

Have your say on how the county council funds bus services in Hertfordshire

We fund **11% of bus passenger journeys** in Hertfordshire

We are seeking **your views on proposed changes** to how we fund bus services

Have your say about how we spend your money online
www.hertsdirect.org/busconsult

Please respond by **10 April 2015**
to ensure your voice is heard



If you don't have internet access you can visit your local library where free internet access is available or you can call 0300 123 4036 to request a form



www.hertsdirect.org/busconsult



Introduction

Between 2010 and 2014, Hertfordshire County Council worked hard to deliver savings totalling £150 million, while protecting essential front line services. Due to further reductions in national funding and a rapidly increasing demand for key services, such as adult social care, it is anticipated that the county council will need to save a similar amount over the next four years. The authority has already identified a number of additional savings which go some way to reducing this funding gap to £67.4 million by 2017/18. However, it is clear that the council will need to find other ways to achieve the significant level of savings required. As part of this process, we are looking at all the things we do as a council to see where savings could be made.

The county council's draft budget for 2015/16 – 2017/18 includes a reduction in the budget available for subsidising bus services of £0.858 million in 2015/16, rising to £1.471 million in 2016/17 and 2017/18. There remains a savings gap in the draft budget for 2015/16 of £1.665m, which increases significantly in subsequent years so further savings and/or an increase/further increase in Council Tax may be required.

Buses in Hertfordshire

35.6 million bus passenger journeys are made each year in Hertfordshire and the county council uses taxpayers' money to support approximately 11% of these journeys. These are journeys which are not deemed to be commercially viable by bus operators. The remaining 89% of passenger journeys are made on commercial services and are not directly affected by the possible changes being proposed in this consultation. The proposals outlined in this consultation would affect around 2% of all the passenger journeys made in Hertfordshire.

Hertfordshire County Council could decide to continue to support bus services at the current level, but the need for savings would remain and the county council would therefore need to make additional savings from other county council services, increase Council Tax, use its financial reserves, or a combination of these approaches. It is important to note that the county council could only use its reserves once and these funds are already at a level which are considered prudent and the county council is therefore not minded to take this approach.

Our proposals

In 2014, we asked for your views on proposals to withdraw funding from contracted bus services which operate after 6.30pm on Mondays to Saturdays, and all day on Sundays. We have listened to your feedback and have modified our proposals to address some of the concerns which were raised.

We are now proposing to:

- **Withdraw funding from contracted services which operate after 7.30pm**, rather than the 6.30pm cut off point proposed previously. This would produce a saving of approximately £0.525 million per annum.
- **Withdraw funding from contracted bus services on Sundays, except for routes which directly serve hospitals until 7.30pm**. This would produce a saving of approximately £0.137 million per annum.
- **Modify our existing Value for Money Criteria** to help determine which routes and services will receive funding, taking into account a range of factors including cost per passenger journey and need. This will enable the county council to use its limited resources most effectively, and save approximately £0.809 million per annum.
- **Amend the Bus Strategy** to reflect any changes in the way we support and fund bus services. The Bus Strategy is a document that sits within the framework of the Local Transport Plan that sets out high level transport policies and strategies.

In Hertfordshire approximately £9 million is spent on supporting local bus services, which is made up of developer contributions, government grants, income from fares on contracted services and contributions from Hertfordshire County Council. If approved, these new proposals would save approximately £858,000 in 2015/16 and £1.471 million in a full year from the county council's contribution which was £4.212 million for 2014/15.

A list of all the bus services directly funded by the county council is listed in Table A, at the back of this document. This list shows if the services are at risk of being withdrawn, reduced in some way or are not affected by the proposals.

We would like to know what you think about these proposals. Please respond by 10 April 2015. You can complete the survey online at www.hertsdirect.org/busconsult.

If you would like help to understand the information in this document, or receive a large print or Easy Read version, please visit www.hertsdirect.org/busconsult, telephone 0300 123 4036, or email hertsdirect@hertfordshire.gov.uk. An interpreting service is also available for those who need it.

Frequently Asked Questions

How do I know if the service I use could be affected by these proposals?

These proposals would affect around 2% of all the passenger journeys made in Hertfordshire. The majority of bus users in Hertfordshire travel on bus services which would not be affected directly by these proposals.

Hertfordshire County Council currently funds approximately 125 contracted services. Table A, at the back of this document, lists the services which

- (a) would be reduced/withdrawn if these proposals were agreed following consultation
- (b) would be at risk of being reduced/withdrawn if, as a result of the consultation, changes were made to the proposed order in which the Value for Money Criteria were to be applied.

Indicative timetables which highlight journeys that would be affected by withdrawing funding after 7.30pm Mondays to Saturdays and withdrawing all funding on Sundays, except for services directly serving hospitals up to 7.30pm, can be found at www.hertsdirect.org/busconsult. Paper copies of these indicative timetables are also available to view at all Hertfordshire libraries, county council offices (County Hall, Hertford; Farnham House, Stevenage; Apsley, Hemel Hempstead and Mundells, Welwyn Garden City) and District and Borough Council offices.

Why are you consulting us again?

We are consulting you again because, having listened to the feedback from the first consultation, we have amended our proposals. In view of the savings required in the draft budget we are also proposing to modify our existing Value for Money Criteria and amend the Bus Strategy accordingly. We would like to know what you think about these new proposals before making any decisions.

What is the existing Value for Money Criteria and why are you proposing to amend this?

The existing Value for Money Criteria combines the cost per passenger journey and passenger need/benefit to help determine which routes and services will receive funding.

These are banded as follows:

Cost		Passenger benefit/need
Very low	Up to £0.99	Reasonable alternatives available
Low	£1 - £1.99	Shorter distance town services
Medium	£2 - £2.99	Inter - urban type services
High	£3 - 3.99	Rural services
Very high	£4+	Remote rural services

However, the existing criteria does not enable funding to be used most effectively when resources are limited. For example, some remote rural services may be favoured over town services, despite the urban service being needed by more passengers and at a lower cost per passenger. The county council is proposing to amend the existing criteria so that a broader range of factors and needs will be taken into account when allocating limited resources.

What are the factors and needs in the proposed Value for Money Criteria and how would these be applied?

The county council is proposing to take account of all of the factors and needs listed below to decide which bus services to fund. All of the factors and needs are considered to be important in the decision making process. However, the factors and needs at the top of the list, such as whether there are commercial/other bus services in the area and the cost per passenger journey, would influence the decision to fund a service more than those factors and needs at the bottom of the list.

The proposed factors/needs in order of priority are:

1. the availability of commercial/other bus services in the area

The county council is more likely to fund, or continue to fund, a service where there are no other suitable alternative bus or coach services.

2. the cost per passenger on each service

The cost per passenger for each service is calculated by dividing total cost of the service by the total number of passenger journeys. In 2013/2014, the average cost per passenger for Hertfordshire County Council contracted services was approximately £1.50. The maximum cost per passenger which the county council funded in 2013/14 was approximately £9.00. To ensure that the county council is obtaining the best value for money, the cost per passenger for each service will be reviewed in relation to the available budget. Services which cost less per passenger journey would be favoured over services with higher costs per passenger. In view of the savings required in the draft budget, services which currently cost in the region of £3.50 or more per passenger journey and whose cost cannot be reduced would be at risk of withdrawal.

3. the number of passengers

The county council would consider the level of use of each service.

4. the level of use by elderly and disabled passengers

The county council would aim to prioritise those services which are most used by elderly and disabled passengers.

5. other alternatives available, including choice of destinations and other travel modes, including community transport options

When deciding whether to fund or continue to fund a contracted bus service, the county council would consider the alternative travel options in the area. For example, access to alternative destinations served by other bus services, and other transport services. The county council would be more likely to fund services in areas where there were limited alternative transport options.

6. the net cost of contracts

The county council would be more likely to continue funding contracts with bus operators which have lower costs.

7. the likely future role of the service

Each service would be considered in relation to its role within the bus network at the current time and its future potential. For example, the county council would seek to support services which are likely to be funded through external contributions in the future.

8. travel by young people for whom the county council has a statutory duty to provide transport between home and school/college

Some children and young people who are entitled to free home to school transport currently travel on bus services funded by the county council. The county council would take into consideration the number of entitled children and young people travelling on a contracted bus service when deciding which services to fund. If the service were to be reduced or withdrawn, the county council would continue to meet its duty to children and young people entitled to free transport by providing alternative means of travel, for example

on a school coach or taxi. The county council would aim to provide funding for the most cost effective option.

How will Public Holiday services be affected by the proposals?

If these proposals were agreed, Public Holiday services currently funded by Hertfordshire County Council would not operate after 7.30pm.

What will happen to bus journeys that start before 7.30pm but carry on after this time?

The county council is proposing to withdraw funding from contracted bus services which operate after 7.30pm. When a journey starts before 7.30pm and carries on after this time, the county council will decide when and where to terminate the service. The decision to curtail, withdraw or continue the journey to the final destination will depend on each individual service. Sometimes this decision would mean that the journey continues slightly beyond 7.30pm and in other circumstances the journey may be curtailed prior to 7.30pm. Indicative timetables which highlight how each journey may be affected by the proposals are available to view online www.hertsdirect.org/busconsult and at all Hertfordshire libraries, county council offices (County Hall, Hertford; Farnham House, Stevenage; Apsley, Hemel Hempstead and Mundells, Welwyn Garden City) and District and Borough Council offices.

Where can I find out what changes are being proposed to the Bus Strategy?

The proposed changes to the Bus Strategy are available to view on the Bus Consultation website www.hertsdirect.org/busconsult. Paper copies of the Bus Strategy showing the proposed amendments are also available to view at all Hertfordshire libraries, county council offices (County Hall, Hertford; Farnham House, Stevenage; Apsley, Hemel Hempstead and Mundells, Welwyn Garden City) and District and Borough Council offices.

When I travel by bus, I pay the full fare. Could I be affected by these proposals?

Yes, you could be affected if you travel on a bus which is funded by the county council. You can use Table A, at the back of this document, to see if the service you use could be affected by these proposals.

When I travel by bus, I use an older person's concessionary pass/disabled person's pass/young person's student pass. Could I be affected by these proposals?

Yes, you could be affected if you travel on a bus which is funded by the county council. You can use Table A, at the back of this document, to see if the service you use could be affected by these proposals.

Is my older person's concessionary pass/disabled person's pass/young person's student pass going to be taken away?

No. The county council is not proposing to withdraw or discontinue your pass. These proposals relate to the funding which Hertfordshire County Council uses to contract bus services.

I am entitled to free school transport. Are you going to stop me from being able to get to and from school?

No. If a child or young person is entitled to free school transport, the county council will continue to provide them with transport to and from school, although the method of transport may change.

When will a decision be made?

The feedback from this consultation on the proposals to withdraw funding from contracted services which operate after 7.30pm; to withdraw funding from contracted bus services on Sundays, except for routes which directly serve hospitals until 7.30pm and to modify our existing Value for Money Criteria will be presented to the Highways and Waste Management Panel in May 2015 and then to Cabinet. Cabinet will carefully consider the responses to the consultation and decide whether to proceed with the proposals, subject to amendment of the Bus Strategy which is a matter for Full Council.

The feedback from this consultation on the proposal to amend the Bus Strategy will be presented to Full Council in May 2015 where it will carefully consider the responses to the consultation and decide whether to proceed with the proposed amendments.

Appendix A of the Bus Strategy: Proposed amended Value for Money Criteria

In general the county council will not provide funding for:

- a. Services or journeys operating in the evenings after 7.30pm.
- b. Services or journeys operating on Sundays unless they directly serve hospitals in which case they would run until 7.30pm.
- c. Special services for home to school transport unless there is a statutory requirement to provide free transport.
- d. Services operating beyond the nearest suitable destination outside the county unless there is a funding contribution from the relevant neighbouring authority or a reciprocal cross-boundary agreement.

To manage within available financial resources at any given time for the bus network as a whole, the county council will take account of the following factors and needs in the order set out below in determining route and service patterns:

1. the availability of commercial /other bus services in the area
2. the cost per passenger on each service
3. the number of passengers
4. the level of use by elderly and disabled passengers
5. other alternatives available, including choice of destinations and other travel modes, including community transport options
6. the net cost of contracts
7. the likely future role of the service
8. travel by young people for whom the county council has a statutory duty to provide transport between home and school/college

All services will be kept under review and the criteria may be applied to individual journeys or sections of route where the service as a whole meets the criteria.

For services where the county council contributes to a contract provided by another authority, the criteria adopted by the contracting authority will apply, subject to the county council estimating whether the service within Hertfordshire would meet its own criteria and whether it could provide the service more effectively itself.

For services funded through development, by other authorities or from other external sources, the above criteria will not apply during the funding period but the county council will adopt its own criteria if the service is transferred to county council funding.

Table A: Contract services which could be affected by the proposals to:

1. Withdraw funding from contracted services which operate after 7.30pm
2. Withdraw funding from subsidised bus services on Sundays, except for routes which directly serve hospitals until 7.30pm
3. Modify our existing Value for Money Criteria

This table includes all the services supported wholly or mainly from the county council's own funds and one supported by East Herts District Council. Other contract services supported by external funding are not listed.

Please be aware that all contract services are subject to review and retendering.

Service	To and from	Present operator	Proposals			Days of week affected	Changes
			1	2	3		
2	Hemel Hempstead Bennetts End – Woodhall Farm Estate	Arriva		■		Sun	Would not run after about 7.30pm
3	Hemel Hempstead Long Chaulden – Town Centre	Arriva		■		Sun	Would not run after about 7.30pm
4	Hemel Hempstead Grovehill West – Station	Arriva		■		Sun	No changes proposed at this stage
8	Abbots Langley – Mount Vernon Hospital	Arriva			■	Mon-Sat	No changes proposed to section of route The Woods – Mount Vernon Hospital supported by HCC at this stage
8	Abbots Langley/Woodside – Mount Vernon Hospital	Redline	■	■		Daily	Would not run after about 7.30pm
10	Watford Woodside – Holywell Estate	Redline	■	■		Daily	Would not run after about 7.30pm. No change to Arriva journeys
10	Chrishall – Bishop's Stortford	Centrebus			■	Sat	Would no longer run
10	Stevenage Bedwell Circular	Centrebus			■	Mon-Sat	Journey supported by HCC subject to review
16	Royston Burns Road – Icknield Walk	Richmonds			■	Mon-Sat	No changes proposed at this stage
17	Breachwood Green - Luton	Centrebus			■	Mon-Fri	Journey supported by HCC subject to review
20	Anstey – Bishop's Stortford	C Myall & Son			■	Mon-Sat	Service would be reduced to one peak period return journey on schooldays only plus one return off-peak journey on Tuesdays, Thursdays only (see 27, 28)

Public Consultation Questionnaire

1. Are you completing this questionnaire on behalf of an organisation?

- Yes Please specify: Please go to question 6.
- No

2. Do you travel by bus in Hertfordshire?

- Yes
- No Please go to question 6.

3. Do you travel by bus on one or more of the services listed in Table A?

- Yes Please specify which services you use most frequently, for example Arriva 2:

- No Please go to question 6.

4. If the bus service(s) listed in Table A that you currently use, at the time that you use it, were not available, how would you travel instead?

(Please tick all that apply)

- I would travel on a different bus / at a different time
- I would drive
- I would travel by train
- I would walk
- I would cycle
- I would travel by taxi
- I would arrange a lift
- I would use community transport
- I would use Dial-a-Ride (<http://directory.hertsdirect.org/>)
- I would not be able to travel
- Other. Please specify:

5. What impact could reducing or withdrawing the service(s) you use have on you?

(Please tick one box)

- I could travel to where I want or need to go to, when I need to go there
- I could travel to where I want or need to go to, but I might have to change how or when I travel
- I could not travel to where I want or need to go to

Please use the box below to add any other comments relating to the possible impact that reducing or withdrawing services might have on you:

6. We are proposing to modify our existing Value for Money Criteria in the Bus Strategy to help determine which routes and services will receive funding, by taking into account the following factors and needs in the order set out below:

1. the availability of commercial/other bus services in the area
2. the cost per passenger on each service
3. the number of passengers
4. the level of use by elderly and disabled passengers
5. other alternatives available, including choice of destinations and other travel modes, including community transport options
6. the net cost of contracts
7. the likely future role of the service
8. travel by young people for whom the county council has a statutory duty to provide transport between home and school/college

a) Do you agree or disagree with the choice of factors and needs listed above?

A description of each factor and need is provided in the Frequently Asked Questions section.

(Please tick one box)

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
- Don't know

If you disagree, please could you say why and indicate any factors you think should be omitted or added?

b) Do you agree or disagree with the priority order in which the factors and needs have been listed?

When deciding whether a service should receive funding, the county council would consider all of the factors and needs in the Value for Money Criteria. The county council is proposing to apply the factors and needs in the priority order in which they are listed above.

(Please tick one box)

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
- Don't know

If you disagree, please could you say why and indicate the order of priority you would suggest?

7. We are proposing to amend sections of the Bus Strategy to reflect changes in the way we fund bus services. Do you agree or disagree with the proposed amendments to the Bus Strategy?

The proposed amended Value for Money Criteria can be found in the appendix at the back of this document. To view the complete strategy document with the proposed amendments to it, please refer to the "Bus Strategy – Proposed Amended Document for Public Consultation 2015" which can be found at www.hertsdirect.org/busconsult and is available to view at all Hertfordshire libraries, county council offices (County Hall, Hertford; Farnham House, Stevenage; Apsley, Hemel Hempstead and Mundells, Welwyn Garden City) and District and Borough Council offices.

(Please tick one box)

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
- Don't know

Please could you say why?

8. Do you agree or disagree with the proposal to withdraw funding from subsidised bus services after 7.30pm Mondays to Saturdays?

(Please tick one box)

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
- Don't know

Please could you say why?

9. Do you agree or disagree with the proposal to withdraw funding from subsidised bus services on Sundays, except for routes which directly serve hospitals which would run until 7.30pm?

(Please tick one box)

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
- Don't know

Please could you say why?

10. There are a variety of ways in which the county council could make savings to the contracted bus services we fund. Which saving suggestions would you consider to be reasonable?

(Please tick all that apply)

- Reduce the frequency of services
- Reduce services to alternate days
- Reduce the number of destinations served
- Merge bus routes (for example, where two services operate on the same route)
- Increase fares
- Withdraw services
- Other. Please specify any other suggestions you would consider reasonable to make savings to the bus service budget

- None of the above

11. If you disagree with the proposals to reduce funding for contracted bus services in Hertfordshire, please tell us in what other ways you think the county council should make the required savings. For example, should the county council increase Council Tax or reduce funding to other county council services, or both?

(Please tick all that apply)

Increase Council Tax

If you have ticked the Increase Council Tax box, would you be prepared to pay more Council Tax to preserve the current level of subsidy the county council pays to bus operators?

Yes

No

Reduce funding to other county council services. Please specify which county council service(s) you think should be reduced. See www.hertsdirect.org/services for a full list of county council services.

Other. Please specify:

None of the above

About you

Equal opportunities form

The information you provide in this form is confidential and will remain anonymous. The information will be used for monitoring purposes only, in accordance with the Data Protection Act 1998.

Postcode

Postcode

Prefer not to say

Gender

- Male
 Female
 Prefer not to say

Age

- | | |
|-----------------------------------|--|
| <input type="checkbox"/> Under 18 | <input type="checkbox"/> 65 - 74 |
| <input type="checkbox"/> 18 - 24 | <input type="checkbox"/> 75 - 84 |
| <input type="checkbox"/> 25 - 34 | <input type="checkbox"/> 85 - 89 |
| <input type="checkbox"/> 35 - 44 | <input type="checkbox"/> 90+ |
| <input type="checkbox"/> 45 - 54 | <input type="checkbox"/> Prefer not to say |
| <input type="checkbox"/> 55 - 64 | |

Do you consider that you have a longstanding illness or disability?

- No
 Physical disability
 Sensory impairment
 Learning disability
 Mental health
 Other. Please specify:
 Prefer not to say

Do you have a caring responsibility for an adult and/or a child with a disability?

- Yes
 No
 Prefer not to say

Ethnicity

White:

- English/Welsh/Scottish/Northern Irish/British
 Irish
 Gypsy or Irish Traveller
 Other White background

Mixed/multiple ethnic group:

- White and Black Caribbean
 White and Black African
 White and Asian
 Other Mixed background

Asian/Asian British:

- Indian
- Pakistani
- Bangladeshi
- Chinese
- Other Asian background

Black/African/Caribbean/Black British:

- African
- Caribbean
- Other Black background

Other ethnic group:

- Arab
- Any other ethnic background
- Prefer not to say

Religion

- No religion
- Buddhist
- Jewish
- Sikh
- Muslim
- Christian
- Hindu
- Other. Please specify:
- Prefer not to say

How did you hear about the consultation?

- HertsDirect website
- Horizons Magazine
- At a library
- On a service display screen
- Newspaper
- Radio
- Twitter/Facebook
- On the bus/ from the bus driver
- Email/letter from Hertfordshire County Council
- Friend/Colleague
- Campaign group
- Other. Please specify:
- Prefer not to say

Service	To and from	Present operator	Proposals			Days of week affected	Changes
			1	2	3		
23	Royston - Hitchin	Centrebus			■	Tues	Would no longer run
24	Rushden/Roe Green - Royston	Centrebus			■	Weds, Sat	Would no longer run (see 27)
25	Rushden/Buntingford Circular	Centrebus			■	Mon	Would no longer run
27	Hare Street - Royston	Centrebus			■	Weds	Would be revised to start from Bishop's Stortford and operate via Furneux Pelham and Anstey. Would be extended within Royston in part-replacement for 24
28	Furneux Pelham - Buntingford	Centrebus			■	Mon	Would be revised to start from Bishop's Stortford and operate via Furneux Pelham
30/31	Aldbury – Berkhamsted/Hemel Hempstead	Red Eagle			■	Mon-Sat	Service would be reduced to operate Aldbury – Ringshall – Little Gaddesden – Water End – Hemel Hempstead with two return journeys Mon-Fri only. Saturday service withdrawn. (see 354. Services already under review – see note 3 below)
32	Aldbury – Berkhamsted/Hemel Hempstead	Red Eagle			■	Mon-Sat	Service would no longer run (see 30/1 and note 3 below)
34	St Albans – Dunstable	Centrebus			■	Mon-Fri	Peak period services would be reduced
43	Chrishall – Royston	Centrebus			■	Sat	Would no longer run
44	Stevenage – Luton	Centrebus			■	Mon-Sat	Service subject to review under new policy
45	Stevenage – Luton	Centrebus			■	Mon-Fri	Service subject to review under new policy
51	Chipperfield – Hemel Hempstead	Red Eagle			■	Tues, Thurs	No changes proposed at this stage
53	Letchworth Lordship – Wilbury Hills Circular	Landmark			■	Mon-Sat	No changes proposed at this stage
55	Letchworth Grange Estate - Stevenage	Arriva		■		Sun	No changes proposed at this stage

Service	To and from	Present operator	Proposals			Days of week affected	Changes
			1	2	3		
80	Westmill Estate - Stevenage	Centrebus			■	Mon-Fri	The peak period service between Hitchin Town Centre and Oakfield would be reduced. No changes proposed at this stage to Grimstone Road, Ingleside Drive or Mozart Court services
81/A	Hitchin <i>Westmill Estate - Purwell</i>	Centrebus			■	Mon-Fri	Service between Hitchin town centre and Purwell would start later and finish earlier
88	Luton - Hitchin	Landmark			■	Mon-Sat	Service subject to review under new policy
89	Henlow Camp - Hitchin	Centrebus			■	Mon-Sat	No changes proposed at this stage
90/91	Royston - Letchworth	Landmark			■	Mon-Sat	No changes proposed at this stage
97	Stotfold - Hitchin	Arriva		■		Sun	Would no longer run on Sundays
98	Baldock - Hitchin	Arriva		■	■	Daily	Last bus from Hitchin on Mondays to Fridays would run only as far as Letchworth. First bus from Baldock on Saturdays would not run between Baldock and Letchworth. The Sunday service would no longer run
101	Stevenage - Luton	Arriva, unō	■	■		Daily	The Monday to Saturday evening journeys operated by unō would no longer run. The Sunday service would not run after about 7.30pm
200	Essendon Mill – Colney Fields	Sullivan Buses			■	Mon	No changes proposed at this stage
201	Welham Green – Welwyn Garden City	Sullivan Buses			■	Tues, Fri	Routeing to be reviewed in the light of the withdrawal of 388
202	Tewin – Welwyn Garden City	N/A			■	Tues, Fri	New route, one return journey in part-replacement for 388
203	Wotton-at-Stone – Welwyn Garden City	Sullivan Buses			■	Thurs	Rerouted via Tewin in part-replacement for 388
205	South Hatfield – Oldings Corner Tesco	Sullivan Buses			■	Weds	Service already under review – see note 3

Service	To and from	Present operator	Proposals			Days of week affected	Changes
			1	2	3		
206	Panshanger – Welwyn Garden City	Sullivan Buses			■	Tues, Thurs, Fri	Timetable would be revised to allow for introduction of new route 202
207	Wigginton/Marsworth – Hemel Hempstead	Community Action Dacorum			■	Fri	No changes proposed at this stage
215	Codicote/Welwyn – Monks Walk School/Welwyn Garden City	Sullivan Buses			■	Schooldays, Tues, Thurs, Fri	No changes proposed at this stage
242	Welwyn Garden City/Potters Bar/Hammond Street – Waltham Cross	Metroline, unō	■	■		Daily	Monday to Saturday service would not run after about 7.30pm. On Sundays a limited service would run to serve QEII Hospital until about 6 pm (see note 5)
246	Brookfield Centre – Waltham Cross	Trustybus			■	Sat	No changes proposed at this stage
301	Stevenage <i>Lister Hospital</i> – Hemel Hempstead	Arriva, unō	■	■		Daily	Would not run after about 7.30pm
304	Welham Green - Hitchin	Centrebus			■	Sat	No changes proposed at this stage
305	Brookmans Park/Tytenhanger – Townsend School/Sandridge	Centrebus			■	Mon-Sat	No changes proposed at this stage
306	Watford - Borehamwood	Sullivan Buses		■	■	Daily	On Mondays to Saturdays the first buses from Watford and the evening journeys supported by HCC would be withdrawn. On Saturdays the section of route serving North Borehamwood would start later and finish earlier. The Sunday service would no longer run
308	Cuffley Station - Hertford	Centrebus			■	Mon-Sat	No changes proposed at this stage
310	Hertford <i>Sele Farm Estate</i> – Waltham Cross	Arriva	■			Mon-Sat	The evening journeys supported by HCC from about 8.15 pm would no longer run

Service	To and from	Present operator	Proposals			Days of week affected	Changes
			1	2	3		
312	Potters Bar – Hatfield Oldings Corner Tesco	Sullivan Buses			■	Weds	Service already under review – see note 3 below
314	Hitchin – Welwyn Garden City	Centrebus			■	Mon-Sat	Service subject to review under policy 3
315	Kimpton – Welwyn Garden City	Centrebus			■	Mon-Fri	No changes proposed at this stage
319	Chipperfield – Watford Superstores	Red Eagle			■	Mon, Weds, Fri	No changes proposed at this stage
320	Rickmansworth Berry Lane Estate – Hemel Hempstead	Arriva	■	■		Daily	Journeys supported by HCC would not run after about 7.30pm
322	Hemel Hempstead - Watford	Red Rose			■	Mon-Sat	Would no longer run
331	Royston - Hertford	Arriva	■			Mon-Sat	Would not run after about 7.30pm
333	Hertford Bengeo - Pinehurst	Centrebus			■	Sat	Late morning frequency reduction (consequence of withdrawal of 388)
334/335	Puckeridge - Cambridge	Centrebus			■	Fri	Would no longer run
341	Hatfield Business Park - Ware	unō			■	Mon-Sat	Service subject to review under policy 3
351	Hertford – Bishop’s Stortford	Trustybus			■	Mon-Sat	The additional schooldays-only journeys would be replaced by an education contract coach and the other journeys supported by HCC would be reviewed
352	Watford – Hemel Hempstead	Red Rose			■	Mon-Sat	The last bus from Watford and, on Saturdays only, the first bus from Hemel Hempstead would no longer run
353	Hemel Hempstead – Amersham	Red Rose		■		Sun	No change proposed at this stage
354	Northchurch - Chesham	Vale Travel			■	Mon-Sat	Between approximately 0930 and 1500 would be rerouted to serve Ridgeway and top of Swingate Lane (not Northchurch Post Office) in part-replacement for 30/31. See note 3 below

Service	To and from	Present operator	Proposals			Days of week affected	Changes
			1	2	3		
366	Luton – South Hatfield	Centrebus			■	Mon-Sat	Mon-Fri peak period services would be reduced or withdrawn between Welwyn Garden City and South Hatfield. Saturday journeys supported by HCC would be reviewed
379	Stevenage - Hertford	Centrebus			■	Mon-Sat	One journey each way rerouted via Tewin instead of Bramfield on three days a week and renumbered 378 in part-replacement for 388
380	Cuffley Station - Hertford	Centrebus			■	Mon, Wed, Fri	No changes proposed at this stage
383/384	Stevenage - Hertford	Centrebus			■	Mon-Sat	No changes proposed at this stage
386	Royston/Buntingford – Bishop’s Stortford	Centrebus, C Myall & Son, Trustybus			■	Mon-Sat	Would be revised to operate Bishop’s Stortford – Stevenage via Puckeridge, Buntingford, Baldock, Letchworth and Hitchin in part-replacement for 700. Mon-Fri service would have four return journeys end to end plus one peak period return journey Buntingford – Bishop’s Stortford, also one extra return journey Braughing – Bishop’s Stortford on Thursdays. Weekend service would have three or four return journeys end to end
387	Tring New Mill Estate – Aldbury/Wigginton	Red Rose	■			Mon-Fri	Would not run after about 7.30pm
388	Hertford – Welwyn Garden City	Centrebus			■	Mon-Sat	Would no longer run apart from commercial school day journeys (see 202, 203, 378)
390	Stevenage St Nicholas - Hertford	Centrebus			■	Mon-Sat	Off-peak journeys to/from Aston would no longer run (see 391) and first journey each way between Stevenage Bus Station and Hertford on Saturdays would no longer run

Service	To and from	Present operator	Proposals			Days of week affected	Changes
			1	2	3		
391	Stotfold – Stevenage	Landmark			■	Mon-Sat	Reduced to three return journeys (see note 3 below) with two extended to Aston in replacement for 390 journeys
395	Hertford Sele Farm Estate – Ware <i>Fanham Common</i>	Arriva		■		Sun	Would not run after about 7.30pm
395	Hertford Sele Farm Estate – Ware <i>Fanham Common</i>	Centrebus				Mon-Sat	Would no longer run (East Herts District Council is withdrawing its funding)
398	Borehamwood – Potters Bar	Sullivan Buses			■	Mon-Sat	No changes proposed at this stage
404	Welwyn Garden City – South Hatfield	unō		■		Sun	Would continue to run but with possible timetable changes
405	Welwyn Garden City – South Hatfield	unō		■		Sun	Would no longer run
501	Tring – Watford	Arriva	■			Mon-Sat	Would not run after about 7.30pm. In the event of the withdrawal of 322 the remaining journey might run as service 500
501	Aylesbury – Watford	Red Rose		■		Sun	No changes proposed at this stage
532	Hemel Hempstead - Northchurch	Little Jim's			■	Mon-Sat	No changes proposed at this stage
602	Hatfield Business Park - Watford	unō	■			Mon-Sat	Would not run after about 7.30pm apart from two later journeys on Mondays to Fridays from Hatfield Business Park to Hatfield Station
610	Hatfield – Potters Bar	unō			■	Sat	No changes proposed at this stage
622	Hatfield Business Park - Watford	unō			■	Mon-Fri	The two return journeys supported by HCC would be withdrawn
641	Hatfield Business Park – Broxbourne Station	unō			■	Mon-Sat	Service subject to review under policy 3
653	St Albans <i>New Greens Estate – Jersey Farm Estate</i>	unō	■	■		Daily	Journeys supported by HCC from about 8 pm on Mondays to Fridays and from about 7.30pm on Saturdays and Sundays would no longer run. New timetable on Sundays

Service	To and from	Present operator	Proposals			Days of week affected	Changes
			1	2	3		
658	Borehamwood – St Albans	unō	■		■	Mon-Sat	A new timetable would be introduced with Mon-Fri peak period reductions including the withdrawal of school journeys (see note 3). The service would no longer run after about 7.30pm
700	(Stevenage) – Baldock – Stansted Airport	unō	■	■	■	Daily	Would no longer run (see 386 and note 5)
B3	Borehamwood <i>Well End</i> – <i>Organ Hall Farm / Tennyson Avenue</i>	Sullivan Buses			■	Mon-Sat	No changes proposed at this stage
C1	Cuffley Station – Cheshunt Station/Waltham Cross	Trustybus			■	Mon-Fri	Some late afternoon journeys may be withdrawn
H1	Hertford <i>Pinehurst</i> – <i>Bus Station</i>	Centrebus			■	Mon-Fri	No changes proposed but see also note 3 below
H3/4	Hertford <i>Horns Mill</i> – <i>Campfield Road Circular</i>	Centrebus			■	Schooldays	Journeys to/from Presdales School would no longer run. See also note 3 below
H10	Hemel Hempstead <i>Boxmoor</i> – <i>Leverstock Green</i>	Red Rose			■	Mon-Sat	No changes proposed at this stage
H11	Hemel Hempstead <i>Boxmoor</i> – <i>Chambersbury Lane</i>	Red Rose			■	Sat	No changes proposed at this stage
H13	Hemel Hempstead <i>Station</i> – <i>Maylands Industrial Park</i>	Red Eagle			■	Mon-Fri	Would no longer run (see also note 3 below)
H19	Abbots Langley - Hemel Hempstead	Red Eagle			■	Tues, Thurs	No changes proposed at this stage
HA1	Harpenden <i>Cross Lane Estate – Memorial Hospital/schools</i>	Red Eagle			■	Mon-Sat	Service subject to review under policy 3
KL75	Abbots Langley – Kings Langley School	Red Rose			■	Schooldays	Service may be replaced by an Education Contract Coach
KL80	Abbots Langley – Kings Langley School	Red Eagle			■	Schooldays	Would no longer run. Children entitled to free travel transferred to KL4
M1	Ware <i>Watton Road</i> – Ware Station	Centrebus			■	Mon-Fri	Would no longer run

Service	To and from	Present operator	Proposals			Days of week affected	Changes
			1	2	3		
M2	Ware Circular	Centrebus			■	Mon-Sat	No changes proposed at this stage
M3/M4	Wareside Circular/Hertford/Hunsdon	Centrebus			■	Mon-Sat	No changes proposed at this stage
M5	Ware Circular	Centrebus			■	Mon-Sat	No changes proposed at this stage
PB1	Potters Bar <i>Rushfield – Oakmere Ave</i>	Metroline			■	Mon-Sat	No changes proposed at this stage
R1	Maple Cross – Mount Vernon Hospital	Red Eagle			■	Mon-Sat	Service would either be withdrawn or would run two or three days a week, operating between approximately 9.30am and 3pm only. See note 3 below
R2	Chorleywood – Watford/Mount Vernon Hospital	Red Eagle			■	Mon-Sat	Service would run three or five days a week with three return journeys Chorleywood – Watford and Cassiobury Estate between approximately 9.30am and 3pm. See note 3 below
S1	St Albans City Centre – <i>Cell Barnes Estate</i>	unō	■	■		Daily	Journeys supported by HCC from about 8 pm on Mondays to Fridays and from about 7.30pm on Saturdays would no longer run. Sunday service would no longer run
S4	St Albans Station – <i>Cottonmill Estate</i>	unō	■	■		Daily	Journeys supported by HCC from about 7.30pm on Mondays to Saturdays would no longer run. Sunday service would no longer run
S4/5	St Albans Station – <i>Cottonmill Estate</i>	Redline			■	Mon-Sat	No changes proposed at this stage
S8/S9	St Albans Verulam - <i>Marshalswick</i>	unō			■	Mon-Sat	No changes proposed at this stage (see note 5)
SB1	Stevenage Bus Station – <i>Chells Manor</i>	Arriva	■	■		Daily	Journeys supported by HCC from about 7.50 pm on Mondays to Saturdays and before about 9 am and from 5.50 pm on Sundays would no longer run

Service	To and from	Present operator	Proposals			Days of week affected	Changes
			1	2	3		
SB2	Stevenage St Nicholas/Martins Wood – Bus Station	Arriva		■		Sun	Would not run after about 7.30pm
SB3	Stevenage Martins Wood/St Nicholas – Bus Station	Arriva		■		Sun	Would not run after about 8.00 pm
SB4	Stevenage Bedwell/Broadwater – Bus Station	Arriva		■		Sun	Would not run after about 8.00 pm
SB5	Stevenage Broadwater/Bedwell – Bus Station	Arriva		■		Sun	Would not run after about 7.30pm
SB8	Stevenage Symonds Green – Bragbury End	Arriva	■	■		Daily	Would not run after about 7.30pm
SB9	Stevenage Symonds Green - Poplars	Arriva		■		Sun	No change proposed at this stage
SB15/16	Stevenage Circular Services	Centrebus			■	Mon-Fri	The service would start later and finish earlier
W1	Maple Cross - Watford	Red Rose	■	■		Daily	Service would not run after about 7.30pm
W12	Watford Cassiobury Estate – Town Centre	Red Rose			■	Mon - Sat	Would no longer run (see R2)
W19	Watford North Bushey – South Oxhey	Red Rose			■	Mon-Sat	No changes proposed at this stage
W20	Watford Oxhey - Watford	Red Eagle			■	Mon-Sat	No changes proposed at this stage
W30	Watford Junction – Business Parks	Red Rose			■	Mon-Fri	No changes proposed at this stage

NOTES:

1. This list is indicative of the effects of adopting the three proposals. If the value for money criteria are varied following consultation then the service changes under proposal 3 would be subject to alternation. As a result some services listed as “No changes proposed at this stage” could be changed and other proposals could be modified or dropped
2. Where services are listed as “Service subject to review” further investigation is required and if it is possible to achieve any savings they would be used to offset proposed reductions to services considered to be of higher value
3. These services are being reviewed during 2014/15 under routine management processes. Note that changes may be made to any contract services at any time to bring them more into line with local needs
4. There may be cases where bus operators will decide to provide replacement journeys on a commercial basis if the reductions listed above go ahead. Equally there may be cases where commercial services or journeys are withdrawn as an indirect result of the loss of HCC contract income
5. Contracts for services 242 (Sundays), 652 (ex-commercial service), 700 and S8/9 are being re-tendered in January 2015 and will be re-assessed for value for money where applicable when their new costs are known

How to give us your feedback

Please return your completed response to:

Bus Consultation
FREEPOST SG569
Transport, Access and Safety Unit
Hertfordshire County Council
Pegs Lane
Hertford
SG13 8BR

Please ensure that your response is received by midnight on 10 April 2015

If you do not have internet access, but would like to complete the survey online, you can visit your local library where free internet access is available.

To request additional paper copies of the survey, please telephone 0300 123 4036, or email hertsdirect@hertfordshire.gov.uk.

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