession on offer, while retaining other aspects of the scheme including discounts, library card and PASS (the national Proof of Age Standard Scheme).

Such a proposal would mean students over the age of 14 paying a greater proportion of any bus or train fare when using the b_line card. This could result in significant savings on the cost of the subsidy which is currently around £1.3 million per year.

(d) Gold Card

Free off-peak travel available on buses across England is funded by Central Government and administered by the County Council on behalf of the District and Borough Councils. On top of this national travel entitlement, the County Council funds half fare travel on local trains in and around Derbyshire, at a cost of around £220,000 a year. A further concession costing the Authority

£240,000 a year gives Gold Card holders free travel on Community Transport Dial-a-Bus services.

Clearly any decision to amend either or both of these concessions could make further savings to public transport budgets.

2.5 Proposals for Public Consultation and Equality Impact Assessment

The report identifies some difficult issues which need to be addressed by the Council, initially, in the short-term, to bring the current level of supported bus services into line with the available budget and in the longer-term, to identify areas for potential saving. Any changes will have significant consequences for Derbyshire residents, especially for those who currently rely on the supported bus network.

In order to get a better understanding of the issues, it is intended to undertake a programme of public consultation. The detailed arrangements for the consultation will be the subject of a separate report to the Cabinet Member for Highways and Transport but it is anticipated that members of the public will be invited to comment on:

- the methodology and priorities used to review existing services,
- issues arising from the service changes outlined in the Appendix to this report; and
- options for public transport savings in the longer-term.

District/Borough Councils and Town/Parish Councils, bus operators and representatives of user groups will also have the opportunity to make their views known.

It is anticipated that a variety of media will be used to ensure people are given an opportunity to make their views known on the proposals. This will include the County Council's website, the b_line and Gold Card publications, local newspapers, bus posters and publicity provided through schools and libraries.

The options for savings in the longer-term have been included in the Citizens Panel Survey planned to take place in September 2010 and in due course, information from the survey will be made available to assist Cabinet in reaching decisions about these options in the longer-term.

At the same time as the public consultation is carried out, work will start on an Equality Impact Assessment (EIA) of the proposed changes. The EIA will be finalised once the consultation has been completed so that Cabinet can be fully informed of the likely impact of any proposals in coming to a decision.

2.6 Timescale

Any review process to make changes to the local bus network will take at least six months. The lead-time for changes that could affect changes to travel concessions or transport to school will also need to take account of the timescale within which students and their parents make decisions about their choice of school.

Broadly, the process for introducing changes in services is as follows:

- Consultation/negotiation with operators.
- Revision of preliminary list and Cabinet approval of draft proposals.
- Public consultation – minimum 12 weeks.
- Preparation of an Equalities Impact Assessment.
- Revisions and Cabinet approvals.
- Serving of three months' notice to operators.
- Information and implementation of service changes.

(3) **Financial Considerations** The proposals outlined in this report and the attached Appendix are intended to ensure that expenditure on local bus services is brought into line with the available budget. The report also outlines other areas for potential savings that would contribute to the Authority's need to identify substantial savings.

(4) **Equal Opportunities Considerations** The availability and cost of public transport can be an important influence on people's access to everyday facilities. The report includes proposals for public consultation to help ensure that the Council has a good understanding of how different people may be affected by any changes in the support for public transport. The results of this will also be used, where appropriate, to help develop alternative provision to mitigate any adverse effects of these changes. An EIA will also be used to assist Members in making decisions about public transport provision following completion of the public consultation.

(5) **Property Considerations** There are no property considerations associated with this report

In preparing this report the relevance of the following factors has been considered; legal, prevention of crime and disorder, environmental, health, human resources and transport considerations.

(6) **Background Papers** None. Officer contact details – Steve Cannon (extension 38148).

(7) **Key Decision** Yes.

- (8) **Officer Recommendations** It is recommended that Cabinet:
- 8.1 Approves the interim list of priorities for local bus services as a basis for public consultation.
 - 8.2 Approves the list of service changes outlined in the Appendix to the report as a basis for public consultation.
 - 8.3 Authorises officers to commence work on a comprehensive review of the supported bus network and public transport subsidies provided by the County Council.
 - 8.4 Authorises the Cabinet Member for Highways and Transport to consider a report on the detailed proposals for public consultation.
 - 8.5 Notes that, following completion of the public consultation, a further report will be submitted to Cabinet with an Equality Impact Assessment, setting out detailed proposals to achieve budget savings in the supported bus network and public transport subsidies.

Ian Stephenson

Strategic Director – Environmental Services

Contract(s)	Service Number(s) & Route Description(s)	Current Operator	Days of Operation	Reason	Main Impacts	Proposed actions to mitigate main impacts (subject to cost & available funding)
00178/019	19 Sandiacre - Long Eaton	Doyles	Monday - Saturday	Alternative services available along majority of route. Service 8 operates between Sandiacre Coronation Avenue and Long Eaton Green. INDIGO provides service for Wilsythorpe and New Sawley to Long Eaton.	Loss of service for Fields Farm Road/Bosworth Way, Long Eaton and Wilsythorpe Meadows.	Provide alternative services for Fields Farm Road/Bosworth Way, Long Eaton.
00180/096	96 Chesterfield - Tibshelf - Alfreton	TM Travel	Evenings & Sundays	Alternative services available along majority of route. Chesterfield - Williamthorpe (PRONTO), Chesterfield - North Wingfield - Pilsley (Service 97), Tibshelf - Alfreton (Service 1), Availability of other services. Glossop - Hadfield (Service 237 & 393), Glossop - Tintwistle - Hollingworth (Service 237), Glossop - Hyde (Services 202/341)	Loss of evening service between Williamthorpe and North Wingfield and for Hardstoft. Last departures Service 96 1740 from Chesterfield and 1835 from Alfreton. No Sunday Service 96.	Reroute other local services to provide replacement journeys for travel into Glossop. This will also provide interchange opportunities for onward travel to Hyde.
00182/397	397 Glossop - Tintwistle - Hyde	Speedwellbus	Monday - Saturday	Combined usage fewer than 7,500 passengers per annum. Services have a high cost per passenger (£5.73). Alternative services between Derby and Coxbench (Service 9.2).	Loss of bus service to some areas of Glossop, Hadfield & Tintwistle. Loss of direct service to Hyde.	
00186/138	7.3 Kilburn - Derby & 138 Belper - Heanor	TM Travel	Monday - Saturday (Evening journeys only)	Limited usage in Hilcote. Vast majority of passengers travel between points where alternative services are available. Alternative services available between Alfreton and South Normanton (Services 9.1, 9.2 and 331), Alfreton - South Normanton - East Midlands Designer Outlet - Sutton (Services 9.1 & 9.2), Alfreton - Blackwell Hotel - Huthwaite - Sutton (Service 1).	Loss of evening journeys between Coxbench and Kilburn and Belper and Heanor.	
00187/099	99 Alfreton - Hilcote - Fulwood Industrial Estate - Sutton	TM Travel	Monday - Saturday	Combined average usage of 750 passengers per month with a cost per passenger of £6.80. Alternative services available between Alfreton and Ripley (Services 9.1 & 9.2). Alternative service available between Belper and Derby (Service 6.1)	Hilcote would be unserved.	Replacement service for Hilcote.
00195/061	6.1 Belper - Matlock, 6.3 Belper - Ripley (evenings journeys only), 7.1 Derby - Belper, 17 Chesterfield - Matlock (evening journeys only), 140 Matlock - Alfreton - Ripley & 215 Chatsworth - Matlock (one journey)	Trent Barton	Sundays & Bank Holidays	Majority of provision is for leisure based usage. Alternative provision between Bakewell and Buxton from Transpeak service. Later journeys available between Buxton and Castleton using services 65 and 173.	Loss of Sunday service or Sunday evening service for affected areas.	Retain 6.1 service and 140 service (between Matlock and Alfreton) except for evening journeys which are poorly used. Provide alternative arrangements to maintain 215 journey.
00204/170	170 (Barrow Hill) - Chesterfield - Baslow - Bakewell - (Buxton) & 260 Castleton - Edale. Plus one journey each on 66 Tideswell - Chesterfield, 68 Buxton - Castleton (one journey) & 174 Baslow - Castleton.	Hulleys	Sundays & Bank Holidays		Loss of Sunday leisure based links into Peak District / Bakewell & Buxton.	Retain 66 Tideswell - Chesterfield journey & 170 Chesterfield - Bakewell service which are multi-purpose service provision

Contract(s)	Service Number(s) & Route Description(s)	Current Operator	Days of Operation	Reason	Main Impacts	Proposed actions to mitigate main impacts (subject to cost & available funding)
00113/181	181 Sheffield - Holmesfield - Bakewell - Hartington & 215 Sheffield - Bakewell - Matlock (1555 journey from Sheffield and 1120 journey from Bakewell)	TM Travel	Sundays & Bank Holidays	Service 181 is primarily a leisure based service operating between Sheffield - Holmesfield - Bakewell and Hartington on Sundays and Bank Holiday Mondays. The service also has a high cost per passenger (£7.04) and carries just 2,000 passengers a year. Some alternative services available for parts of route - Sheffield - Dronfield Woodhouse (Service 43), Sheffield - Bakewell (Service 215) Owlbar - Baslow - Bakewell (Service 218)	Loss of Sunday leisure based links into Peak District / Bakewell.	Provide replacements for 215 journeys covered by this contract
00144/067	66A/67 Chesterfield - Tideswell - Manchester (Two return journeys each day)	TM Travel	Daily	Very limited use of Tideswell - Manchester section of route. Alternative services available for parts of route through Transpeak service and Service 190 (Buxton - Chapel - Chinley - Whaley Bridge) with interchange at Chinley or Whaley Bridge Rail Stations for New Mills, Stockport or Manchester	Loss of Trans-Peak District links.	Retain Chesterfield - Tideswell section of route which form part of the 66/66A service.
00146/122	122 Leen Valley - Shirebrook - Langwith - Whaley Thorns	TM Travel	Monday - Saturday	Alternative services available along majority of route. Service 82 (Chesterfield - Shirebrook - Langwith) and Service 23 (Mansfield - Shirebrook - Langwith) between Langwith North Street and Shirebrook Market Place.	Loss of bus service for Leen Valley Drive and Whaley Thorns.	Provide alternative services for Leen Valley Drive and Whaley Thorns.
00157/170 & 20180/178	170 Chesterfield - Baslow - Bakewell, 171 Chesterfield - Bakewell - Youlgreave, 172 Bakewell - Winster - Matlock, 173 Bakewell - Monsal Head & 178 Bakewell - Shutts Lane	Hulleys	Monday - Saturday (Evening journeys only)	Combined total use is fewer than 350 passengers per month. High cost per passenger journey at £6.51.	Loss of evening journeys for affected areas. No alternative services available at these times.	
00162/033	33 Chesterfield Orbital	TM Travel	Monday - Saturday	Availability of alternative bus journeys over a large proportion of the route. Chesterfield - Royal Hospital (Services 80, 82 & 83), Calow - Brimington (Service 80), Whittington Moor (Services 25, 43, 44, 50, 99, 293 & X17), Newbold (Services 5 & 10), Holme Hall (Services 29 & 170), Ashgate Hospice (Service 170), Brampton (Service 80), Walton Hospital (X17).	Interchange in Chesterfield Town Centre required for many journeys due to loss of direct service. Loss of bus service for Brimington Road North/Station Road Brimington.	Replacement bus service to be provided for Brimington Road North/Station Road Brimington.
00172/21E	21E Swadlincote - Burton	Midland Classic	Monday - Saturday (Evenings) & Sundays	Timetable change to reduce cost through more efficient operation. Maintains service coverage in Derbyshire.	Revised route in Swadlincote area. Service to terminate at Burton New Street (loss of direct service to Queens Hospital)	

Contract(s)	Service Number(s) & Route Description(s)	Current Operator	Days of Operation	Reason	Main Impacts	Proposed actions to mitigate main impacts (subject to cost & available funding)
00205/017, 20189/061 & 20074/R61	6.1 Derby - Belper - Matlock, 17 Chesterfield - Matlock (Sundays & Bank Holidays), 17A Chesterfield - Matlock 140 Matlock - Alfreton & 172 Stanton in Peak - Winster - Matlock	Stagecoach in Chesterfield & Trent Barton (6.1)	Monday - Saturday (Evening journeys only), except service 17 (Sundays and Bank Holidays)	Limited use of evening journeys on Services 140 & 172 and Hurst Farm Estate (17A). Rationalisation of provision will provide savings. Services 6.1 and 140 duplicate provision between Matlock and Cromford. Alternative provision between Derby and Belper (Service 6.3)	Loss of evening services for affected areas.	Maintain evening services to revised timetable for Services 6.1 and 17 and Sunday/Bank Holiday services on Service 17.
19918/222	89A Chesterfield - Derwent & 222 Derwent Dams shuttle	TM Travel	Saturdays, Sundays & Bank Holidays	Leisure based service providing weekend and Bank Holiday access to Derwent. Service is used by 7,000 passengers per annum at a cost of £4.41 per passenger. Later/Earlier journeys available between Barlow and Chesterfield (Service 89).	Loss of Sunday leisure links.	
20018/003	3 Ashgate - Chesterfield - Royal Hospital. Diversion of service to operate via Calow Lane	Stagecoach in Chesterfield	Monday - Saturday	Limited use of service along funded section (majority of route is commercial)	Loss of bus service for Calow Lane.	Alternative service for Calow Lane between Chesterfield and Royal Hospital through rerouting of supported bus network
20019/0AL	SKY Derby - East Midlands Airport (0620 Derby - East Midlands Airport only)	Kinch	Monday - Saturday	Earlier (0520) and later (0700) journeys available. Funding provides very small part of what is now a 24 hour service.	None	
20021/077	Worksop - Chesterfield (0857, 0935, 1035 & 0910 return)	Stagecoach East Midlands	Sundays & Bank Holidays	Sunday morning journeys - later commercial services available (1135 and 1010 return). Service 70 covers majority of route between Staveley and Chesterfield on an hourly frequency from 0901 onwards.	Loss of journeys opportunities on sections of route where alternatives not available or time of arrival or departure is an issue.	
20025/PRO	PRONTO Heath - Chesterfield (0801 departure only)	Stagecoach East Midlands	Sundays & Bank Holidays	First morning journey - later journeys available (0921)	Loss of journey opportunities where arrival time is an issue.	
20046/003	3 Swadincote - Burton (0510 departure only)	Arriva	Monday to Friday	Early morning journey - later journeys available (0610 onwards).	Loss of journey opportunities where arrival time is an issue.	
20105/0BC	BC Hleanor - Ilkeston - Derby (evening journeys only)	TM Travel	Sundays & Bank Holiday Evenings	Contracted journeys carry fewer than 150 passengers a month at a cost of £5.66 per passenger.	Loss of Sunday evening services for affected areas. Last departures would become 1600 from Derby and 1655 from Hleanor.	
20130/066	44B Chesterfield - Newbold, 66 Chesterfield - Baslow & 89 Chesterfield - Barlow	TM Travel	Fridays & Saturday One Late evening journey	Services operate Friday and Saturday evenings only and predominantly cater for leisure based trips. Cost per passenger is £4.88. Later journey to Whittington available at 2300 (43/44).	Loss of late evening weekend services for affected areas.	
20137/331	331 Alfreton - Pinxton (0738, 0823 & 1808 journeys from Pinxton and 1750 journey from Alfreton only)	Doyles	Monday - Saturday	Alternative services available along route. Between Alfreton and South Normanton Services 9.1/9.2/9.3. Between Alfreton, South Normanton and Pinxton Service 9.3.	Limited impact - alternative services available	

Contract(s)	Service Number(s) & Route Description(s)	Current Operator	Days of Operation	Reason	Main Impacts	Proposed actions to mitigate main impacts (subject to cost & available funding)
20139/027	251 Crystal Peaks - Norwood (1920 journey only)	TM Travel	Monday - Saturday (Evening journey only)	Service has a high cost per passenger (£8.90) and carries less than 25 passengers a month. Some alternative travel opportunities available through interchanging at Halfway.	Loss of last departure from Crystal Peaks. Last departure would become 1835.	
20149/DAB	Bingo Bus Willington, Repton, Hartshorne, Breiby - Swadlincote/Burton	Swadlincote Community Transport	Thursdays	Leisure service. Service carries fewer than 400 passengers each year at a cost of £6.21 per passenger.	Loss of leisure based service. No alternatives available.	
20159/021	21 Swadlincote - Burton (funding for extension to Gresley Wood Road)	Midland Classic	Monday - Saturday	Alternative service available (Service 3) for Gresley Wood Road.	None	
20182/172	173 Bakewell - Monsall Head - Bakewell (1845 Bakewell to Monsall Head and return journey to Bakewell)	Hulleys	Monday - Saturday (Evening journey only)	Journey carries fewer than 700 passengers each year at a cost of £6.85 per passenger.	Loss of evening service for affected areas. No alternatives available at this time. Last departure 1715 from Bakewell.	
20188/065	65 Buxton - Litton (0700 journey only)	TM Travel	Monday to Friday	Journey carries an average of just 94 passengers a month at a cost of £6.57 per passenger.	Loss of first departure from Buxton. No alternative services at this time (next departure 0900)	
20188/185	185 Burrow - Harpur Hill - Buxton - Fairfield Estate	Trent Barton	Monday - Saturday (Evening journeys only)	Service carries fewer than 350 passengers a month at a cost of £4.69 per passenger	Loss of evening service for affected areas. No alternatives available at this time. Last departures 1815 from Burrow, 1753 from Fairfield Estate	