

The Way Ahead

Option 247 team & experience

Core members from Save the Train and TransWilts

Business and community experience

Council experience

Bus company experience

Travel Planning experience

Forward plan - Campaign to Partnership under TransWilts-Proven and here for the duration!



Objectives

Reduce bus support from £5.1m p.a. to £2.6m p.a.

Provide a public transport network that meets economic and social needs

Above two objectives to be sustainable in following years

Network techniques

Fanning

Town and Country running

Connecting

Integrating





Government Policy (with Michelle Donelan support) for this approach We will helped along the way



Alternative is bus loss with diminisl council and other income and shor term stability!

The changing legal framework and on the ground

Quality Bus Contracts specify services required & contract their commercial p



BaNES and Bristol headed "Metro N route to include contracts

Designation

TransWilts Rail Designation / consultation closed 6th April 2016

Allows fare adjustment locally, including 50p supplement per journey

Designation funds connecting town buses in designated stations



Elephants

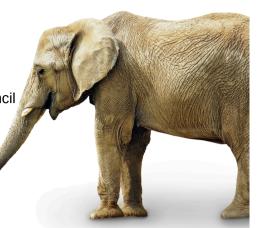
Financial responsibility; risk to council

Bus operators walking away

Quests for compensation; legal challenges

Being ahead of the game (but Wiltshire has a window)

What are the risks of council's options 1-5 or 6?



Financial model

All income to council Contracts to provide vehicles / drivers Motivational pricing to ensure money gathered and reward made

Commercial and Designated groups Commercial groups Explorer groups Supported group Community groups



Future service specification

Local Area (CATG?) recommendations

Bus experts working out practicalities and with final say

Priority - economic or social (but we can do both at present)

Ensuring everyone matters e



Stability
Scalability
Affordability

Way forward

Co-operation





Way forward

Co-operation

Co-operation



