

Mulleys Motorways Limited**Late Response Received to Questions**

| Questions | Response |
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| 1) What help have you received from Suffolk County Council, or other public bodies, and has this worked? | We receive minimal help from Suffolk County Council (SCC) and none from any other body. |
| 2) What routes do you operate and how did you acquire them, for example, Section 106 monies; start-up; bought from another competitor, commercial viable? | We operate two sponsored services 312 and 357 for SCC. We operate services 355, 356, 955 and 956 commercially. In addition we also operate the following services commercially in Bury St Edmunds M11, M22, M33, M44, MM55 and M88. Our commercial services are all of our own making. We receive no Section 106 money etc. and start up/ongoing costs are funded by Mulleys Motorways Ltd. |
| 3) Apart from profitability, what drive the decision making process for routes, timetabling and frequency? | We assess routes according to the number of houses and potential passengers. This in turn determines frequency. To remain viable a route must be profitable. It takes time to establish a route and build up the customer base. We put every effort into ensuring a route is successful. The crucial part is developing and establishing a route and this is where Section 106 money is needed. When determining a route we also look at demand. For example, routes 955 and 956 operate school days only. We have determined there is sufficient need to these services. A similar need was also determined for another commercial route that we have established, route 988 from Stowmarket to Thurston Community College. Accessibility is also a factor. When new developments are built the emphasis seems to be on the number of houses. The layout and size of the roads need to be more carefully considered, perhaps in consultation with a local bus operator, to better understand and overcome problems at the onset. |
| 4) What timetabling co-ordination do you pursue with other public transport providers? | We do not co-ordinate times with any other transport provider. |
| 5) Is there anything that the County Council / District Council could do, within reason, to help improve rural transport in the Red Lodge vicinity? | Red Lodge will need several more years of sponsored bus services before any route becomes commercially viable, if at all. A lot of houses and passengers are required for a route to be viable and for any improvements to frequency etc. funding is essential. |

Appendix 1A

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| <p>Additional Information provided:</p> | <p>There are a number of reasons that bus services do not run as frequently as the public would like. The Government cuts to the Bus Service Operators Grant, a subsidy on the fuel costs for vehicles used on bus services, has had a significant impact. In the austerity measures implemented by the Coalition Government this was cut by 20%.</p> <p>Concessionary Passes where people travel for free is thought to be a wonderful government funded scheme. In truth the reimbursement to the operator via the local authority, in this case SCC, is woefully low. For example on our Bury St Edmunds town service we receive 56-57 pence for a £1.50 single fare.</p> <p>A new service vehicle costs between £120,000 and £170,000 for a single deck bus which has a fuel consumption of 7 to 10 miles per gallon and costs approximately £3,500 each year to insure. When these costs are taken into account one can appreciate why it is unlikely any operator would register a rural route without some form of Government or local council funding.</p> |
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