

**CANNOCK CHASE COUNCIL**  
**MINUTES OF THE MEETING OF THE**  
**ECONOMIC DEVELOPMENT AND PLANNING POLICY DEVELOPMENT COMMITTEE**  
**TUESDAY 14 JULY 2015 AT 4.30 P.M.**  
**IN THE CIVIC CENTRE, BEECROFT ROAD, CANNOCK**

**PART 1**

PRESENT:  
Councillors

Cooper, Miss J. (Chairman)  
Johnson, T.B. (Vice-Chairman)

Alcott, G.	Lea, C.I.
Buttery, M.	Snape, P.A. (substitute)
Dudson, Miss M.J.	

Also Present:

- Richard Emery – Arriva Midlands
- Dan Flanagan – Arriva Midlands
- Keith Myatt – Arriva Midlands
- Jeff Tucker – Connectivity Operations Manager, Staffordshire County Council
- Councillor Mark Winnington – Staffordshire County Council Cabinet Member for Economy, Environment and Transport

**1. Apologies**

Apologies for absence were received from Councillors G. Burnett, B. Gamble and M. Sutherland (substituted by Cllr. P.A. Snape).

**2. Declaration of Interests of Members in Contracts and Other Matters and Restriction on Voting by Members**

No Declarations of Interests were made in addition to those already confirmed by Members in the Register of Members' Interests.

**3. Bus Service Network Changes**

For the benefit of new Members on the Committee, John Morgan, Planning Officer, provided background history of the proposed bus service network changes, the initial meeting in April with County Officers and the reasons why this meeting had been called.

Staffordshire County Council (SCC)

The Chairman invited the SCC representatives to explain their recent changes to the supported bus network and the rationale behind those changes based on consultation papers sent to Cannock Chase District Council in April 2015.

Councillor Alcott commented that the proposals detailed in the Community Impact Assessment (Item 3.1 – 3.22 of the Official Minutes of the Council) did not fully reflect the proposals that SCC representatives had discussed with the Council in April 2015, and was concerned that Members had not been made aware sooner of the final proposals.

County Councillor Winnington replied that the proposed changes to the county-wide network had been published on 18 May 2015 (along with specific proposals for each borough/district) and all County Councillors, borough/district council's chief executives and leaders had been written to about the changes. Part of the reasoning behind the review was that some smaller routes which had been previously established were no longer viable due to low demand, therefore the cost per head per passenger had increased to an unsustainable level.

Jeff Tucker gave further background about the purpose of the review:

- Supported bus network net budget had reduced from £3.1m to £2m;
- Review focussed on passenger usage, revenue, subsidy levels, cost per head, alternative routes and any other available options;
- Education and health related journeys were deemed to be a priority;
- Liaised with commercial operators about sub-contracted routes;
- Undertook physical review on routes of actual passenger numbers.

Councillor M. Dudson queried if the consultation details about the review were available on the website.

County Councillor Winnington replied that the details of the consultation were included within the member delegated decision document which was available on the SCC website.

Jeff Tucker further replied that specific survey data and information could be provided if requested.

County Councillor Winnington commented that it was important to clarify that 98% of bus journeys within the area were commercial operated, therefore this review was only focussed on the remaining 2% of journeys undertaken.

Jeff Tucker then provided further details about the review:

- Some changes made were as a result of removing potential overlaps with routes provided by commercial operators, as those operators could challenge the County Council over lost revenue;
- Tried to minimise changes where possible and retain the core supported network;
- Trying to work with health organisations and other partners to provide more efficient services.

Michael Tichford, Head of Economic Development & Planning queried if the review was an ongoing process.

Jeff Tucker replied that the review of routes 23 and 67 was the primary focus at present, and should be completed by the end of the week, however reviews of all routes would continue to assess continued viability.

Councillor Alcott queried how much the total saving was a result of this review in the Cannock Chase Council area.

Jeff Tucker replied that it was £159,000 (net cost). He also clarified that at present, 80% of journeys currently made were on commercially operated services, and following the changes 98% of journeys could still be made on these commercial routes.

Councillor T. Johnson queried how voluntary transport services were being used.

Jeff Tucker replied that a lot of work had been undertaken to try and encourage an increase in voluntary car schemes through having more volunteers and a greater number of services operating, however only limited success had been achieved so far. Additionally, greater use of community transport schemes was also being looked into.

The Chairman queried if extra funding was being made available to support an increase in voluntary schemes.

Jeff Tucker replied that no extra funding was available. At present £185,000 was provided to support 21 voluntary car schemes across Staffordshire, but it was important to note that this funding level had not reduced.

Councillor Alcott then commented that since 2002, the level of routes and services operating in the District had reduced by nearly half.

*(County Councillor Winnington left the meeting at this point and did not return.)*

### Arriva

The Chairman invited the representatives from Arriva to explain their planned changes to the Cannock district area network.

Dan Flanagan reported that UKBus had tasked all commercial bus operators to look at how services were run and provided, so this review was separate to the one being undertaken by SCC. Service frequencies had been revised up or down on individual routes to reflect demand.

Richard Emery then circulated a list of all routes which served the Cannock area and talked through the planned new routes and timetable frequencies:

### **Individual routes:**

Proposed Service	Route	Mon-Fri Day Frequency	Sat Day Freq.	Evening Freq.	Sunday Day Freq.	Sun Eve Freq.
1	Huntington-Cannock-Great Wyrley-Bloxwich-Walsall	30mins	30mins	-	-	-
2	Cannock-Cheslyn Hay-Great Wyrley-Bloxwich-Walsall	30mins	30mins	-	-	-
2e	Pye Green-Cannock-Cheslyn Hay-Great Wyrley-Bloxwich-Walsall	-	-	60mins	60mins	60mins

Proposed Service	Route	Mon-Fri Day Frequency	Sat Day Freq.	Evening Freq.	Sunday Day Freq.	Sun Eve Freq.
3	Cannock-Heath Hayes-Norton Canes-Brownhills-Walsall	30mins	30mins	-	-	-
Proposed Service	Route	Mon-Fri Day Frequency	Sat Day Freq.	Evening Freq.	Sunday Day Freq.	Sun Eve Freq.
19	Cannock-West Chadsmoor-Hednesford-Heath Hayes-Cannock	60mins	60mins	-	-	-
20	Cannock-Heath Hayes-Hednesford-West Chadsmoor-Cannock	60mins	60mins	-	-	-
21	Cannock-Shoal Hill	60mins	60mins	-	-	-
25	Cannock-Pye Green-Hednesford-Chadsmoor-Cannock	12mins	15mins	-	-	-
26	Cannock-Chadsmoor-Hednesford-Pye Green-Cannock	12mins	15mins	60mins	60mins	60mins
60	Cannock-Norton Canes-Burntwood-Lichfield	-	-	60mins	120mins	120mins
x60	Cannock-Norton Canes-Burntwood-Lichfield-Tamworth	30mins	30mins	-	-	-
61	Cannock-Hednesford-Wimblebury-Burntwood-Lichfield	60mins	60mins	-	-	-
62	Cannock-Hednesford-Hazelslade-Burntwood-Lichfield	60mins	60mins	-	120mins	-
70	Rugeley-Hednesford-Cannock-Cheslyn Hay-Featherstone-Wolverhampton	am/pm peak	am/pm peak	-	120mins	-
x70	Brereton-Rugeley-Hednesford-Cannock-Featherstone-Wolverhampton	30mins	30mins	-	-	-
71	Cannock-Cheslyn Hay-Essington-Wednesfield-Wolverhampton	60mins	60mins	-	-	-
74	Cannock-Huntington-Brocton-Stafford-Hospital-University-Beaconside	60mins	60mins	-	-	-
75	Cannock-Huntington-Penkrige-Stafford-Hospital-University-Beaconside	60mins	60mins	60mins	120mins	-
825	Stafford-Milford-Colwich-Springfields-Rugeley-Handsacre-Lichfield	30mins	30mins	60mins	60mins	60mins
826	Stafford-Great Haywood-Colwich-Etching Hill-Rugeley-Brereton	30mins	30mins	-	-	-

**Combined routes:**

Proposed Service	Route	Mon-Fri Day Frequency	Sat Day Freq.	Evening Freq.	Sunday Day Freq.	Sun Eve Freq.
1/74/75	Huntington-Cannock	15mins	15mins	60mins	120mins	-
1/2/2e	Cannock-Great Wyrley-Bloxwich-Walsall	15mins	15mins	60mins	60mins	60mins
Proposed Service	Route	Mon-Fri Day Frequency	Sat Day Freq.	Evening Freq.	Sunday Day Freq.	Sun Eve Freq.
3/60/x60	Cannock-Heath Hayes-Norton Canes	15mins	15mins	60mins	120mins	120mins
2e/25/26	Cannock-Pye Green / Hednesford-Cannock	6mins	7/8 mins	30mins	30mins	30mins
60/x60/61/62	Cannock-Burntwood-Lichfield	15mins	15mins	60mins	60mins	120mins
61/62/x70	Cannock-Huntington Terrace Road-Hednesford	15mins	15mins	-	120mins	-
61/62	Cannock-Hednesford-Littleworth	30mins	30mins	-	120mins	-
74/75	Cannock-Stafford-Hospital-University	30mins	30mins	60mins	120mins	-
825/826	Brereton-Rugeley-Springfields-Colwich-Stafford	15mins	15mins	60mins	60mins	60mins

Councillor Alcott queried how the 'New Life' service had been operating.

Dan Flanagan replied that the service had not been providing results first hoped, but it was too soon at present to considering withdrawing the service as there was still a need to assess the route for passengers as not all found it a viable option.

John Morgan commented that there were lots of positives about the planned new routes, but equally there were concerns about route changes which adversely affected existing residents such as those in the central area of Pye Green valley.

Councillor T. Johnson queried if any likely environmental impact had been established due to increased car journeys where services were decreasing.

Jeff Tucker replied that nothing in particular had been identified by SCC during the review process.

Councillor Snape thanked Arriva for the fleet of new buses which had recently been introduced into the area.

Councillor queried if the planned route changes by SCC would result in staffing reductions at the Arriva depot.

Dan Flanagan replied there would be no adverse effect on staffing as best use would be made of the resources available.

Councillor Snape queried how often services and routes would be reviewed following the launch of the new timetable in September 2015.

Richard Emery replied that reviews would be ongoing, and happen when required.

Jeff Tucker advised that SCC would provide feedback to Cannock Chase Council as required on future proposals for network changes.

*(Jeff Tucker and the representatives from Arriva left the meeting at this point and did not return.)*

Councillor Alcott requested that Officers review the proposals from Arriva and follow up SCC issues, and then feedback to Arriva and SCC as necessary with thoughts/views on the changes.

Councillor M. Dudson commented that consultation should take place with district level councillors to ensure meaningful consultation has happened.

Councillor Buttery commented that district councillors were put in a difficult position as they were unable to help residents with complaints if they weren't made aware of changes to services.

Councillor Snape suggested that officers should compare the documents provided by both SCC and Arriva to determine where residents would lose out on service provision.

John Morgan replied that couple of gaps in provision had already been noticed, but both documents would be fully reviewed as a matter of course.

Michael Tichford commented that it may also be useful for Members to know how disadvantaged groups and those operating voluntary transport services would be affected by the changes.

The meeting closed at 6:00pm.

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CHAIRMAN