"Bus Back Better"



Government promoted

Our mirror at http://option247.uk/bbb.pdf

Launched 15 March 2021
These are notes for community meeting / discussion / briefing 29 March 2021

This group / meeting organised by

http://option247.uk https://www.facebook.com/groups/option247 Slide set composed Graham Ellis – bus@grahamellis.uk

Notes at http://option247.uk/20210329.pdf





Agenda



- From the chair
- Overview
- What BBB says what, where, who, when and why
- Current system issues and future needs
- A look to a possible future
- How should we as a community facilitate BBB
- Next Steps

Overview



The biggest change in the bus industry since 1986

Strong Community involvement in planning future service

Ongoing bus funding support depends on following the strategy



What

A Network connecting to make total journeys Going when and where people want and need A frequency to reduce timetable dependency Affordable and understandable information Quality sustainable buses and facilities



Where

England

- within England organised by LTAs e.g. Wiltshire
- within LTAs worked out by areas
 e.g. Melksham

Noting that Wiltshire borders many other LTAs and buses from Wiltshire cross into other areas.



- Who
 Local Transport Authority
 Bus Operators
 and the community (far more than every before)
- The LTAs and the bus operators have huge experience that is to be nurtured and have done a good job under the restrictions of previous systems,
- They may need help and encouragement, and to build trust, with a community which in places has been more protest than partner, and is likely to know its own area better, but the details of running a bus service worse, than the operators and LTA.



 When by end of June 2021 Decision, Enhanced Partnership or Franchise

by end of October 2021

Bus Service Improvement Plan (BSIP) in place

From April 2022 Launch / funding for new system



Why

Well – let's look at it from the passenger viewpoint then go on to look at it from an operator and LTA view too.

Let's meet our people who need buses ...

Who needs the bus - 201x



- Mrs A can no longer drive. She relies on the bus to get her from her home into the town centre where she meets friends and does her shopping.
- Mr B works in X. He's unable to drive for medical reasons, and commutes by bus every day; sometimes he has to work late and catch a bus back in the early evening.
- The C family send their daughter to school in Z a journey of about 6 miles. It's not their nearest school, but it's the right one for her and she gets there by bus.
- Miss D and her college friends want to meet up for a 'social' at the weekend or an evening; due to high insurance premiums
 none of them can afford a car, and in any case they want to be able to enjoy the evening without having to be awake (and
 sober) enough to drive safely home afterwards.
- Mr E will be retiring in about 7 years he's getting on a bit, shakey on his legs, and can no longer walk to the local railway station without it leaving him so tired he can't do his job properly.
- Mrs F no longer has a bus to get to her doctors, so now she requires home visits.
- Ms G had planned to go to college this September with a view to getting qualified and back into employment, but she's had to put these plans on hold because the bus that would get her home at the end of the college day doesn't run any more.
- Mr H doesn't use the bus at all. But he can't get a car parking space in town / at work any longer as all the spaces are filled with people who used to use public transport, so he gets very frustrated and parks in residential streets to the annoyance of those residents.
- Ms I is a health service / social services administrator, and she notices a severe strain on her 'customer transport' budget because she's now spending a lot of money (and organisation time) and arranging and paying for customers who used to use the bus.

Using public transportation to get to work?

Of course.



http://option247.uk/





Patients using the bus to come to this surgery? Well, well,

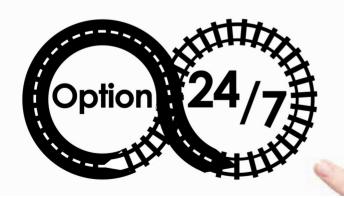






Using the bus to link to the train?

Brilliant.





Meeting up with my friends for coffee.

Easy.





Who wants the bus - 202x



• In addition to our key 201x users ...

Mr K now travels to his office 2 days a week rather than 5. With 4 journeys rather than 10 every week, he can afford to travel just a little slower, especially as it saves him so much in personal transport (car) costs.

Miss L is concerned about clean air and wants to travel as green as possible. She'll go by bus or train if only she can - especially if it's cheaper overall than running a car.

Family M are off to W this year on the South Coast for a holiday. Rather than have the nightmare of a car in the congested streets of this port, they're going by train then using the bus to get around locally.

Mrs N will commute to her work by bus and train once they connect at her local station.

Mr O finds that he can think, relax, read on the bus - quality time that's lost when he's behind the wheel of a car.

Ms P used to drive to the station - or sometimes all the way to work in Y. Increasing costs such as car parking, and the availability of a connecting bus from the end of her street, mean that she's now using that integrated transport.

Mr Q now takes the bus. He used to drive, but finds that even the short walk to the bus stop helps him keep fit and now that the bus takes him where we wants, he uses it regularly.

Mr R makes a short journey but not on a direct transport route. Interchangeable tickets, integrated information and the filling of some service gaps will make his total journey practical by public transport - and he's delighted.

Miss S has found employment as a bus driver. She loves meeting all (well - most) of her passengers and helping the economy and quality of life with the service she's helping to provide.

What will bring them on board (Control)



• Some of the issues – reported by a resident

Services that do not connect
Services that will get you there but not back
Grotty vehicles
Lack of (or wrong) information at decrepit bus stops
Services that finish too early or not on Sunday
Expensive not interchangeable fares
Complicated routes that you need a degree to follow

• LTAs and operators defend much of the above and to a very great extent they have been ruled by a system which facilitates the continuance of the above. They need (and many of them wish) to change – they love buses and are heartbroken at some of the issues.

What will bring them on board



- Services that go when and where people wish
- Connecting and integrated for total journey
- Integrated ticketing, information and fares
- Better buses and bus stops
- Total journey solutions door to door
- Consideration of need 24x7 not 8x(5/6)

Where have we heard this before?



- Option 24/7 ... sounds remarkably like
- Difference this time

- * It's mandated by The Government policy
- * It gives the community a much greater input
- * It's sustainable growth not service protection
- * It's funded

Example – Melksham - 1



For this decade, we envisage Melksham's main public transport to comprise of:

- 1. Interurban, commercial bus services based on the current Bath-to-Devizes and Chippen- ham-to-Trowbridge corridors which intersect in Melksham.
- 2. Regional train services, initially between Swindon and Westbury, with a single calling point (hub, station) in Melksham, and with connections to east, west, north and south.
- 3. Bus services broadly local to the Melksham Community Area, supported by the local transport authority (Wiltshire Council) but optimised to provide maximum continuing benefit at sustainable cost.
- 4. Community Bus services with occasional runs providing less regular travel for specific organised groups and events.
- 5. Taxi services and Link, perhaps shared, to meet the requirements of those who need to be provided with transportation but are not appropriate to the earlier listed elements.

From http://option247.uk/mkm2020 o247.pdf , Jan 2020

Example – Melksham - 2020



Proposed local bus network

Route 14

Hourly

Melksham Station

Melksham Town

Methuen Avenue

Melksham Forest

Sherwood Avenue

Foresters

Queensway

The Spa

Melksham Oak

Spa Road

Melksham Town

Melksham Station

Addison Road

or Avon Road

(alternating)

Melksham Station

Route 15

Hourly

Melksham Station

Melksham Town

Foresters

Water Meadow

Rugby Ground

The Spa

Westinghouse Way

Semington Road

Berryfield

Melksham Town

Melksham Station

Shaw

Atworth

Whitley

Melksham Station

Route 16

Every 2 hours

Melksham Station

Melksham Town

Melksham Forest

Foresters

Melksham Town

Melksham Station

Shaw

Gastard

Corsham

Gastard

Shaw

Melksham Station

Route 17

Every 2 hours

Melksham Station

Melksham Town

Melksham Forest

Foresters

Melksham Town

Melksham Station

Broughton Gifford

Holt

Bradford-on-Avon

Station

Holt

Broughton Gifford

Melksham Station

Route 18

Evenings only, every 2 hours

Bath Bus Station

Bath Abbey

fast to Ashley

(Northey Arms)

Atworth

Whitley

Melksham Station

Melksham Town

Foresters

Water Meadow

Rugby Corner

The Spa

Mitchell Drive

Melksham Oak

Sells Green

Devizes Market Place





Sample station real time display

The display can be anything that can be displayed on a computer monitor.



Bus Timetables Including Connections at Melksham Station

- Northbound (trains from Westbury to Swindon)
- Westbound (outward buses)

- Southbound (trains from Swindon to Westbury)
 - Eastbound (inward buses)

Train a	at	05:33	from	Westbury	towards	Swindon	(northbound)
Train a	at	06:36	from	Swindon	towards	Southampton Central	(southbound)
15a a	at	06:40		starts	towards	Bowerhill and Skylark	(inbound)
15a a	at	07:13	from	Bowerhill and Skylark	towards	Whitley	(outbound)
Train a	at	07:19	from	Westbury	towards	Cheltenham Spa	(northbound)
15a a	at	07:33	from	Whitley	towards	Bowerhill and Skylark	(inbound)
14c a	at	07:45	from	Forest and Queensway	towards	Addison Road	(outbound)
Train a	at	07:52	from	Westbury	towards	Swindon	(northbound)
14c a	at	08:00	from	Addison Road	towards	School	(inbound)
14c a	at	08:50	from	Forest and Queensway	towards	Addison Road	(outbound)
15a a	at	08:53	from	Bowerhill and Skylark	towards	Whitley	(outbound)
17a a	at	08:56	from	Bradford-on-Avon	towards	Forest	(inbound)
Train a	at	09:09	from	Swindon	towards	Westbury	(southbound)
14c a	at	09:10	from	Addison Road	towards	Forest and Queensway	(inbound)
15a a	at	09:13	from	Whitley	towards	Bowerhill and Skylark	(inbound)
		09:16		Forest	towards	Corsham	(outbound)

A start in the detail ...



Notes on bus service proposals

Monday to Friday service and route logic

All routes serve Melksham Station (for rail connections) and Bath and Broughton roads (to connect with all Interurban bus services). Services into town from residential areas are linked to services on to Corsham and Bradford-on-Avon to reduce overcapacity between Market Place and Asda.

Combined 14, 16, and 17 giving 30-minute service in Melksham Forest with alternating directions.

Fares and financial

Flat fare on all daytime routes £1.50 (Children £1). Calendar monthly card £35 – transferrable.

ENCTS card holders just £1 before 09:30. Evening service 18 £5 fare for journeys from Bath or Devizes (£1.50 Sells Green to Atworth).

Alternative to "drive to station" encouraged by car parking charges which start there soon.
Bus fare will be below parking cost.
Fare box income will grow marginally on current income with modest passenger volume increase.

Example – Melksham - 2022



 BBB has moved us on from 2020, with it the growing realisation of the need for fundamental changed to reduce to zero carbon. Early works (sorry – no maps / details around school times yet)

SERVICE 14C				
	RAIL LINK	MON-SA	AT DAYTIME	EVENING/SUNDAY
Starts as Service	15c	14c	14c	16
ASDA Superstore	0712	xx27	xx57	xx22
Melksham Railway Station	0720	xx29	xx59	xx29
Sainsburys Superstore		xx33	xx03	xx33
Lowbourne Buds Bar	0726	xx36	xx06	xx36
Forest Road	0728	xx38	xx08	xx38
Methuen Avenue	0730	xx40	xx10	xx40
Melksham Forest Chapel	0732	xx42	xx12	xx42
Sherwood Avenue	0734	xx44	xx14	xx44
Churchill Avenue	0736	xx46	xx16	xx46
Sandridge Road Co-op	0738	xx48	xx18	xx48
Lowbourne Opposite Library	0742	xx52	xx22	xx52
The Bear for Sainsburys	0743	xx53	xx23	xx53
ASDA Superstore		xx57	xx27	xx57
Melksham Railway Station	0747	xx59	xx29	xx59

SERVICE 16			
	MON-SA	T DAYTIME	EVENING/S
Starts as Service	14a	14a	14c
ASDA Superstore	xx14	xx44	xx57
Melksham Railway Station	xx16	xx46	xx59
Sainsburys Superstore	xx20	xx50	xx03
Lowbourne Buds Bar	xx23	xx53	xx06
Ruskin Avenue	xx25	xx55	xx08
Pembroke Road	xx26	xx56	xx09
Coronation Road	xx27	xx57	xx10
Kenilworth Gardens	xx29	xx59	xx12
Longford Road	xx30	xx00	xx13
Market Place Lloyds Bank	xx33	xx03	xx16
Sainsburys Superstore	xx35	xx05	xx18
ASDA Superstore	xx39	xx09	xx22
Melksham Railway Station	xx41	xx11	xx24
CH C	14-	11-	11-

SERVICE 17			
	MON-SA	AT DAYTIME	EVENING/S
Starts as Service	15a	15c	15c
ASDA Superstore	xx22	xx52	xx22
Melksham Railway Station	xx26	xx56	xx26
Roundponds Dunch Lane	xx29	xx59	xx29
Roundponds Addison Road	xx30	xx00	xx30
Melksham Station Approach	xx31	xx01	xx31
Beanacre Road Leekes	xx36	xx06	xx36
Avon Road & Trent Crescent	xx38	xx08	xx38
Granville Road & Portman Road	xx40	xx10	xx40
ASDA Superstore	xx44	xx14	xx44
Melksham Railway Station	xx46	xx16	xx46
Continues as Service	15a	15c	15a

SERVICE 14A			
	MON-SAT DAYTIME		
Starts as Service	16	16	
ASDA Superstore	xx09	xx39	
Melksham Railway Station	xx14	xx44	
Sainsburys Superstore	xx19	xx49	
Market Place Kings Arms	xx22	xx52	
Spa Road Hospital	xx24	xx54	
The Spa (for Surgery)	xx25	xx55	
Queensway	xx27	xx57	
Sandridge Road Co-op	xx29	xx59	
Sherwood Avenue	xx31	xx01	
Melksham Forest Chapel	xx33	xx03	
Methuen Avenue	xx35	xx05	
Forest Road	xx37	xx07	
Lowbourne Opp Buds	xx39	xx09	
The Bear for Sainsburys	xx40	xx10	
ASDA Superstore	xx44	xx14	
Melksham Railway Station	xx46	xx16	
Continues as Service	16	16	

SERVICE 15C				SERVICE 15A		
	RAIL LINK	MON-SAT DAYTIME	EVENING/SUNDAY		MON-SAT DAYTIME	EVENING/SUNDAY
Starts as Service	Depot	17	15a	Starts as Service	17	17
ASDA Superstore		xx14		ASDA Superstore	xx44	xx44
Melksham Railway Station	0640	xx17		Melksham Railway Station	xx47	xx47
Sainsburys Superstore		xx23		Sainsburys Superstore	xx53	xx53
Market Place Kings Arms	0648	xx26		Lowbourne Buds Bar	xx56	xx56
Berryfield Holbrook Vale		xx30		Sandridge Road Co-op	xx00	xx00
Bowerhill Knorr Bremse	0654	xx34		Skylark Road	xx02	xx02
Snowberry Lane Surgery	0657	xx37		Eastern Way Oakfield Gate	xx04	xx04
Eastern Way Oakfield Gate	0658	xx38	xx08	Snowberry Lane Surgery	xx05	
Skylark Road	0700	xx40	xx10	Bowerhill Knorr Bremse	xx08	
Sandridge Road Co-op	0702	xx42	xx12	Berryfield Holbrook Vale	xx12	
Lowbourne Opposite Library	0707	xx47	xx17	Market Place Lloyds Bank	xx16	
Sainsburys Superstore	R	xx48	xx18	Sainsburys Superstore	xx18	
ASDA Superstore	0712	xx52	xx22	ASDA Superstore	xx22	
Melksham Railway Station	0714	xx54	xx24	Melksham Railway Station	xx24	
Continues as Service	14c	17	17	Continues as Service	17	15c
NOTES						
R = Calls if required by passer	ngers already on the bu	s				

Example – Melksham - 2022



271/272

Monday-Saturday Daytime - Service 271 and 272 both run half-hourly, combining to provide an every 15 minute frequency between Bath-Melksham Railway Station (via new approach pull-ins) and Town Centre-Bowerhill, continuing on half-hourly to Devizes.

273

Monday-Saturday Evening and Sundays - Variant running hourly between Bath-Melksham Railway Station (via new approach pull-ins) and Town Centre-Bowerhill-Devizes.

X34

Monday-Saturday Daytime - Service to provide an every 15 minute frequency between Chippenham-Melksham-Trowbridge with extensions to Frome, and consequentially between Melksham Railway Station (via new approach pull-ins) and Town Centre, and the Southern Melksham housing estates in the vicinity of Semington Road.

Monday-Saturday Evening and Sundays - Variant running hourly as above.

ZigZag to be confirmed.

Principles – Melksham - 2022

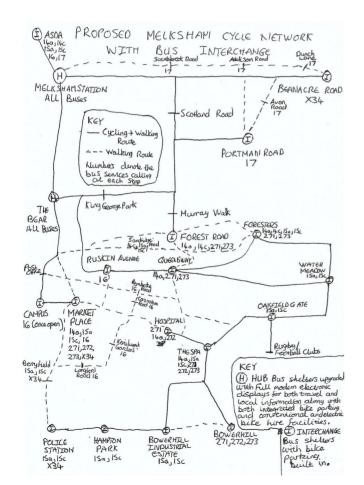


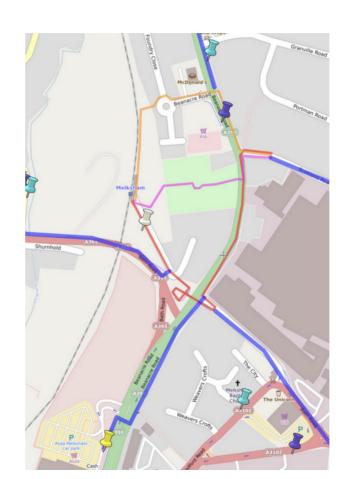
Taken together, all areas on the network are served daytime and evening, 7 days a week, except for Berryfield which is served on Monday-Saturday daytimes only. However, it will only be a short walk to the New Inn bus stop for the X34 on evenings and Sundays.

The key principles are for all existingly served areas to get at least a doubling of daytime frequency and/or bi-directional services where they didn't exist before. As well as this, several currently unserved areas are added to the network for the first time, conforming to the requirements of the DfT Bus Strategy in this regard. As you would expect, all services serve the railway station as standard, and the evening/Sunday routes are as close as possible to the daytime ones, again in line with the requirements of the strategy in this regard.

Cycle, Walk, Rail Interchange

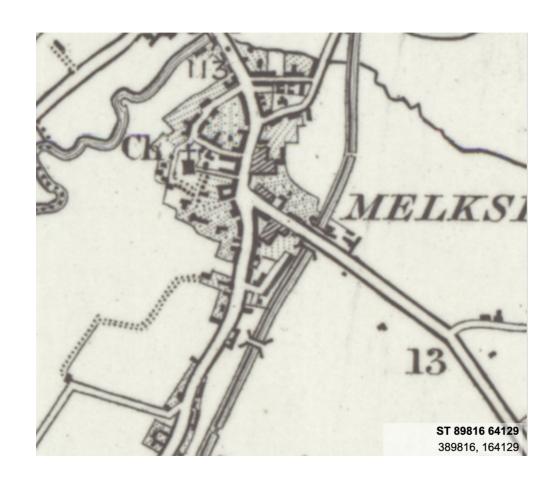


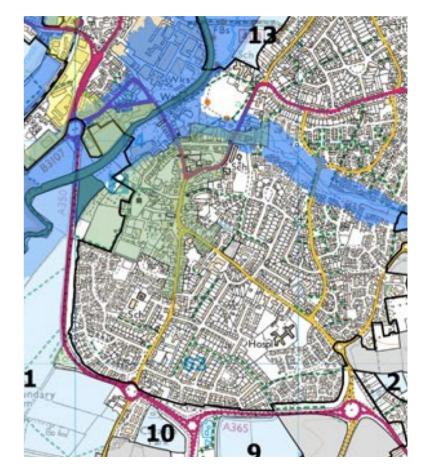




Routes for the future







Work Alongside Policy



- Road changes to support walking, cycling and buses as bigger projects go through
- Train changes to bring an appropriate hourly service
- Neighbourhood Plan (vote 6th May along with Unitary and Town Councillors)
- Wiltshire Local Plan

How should community help?



- Help advise on service/network futures including intermodal
- Look to work with operators, LTAs and other modes and groups in partnership
- Offer ongoing community help to ensure the changes work

Next Steps



- Learning what people want now and will in coming years
- Building an ongoing picture of that use and potential use
- Setting this up for OUR area and YOUR area for guests at our meeting
- Sharing ongoing experience

"Date of next meeting"



- Leave your contact details
- Sign up to our facebook group and website
 - For Melksham / Wiltshire ...
 - MRUG become Melksham TRANSPORT User Group
 - Survey of journeys and needs
 - More detailed planning work

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Other resources at http://option247.uk/mkm2020_o247.pdf
And http://option247.uk/melksham_bus_partnership_0_92.pdf
And http://option247.uk/20200309.pdf