

**COUNCIL SUPPORTED BUS SERVICE 498 : PROPOSAL TO TERMINATE MOST  
JOURNEYS AT GLENFINART**

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**1. SUMMARY**

There are currently seven journeys each day on Council funded service 485 between Dunoon and the Ardentinny area which extend beyond Glenfinart, where most journeys terminate, to Sligrachan. The purpose of this report is to seek member's approval to terminate most of these journeys at Glenfinart due to the unsuitability of the Sligrachan terminus turning area and the minimal use made of the service beyond Glenfinart.

**2. RECOMMENDATION**

It is recommended that, with the exception of two journeys on schooldays only, all journeys on Council funded bus service 485 which currently terminate at Sligrachan terminate at Glenfinart producing a saving to the public transport budget of approximately £8,900 per annum.

**3. BACKGROUND**

3.1 Service 485 operates between Dunoon and Ardentinny on an hourly frequency Mondays to Saturdays. There is also a reduced service on Sundays of five journeys between 0900 and 1800. Since 1997 most journeys have terminated at Glenfinart with seven daily extending to Sligrachan.

3.2 In order to accommodate modern buses, improvement work funded by HITRANS was carried out at three points on the route. The foot of Strone Brae and both termini at Glenfinart and Sligrachan were improved. The work at Glenfinart was completely successful. However, the work at Sligrachan, while improving the area for turning, would have required significantly more funding than was available to make it completely suitable.

3.3 The current contractor on the route, West Coast Motors, is reporting that on occasions there has been significant damage to vehicles when trying to turn at Sligrachan and are asking for further improvement to be made to the turning point. The camber is severe and causes vehicles to flex as they reverse.

3.4 Upgrading Sligrachan turning area to a satisfactory standard would be a major job involving considerable infill on the downhill side, land purchase, alteration to access two forestry roads and drainage work. It is estimated that the work would cost tens of thousands of pounds. Sligrachan terminus is 1.5 miles beyond the Glenfinart turning area. There are only three dwellings on this part of the route so it would be difficult to justify such a level of expenditure.

3.5 During October and November 2010 the journeys to Sligrachan carried a total of 211 passengers or, on average, one person every third journey. The ticket data shows most were concessionary passengers, who did not alight or disembark between Glenfinart and Sligrachan.

3.6 If all journeys, with the exception of two school journeys, terminate at Glenfinart then the following saving can be made :-

Total number of round trips saved per annum	1,804
Total mileage saved	5,412.0
Total annual saving	£8,929.80

#### **4. IMPLICATIONS**

4.1 Policy – None

4.2 Financial – A small saving will accrue to the public transport budget.

4.3 Personnel – None

4.4 Equal Opportunities – Inconvenience to a minimal number of bus users.

4.5 Legal – None

For further information please contact Douglas Blades (01546 604193).

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