

Public Transport ...



... buses and connecting services in Wiltshire

Update – 27th May 2016

GE / 27.5.2016 – v1.0a



**The Way
Ahead**

Wiltshire supported bus consultation *January to April 2016*

- * Options 1 to 5 together save £2.8 million p.a.
- * Option 6 saves £5.1 million p.a.

But at what cost to the livelihood of users?

At what cost to the economy and other budgets?

At what cost to councillor popularity?

And with what prognosis for future years?

Write in options



- Leave budget & system alone

But would result in continued service loss

- Leave services & system alone

But would result in spiralling budget

- Re-organise aspects of system and network

As suggested by option 24/7

Aligns to government thinking in Bus Services Bill

Desired outcome



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

Bus Services Bill



- Queen's Speech, 18.5.2016
- Read in Lords, 19.5.2016
- Published online 20.5.2016
- Looking at what it means for Wiltshire

Our team from 21.5.2016



The Way Ahead



Main points – Bus Bill



The main points of the Bus Services Bill (DfT text) are:

- * to strengthen arrangements for partnership working in the sector, introducing ‘enhanced partnerships’
- * introduce new franchising powers with decisions at a local level
- * to provide for a step change in the information available to bus passengers

Users of Bus Bill



- Available automatically to Mayoral Authorities
- Also available on a case by case basis on application to Secretary of State by other authorities

Wiltshire Council has



1. **The competence to implement Franchising** - witness six officers on the current bus support team, and management and systems too. With some half of the bus routes currently contracted / supported, this would be a shift in the way of operation within the current team. Also note track record on 55 / 55A and on TransWilts trains, local area boards, CATGs etc
2. **The economic / travel to work / shop / college area to make this a logical area**, and of sufficient size to make it a sensible unit; Wiltshire is already the third largest unitary area in terms of population, and growth rates are significant.
3. **The financial case to make this work**, and the existing network to form the basis. See our detailed studies under "option24/7"

Why Wiltshire?



- Growing county
- Becoming more urban with travel required between towns; parking an issue, etc
- History of competing bus companies not always in the common good
- good level of existing services that can be converted
- population keen on a positive solution

Significant issues

- Cross Border issues
- Security, profit and motivation for operators
- Ongoing community support and record
- Timescales and setup funding
- Political manipulation of routes and services
- Skill / knowledge of local council



What should it mean?

- * Buses and trains and other buses that connect with each other
- * Common informations systems and ticketing
- * More through and through-ticket opportunities
- * Services that run from morning commuter time through into the evening
- * Revision of routes to encourage traffic
- * Substantial notice of any changes; incremental not catastrophic changes
- * Clean modern vehicles
- * Some services taking longer and some frequency reductions
- * Better casual (single journey) fares
- * Security to invest and operate for bus companies
- * Ability of economy to have greater reliance on continuing bus services



Timeline events

County to apply to have powers available during 2016

Bill passing stages during 2016

DfT Statutory Instrument specification during 2016

Business case by March 2017

Powers available from May 2017

Consultation to October 2017

Decisions in December 2017

Tendering process to May 2018

Results and detail to implementation from 9th December 2018



Option 24/7



- Currently a loosely organised informal campaign group
- Plenty of pragmatic campaigning and partnership experience
- With public transport experience & track record
and more formal setup with TransWilts available

MPs can help ...

- Backing the bill in parliament
- Confirming that Wiltshire is a suitable authority to the SoS
- Helping promote the positives of new journey opportunities
- Helping oil the seeding financials / LSTF next phase?



... looks like it's in line with Conservative party policy and lots of popular stories.

... may be nice to put in a further good word for the positive practicality and persistence of our team and all the local teams in Wiltshire

Where to find us



<http://option247.uk/>

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