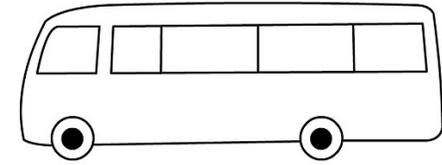


Buses / TransWilts

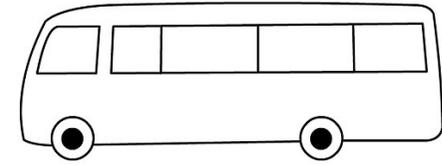
Overview



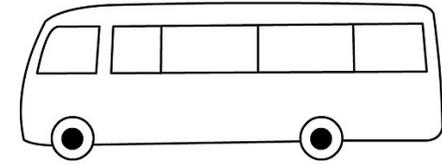
In Wiltshire

- More bus journeys than train journeys
- More mileage by train than by bus

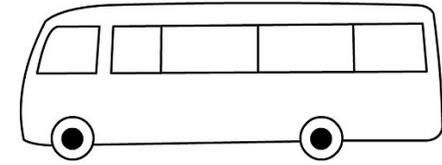
80% of TransWilts train journeys involve changing to / from another wheeled vehicle



- Around a half of the bus network is “commercial” routes operated by big and small companies – routes / times / fares of their choice
- Around a half of the network is “supported” services, with Wiltshire Council providing a subsidy for commercial operators to run

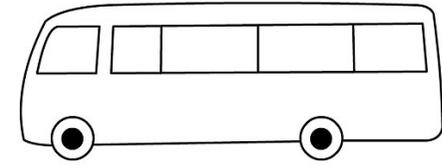


- Support subsidy last year was £5.1 million; a further £4 million was spent on “pensioner's pass” travel (ENCTS) and a further £900k on BSOG (Bus service operator's grant), the last two categories largely being central funded
- Big news in the last 6 months is Wiltshire's requirement to halve the £5.1 spend next year

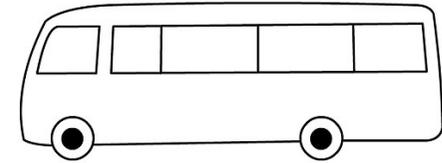


Rail and bus linkage – last year, this year

- Council withdrew Melksham Rail Link last July
 - had been bringing 9000 journeys p.a. to rail
- Chippenham – Trowbridge evening bus funding withdrawn last August
 - had been accepting rail tickets after last train

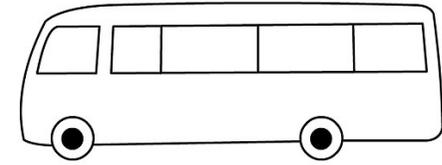


- Opportunities to use the evening bus from Bath to reach Melksham, an indeed a new bus starting on 25th April (but review asks about removing all evening buses, so concerns exist as to longevity)
- From 16th May, train time changes may enable better bus connections

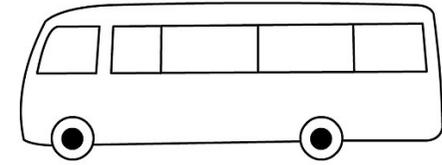


- TransWilts Pocket timetables include parallel bus services for intermediate locations
- Royal Wootton Bassett, Lyneham, Calne, Lacock, Semington, Hilpeton, and Yarnbrook

Why the bus

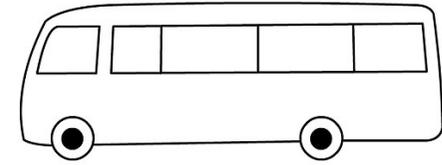


- The young, the old, those who cannot drive or cannot afford to drive, those who prefer not to drive, those who have no-where to park ... need to travel
- For work, for shopping, for health, for visiting friends and family, for social, for events, for sporting fixtures, for entertainment, for pleasure



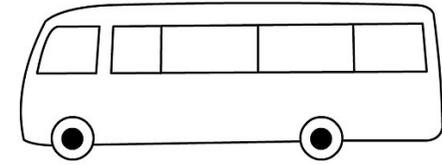
- Buses need to be available when and where they're required
- Accessible to all
- Affordable
- And with information about them easy to find

May sound obvious ... but!

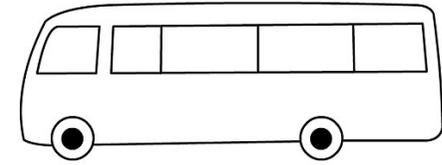


- Consultation – January to April 4th 2016
- Options 1 to 5 – cut supported evenings, Sundays, town, intertown and rural buses.
- Option 6 – cut all supported services

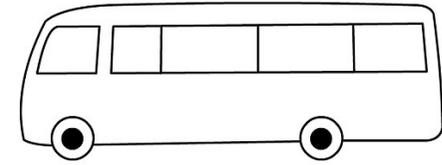
11,000 responses to consultation



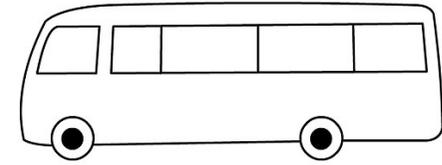
- Vigorous campaigns to retain system “as is” with current £5.1 million subsidy
- Your presenter's view – retaining current system and setup, or following any offered option, would be a step in a downward spiral.
- Better use can be made of existing resources across the network as a whole
- Better competition by competing for new customers not operators against each other to abstract passenger from one another.



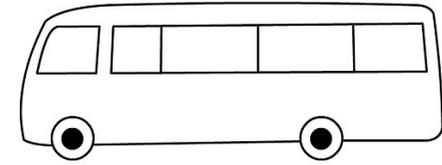
- As a “Campaign” option 24/7 (as we have christened the alternative vision) is not currently a part of the TransWilts “Partnership”
- However – we would be delighted to partner to take these principles and ideas forward, and indeed many members of Option 24/7 are also members of the TransWilts team.



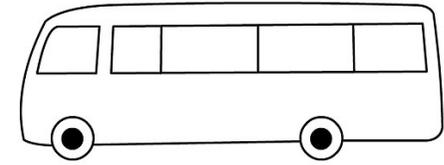
- On Thursday, the Public Transport Review Group of Wiltshire Council met to learn a little more of option 24/7.
- They have a great deal of information to digest and (I hope) many questions to ask.
- At this stage, the way forward is to aid consideration
- In the longer term, the way forward is to partner.



- TransWilts has – at present – limited resources to support bus 'work' – but a structure to allow us to do so more in the future
- Remember the community rail BCR of 4.2:1
Can the same be done for community bus?



- We note that at the recent GWR community Rail event, the largest group when we split for individual groups went to the bus / rail integration session



16th April 2016 / TransWilts forum, Salisbury