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## Deathick Lea & Holloway Community Bus Annual Report 2010/11

This year the bus has run on 8 occasions. Two trips were cancelled, (one for lack of numbers booked and one because of the snow) and no trips were planned for December and for March (2011). The bus now runs on the last Tuesday of the month which is a schedule that suits more of our customers.

The average numbers carried on each trip was 10.8. (The range was from 14 who went to Spalding in the Spring, to 7 going to Nottingham in January. We do not usually run with less than 10 passengers but there were several late cancellations due to ill health and to cancel it would have meant that we had not done a trip for 4 months.)

The destinations visited in 2010 (from April) were: Spalding, Chesterfield, Newark, Biddulph Grange, Castleton, Melton Mowbray, and in 2011 were Nottingham and Hodsock Priory. The average distance travelled was 103 miles.

The total cost for the year was £1161.80.

This sum includes the membership fee of £35, one cancellation fee of £25, and also £30 for the bus provided for the Carnival day service.

Total fares charged were £518 from which has been deducted £77.95 for the expenses of the driver in travelling to Ripley and for lunches. This leaves a balance of £440.05 that has been paid to DL&H.

Grant provided by DL&H this year totalled £600 to which has been added £150 received from the Carnival 2009.

This gives a total income of £1190.05.

Income less expenditure therefore leaves a surplus of £28.25.

This year the rate charged per mile was £1.20. Next year this will increase to £1.45, though the standing charge of £30 that is applied at present will be removed. This year the fares charged have had to be increased significantly to cover the cost. This may be one reason for the reduction in numbers, which, of course, compounds the problem of covering the cost. It is noticeable, too that the standard shopping trips to Chesterfield and Nottingham and (last year) Derby have been the least well supported. To take the bus to more interesting places may involve travelling further distances and often, when there, will involve payment of an entry charge. Both those factors mean that an outing will be more expensive.

Our suggestion is that we should reduce the bus programme to 6 summer months only, from April to September, and use the grants available to cover a slightly higher subsidy for the fares.