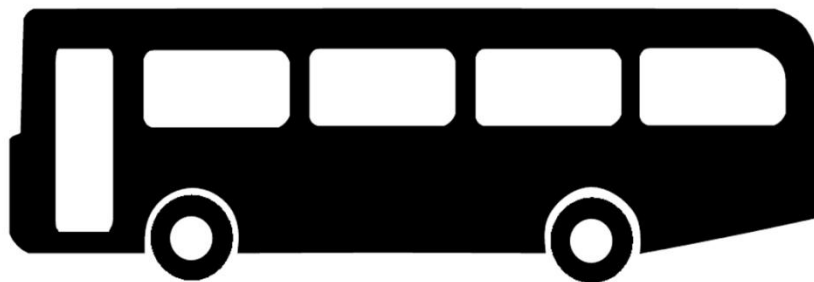


Neighbourhood Partnership Development Public Transport Proposal

St. George



Bus Stop

Produced by students of the University of the West of England

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In collaboration with

Bristol Neighbourhood Planning Network

St. George Neighbourhood Partnership

Bristol City Council

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Scope

The report looks at the lack of public transport provision for the people of St. George, Bristol.

The main objective of this project is to resolve the public transport issues that have been raised by the residents of St. George, proposing a suitable bus route as a solution.

This study:

- Identifies the key actors and decision makers involved with public transport provision and improvement.
- Analyses existing bus routes and highlighting areas of route redundancy.
- Proposes a new bus route will require the understanding of the financial implications, bus types and potential contractors.
- Provides an evidence base for the proposed bus route such as data analysis, demographics and questionnaires.

1

Section 1

Introduction

Introduction

- 1.1 Since the introduction of the localism bill in December 2010, there has been a greater emphasis on community involvement. As local Neighbourhood Area Plans, as promoted by the Bristol Neighbourhood Planning Network, are being developed local communities have started to specify what aspirations they have for their neighbourhoods. An aspiration for residents of St George, identified by a 2010 study and consultation (see appendix), was to have improved bus services. The objective of this report is to propose new bus routes that meet that aspiration.
- 1.2 Having reviewed records of local people's concerns about public transport and having identified areas with little or no public transport links in St. George, this report will focus on the implementation of a new bus route through the neighbourhood. This report will provide an evidence base supporting the introduction of a new public transport infrastructure and put the case for any proposed improvements.
- 1.3 With areas of St. George inaccessible by bus the local community is fragmented. It is important to introduce a local bus service which will unify the neighbourhood of St. George. Through research and analysis, the aim of this report is to resolve the key points that have been raised and realise the local people of St. George's aspirations'.

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Section 2

Actors & Decision-Makers
Involved

Actors & Decision-Makers

1.0 St. George Neighbourhood Partnership (SGNP)

St George Neighbourhood Partnership (ST George NP) is one the 14 Bristol Neighbourhood Partnerships. The St George NP is made up of volunteers, drawn from local residents and community groups and the 4 Bristol City Councillors for St George. The group is chaired by Fabian Breckels. The group is supported by Abdul Razak Dahir, who is a Bristol Council area co-ordinator for Neighbourhood Partnerships. The SGNP are currently the main pressure group for the new provision of a bus route although individuals have been contacting councillors and the local MP for some time.

1.1 Bristol Neighbourhood Planning Network (Bristol NPN)

The Neighbourhood Planning Network (NPN) is a self-help network of independent voluntary neighbourhood groups who are or want to be more effectively involved in the planning system in Bristol' (www.bristolnbn.net).

1.2 Bristol City Council (BCC) incl. The Greater Bristol Bus Network (GBBN)

The local council is one of the main decision makers in route proposal. Improvements to road infrastructure or building new bus stops are completed by the council who therefore play a very important part in bus transport infrastructure. They also provide the funding for such schemes where routes are not commercial.

The Greater Bristol bus network is part of the West of England Partnership including the authorities of Bath and North East Somerset (BANES), North Somerset,

1.3 South Gloucestershire Council (SGC)

Have a similar role to Bristol Council but would only be concerned with any bus route within their local authority,

1.4 First Group PLC

This group are currently the main bus operators in Bristol and nationwide. They will ultimately have a say in any commercial bus route that is proposed.

1.5 Wessex Connect

This group are a small local operator that currently runs most of the subsidised bus routes by covering gaps which First Bus does not supply.

1.6 Bugler Coaches

This group are similar to Wessex Connect and only run a handful of routes in Bristol.

1.7 Bristol Community Transport

Charity based operator based in Easton that mainly deals with disability and disadvantaged groups that require more care and attention.

1.8 Faresaver

Another small bus operator that offers competitive bus fares in Bristol including St. George. They also specialise in private hire and school buses.

1.9 Transport for Greater Bristol (TfGB)

TfGB are an alliance campaigning for improved public transport in Greater Bristol as part of working towards a low carbon economy.

2.0 West of England Partnership

Is a partnership between South Gloucestershire, North Somerset, North East Somerset, Bath and Bristol. The partnership is driving forward action to sustain prosperity and quality of life and to enhance the confidence of public and private investors. Transport is one area that is given particular attention by this group.

2.1 General Public

They are the target of public consultations and are the end users of the implemented proposals.

Who Operates & Finances existing Bus Services?

- 1.0 The way the buses are run in Bristol can be very confusing due to the nature of existing legislation and the number of actors involved in the process.
- 1.1 Bus routes can be divided into two categories; commercial and non-commercial (supported services) routes. The majority of services run in Bristol are commercial services, which are run by private businesses for profit. In this particular case it is First Group Plc that controls 95% of the commercial bus routes through Bristol. Due to the fact that First own these commercial routes Bristol City Council can have very little say in decisions made by the company, this includes the routes, timetables and fares. The council does help private companies by improving transport infrastructure, such as bus lanes and bus stops, and it can help with the introduction of new technology such as smartcards and real time displays.
- 1.2 However, the council does not have unlimited money to help keep the buses running and serviced. The only thing they pay for is the reimbursement of concessionary fare-holders who travel free and it is a Government requirement that they are reimbursed. Commercial routes tend to be the main routes throughout Bristol that lead in and around the centre.
- 1.3 Non-commercial routes are other bus services that are supported and subsidised by the council. These routes that are financially supported by the local authority are referred to as supported transport services. Supported routes tend to be routes that private bus operators won't run commercially. This is due to the lack of profit from running such services. As well as these services, some commercial routes are also subsidised during periods of the day when private companies deem them unprofitable such as early morning or late night services, when passenger numbers are significantly reduced.
- 1.4 Further supported routes are ones that are socially necessary or services that help to connect the existing commercial routes – essentially 'filling' the gaps left by the private companies. Certain Park and Rides are supported transport with the objective to reduce congestion in the city centre. Finally, demand-responsive transport is one of the main supported transport services as it provides transportation for the elderly and disabled. For bus services that link Bristol to areas of South Gloucestershire, then South Gloucestershire Council also provide a small amount of subsidy for these routes.

1.5 Below is a list of financially supported services within Bristol (sourced from “Let’s talk about Supported Transport Services”, March 2, 2011 by Consultation Team), which currently cost £5.2 million a year (2010/11):

- Park and Ride
- Orbital services including 500, 517/8 and 584/5/6/7 (around Kingswood/Parkway Station/Southmead Hospital & Shirehampton and other North and Central Bristol areas)
- Local shopper services including 503, 558/9 and 510/11 (Knowle, Bedminster and Brislington orbitals) and Easy Rider services.
- Commuter and cross harbour ferry services
- Community transport (including Dial a Ride, Group Hire and local community transport groups)
- Add-ons to commercial bus services (early morning, late evening, Sunday and Bank Holiday services)
- Support for Severn Beach Line rail service
- Night buses (which run from midnight on Fri and Sat nights)
- Yellow school bus to Henbury school

1.6 Appendix 1 contains a detailed breakdown of the costs of the commercial and non-commercial services and the companies that provide the relevant service.

1.7 The complex nature of the commercial and non-commercial service derives from the deregulation of bus services back in 1986. Deregulation meant that anyone could and still can, operate a bus on a commercial basis. Although the initial intention was to increase competition within an area it was ultimately the significantly larger bus operators that were able to roll out large bus fleets in cities, which smaller bus operators couldn’t compete against. This has meant the majority of cities across the UK have the ‘big’ operators as their bus service providers. The main issue with this outcome is that private bus operators operate with profit as their main concern as opposed to the public benefits.

1.8 Alternative options are available to the council, such as quality contract schemes (QCS) where the council have the power to put up for tender routes of their choice, and the winning bidder is under the control of the council. This means that if a service

is implemented the council can have a say on the route it operates. This includes the cost of fares and general timetabling. In general terms, it means the bus operators would be bidding for routes that the council have already established, and it is the council that have the ability to adjust or amend the routes if they wish to do so. Subsidies are still paid to the bus operators, so they have a guaranteed revenue stream, but the routes are created in the interest of the public rather than based on the profitable margins from a route. However, as attractive as this option may seem, the council lack the financial capacity to push for the implementation of QCS, and could face a serious legal battle with the existing bus operators, which would increase cost significantly.

- 1.9 Various partnership schemes are valid options, but it relies upon both the council and the bus operators agreeing on particular aspects, which can prove problematic as certain issues may not be necessarily as beneficial to one party as it is the other. If partnerships are drawn up then it could provide a way for the council to implement some form of minimum standards or require the bus operators to improve their reliability.

Future Public Transport Plans

- 1.0 Unfortunately, due to the recent economic downturn, the council have had no choice other than to make budget cuts. With regard to the provision of public transport, the council have to cut £600,000 a year from their existing budget. Obviously these cuts make it very difficult to implement new bus routes without considerable investment and financial resource.
- 1.2 Although budgets have to be cut, the council are trying to create competition within Bristol by putting their existing and newly proposed non-commercial routes up for tender. The theory behind this action is that the tendering process will attract other bus operators to the area, which will ultimately increase competition and improve the quality, reliability and cost of existing bus services. The decision on which routes will be put up for tender will be made in June 2011 and those routes will be put up for tender in the following September when the bidding process will begin.
- 1.3 Even though there is a reduction in funds available and the idea of implementing the proposed bus route is currently slightly unrealistic, the council have proposed their own new route which feeds Crews Hole Rd and links to the services in Kingswood and Church Rd. This route has the chance to be put forward for tender, should the cabinet decide to choose it.
- 1.4 However, for such routes to go ahead, they generally have to eliminate an existing one. Although the council's route is particularly short, it is much more feasible than the route proposed in this report. This is due to the current economic climate, but it still maintains a link between Crews Hole Rd to the local amenities available in Kingswood. If this route were to be given the go ahead, then when future funding is made available there is the potential to propose the full length route which links Temple Meads and the city centre to St. George and Kingswood. Once a route is implemented, it is much easier to propose an extension to the existing infrastructure.

3

Section 3

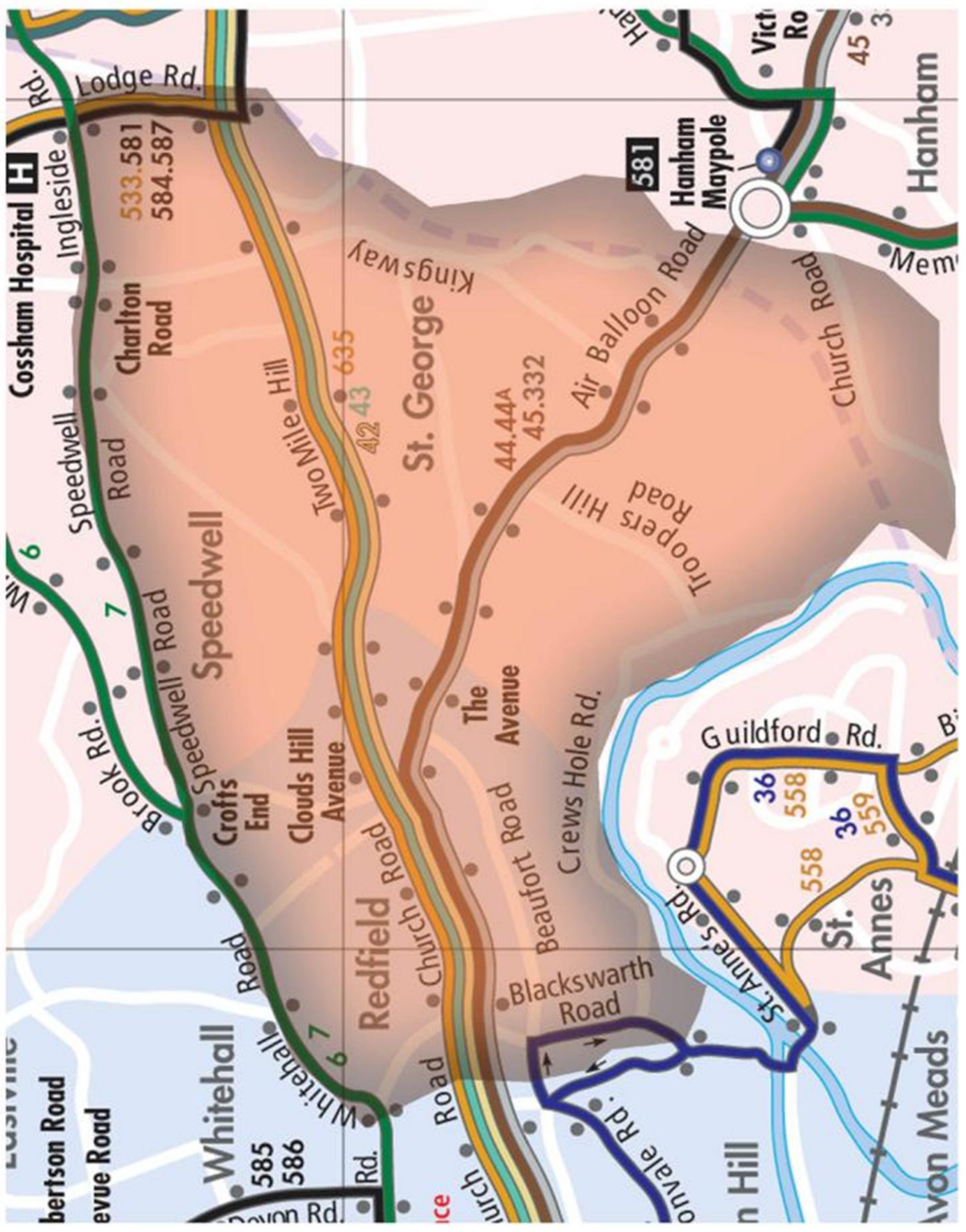
Contextual Issues & Existing
Bus Routes

Contextual Issues

- 1.0 This section will explain what the current transport issues are in St. George.
- 1.4 Issues raised in previous studies to identify local people's aspirations for St George, include the fact that there are no bus services in St George that go to Bristol Temple Meads railway station. This restricts employment options for people who have no car and adds to road congestion. This is an issue that has been raised by many residents. Furthermore, there are no bus services travelling from St George along Feeder Rd where there are a number of employment units, again restricting employment options and adding to road congestion. In addition there are no bus services on the southern edge of the ward, bounded by the river Avon. For many residents an approximate 0.7km walk up a steep hill is needed to reach the nearest bus stop or a riverside walk with an estimated 1.2km walk to access the notoriously inconvenient and irregular no. 36 service.
- 1.5 With the nearest shops located in Hanham, Kingswood, St Anne's or Church Rd, St George and no connecting bus routes this promotes car use and disadvantages the elderly and people with mobility issues. There is no bus service to take people from the south side of the ward to the shopping facilities in Kingswood, despite a road of reasonable width, the Kingsway, linking two existing bus routes that run on the A431 (Summerhill Rd, Nags Head Hill and other roads) and the A420 (Church Rd, Two Mile Hill and other roads). Nor is there a means, by direct public transport, to access Kingswood Leisure Centre or Downend's shopping facilities from the south of St George.

Existing Bus Routes

- 1.0 Studying existing bus routes is essential in determining where to propose a new route. It also helps highlight the areas of St. George that are deprived of an easily accessible bus service.
- 1.1 The main existing bus routes through St. George are along Church Road where it then splits and services run along both Air Balloon Rd (Service 44, 45 & 332) and Two Mile Hill (Service 42, 43 & 635). There is also an existing bus service that brushes the boundary of St. George along Whitehall Rd (Service 6&7)
- 1.2 The map on the following page illustrates the existing bus routes and services within St. George.
- 1.3 It is clear from the map that although there are a number of services running through St. George, none spread out into the area, resulting in the two main roads being the only place to catch a bus from. This supports the expressions of concern from members of the local community in that some residents have considerable distance to cover in order to get to an existing service.
- 1.4 It is clear from the map that the needs of the local community as described in 1.0 to 1.1 above are not being met". As discussed in the brief, there is a distinct lack of routes along the Kingsway, which already has bus stops marked on the road, although they are currently unused. Crews Hole Rd has also been identified as a potential bus route as it passes through a large residential area of both new and old development. A challenging uphill walk from Crews Hole Road is the only access to a bus stop on the existing bus routes that run along Bryants Hill/Nags Head Hill/Summerhill Rd/Air Balloon Rd (A431)



Bus Services Feeding St. George
6
7
36
42
43
44
44A
45
332
533
581
584
587
635

Route Number	Main Destinations	Bus Company
6: City Centre – Bath City Centre	City Centre - Longwell Green Via Whitehall, Soundwell, Kingswood, Hanham	First Group
7: City Centre – Bath City Centre	City Centre - Staple Hill Via Whitehall, Speedwell, New Cheltenham	First Group
42: Centre - Bitton	Centre - Broadmead, St George, Kingswood, North Common. - Bitten.	First Group
43: Centre - Cadbury Heath	Centre - Broadmead - St George - Kingswood - Warmley - Cadbury Heath.	First Group
44: Centre - Cadbury Heath	Centre – Broadmead - St George - Hanham Common - Barrs Court - Cadbury Heath.	First Group
44A: Centre - North Common	Centre - North Common – Broadmead - St George - Hanham Common - Barrs Court - Cadbury Heath.	First Group
45: Centre - Cadbury Heath	Centre - Broadmead - St George - Hanham - Oldland - Cadbury Heath.	First Group
332: Bristol - Bath	Bristol – Hanham - Longwell Green – Bitten – Kelston – Bath City Centre	Wessex Connect
533: Mangotsfield – Keynsham	Keynsham – Kingswood - Mangotsfield	Wessex Connect
581: Hanham – Chipping Sodbury	Hanham - UWE - Bristol Parkway - Yate - Chipping Sodbury	Wessex Connect
584: Sea Mills – Kingswood	Sea Mills - Southmead Hospital - Kingswood	Wessex Connect
587: Hotwells - Kingswood	Hotwells - Horfield - Kingswood	Wessex Connect
635: Bristol - Chippenham Bus Station	Bristol - Horsefair - Lawrence Hill Station - Kingswood - Bridgeyate - Wick - Doynton - Dyrham - Marshfield - Colerne - Ford - Biddestone - Yatton Keynell - Chippenham Railway Station - Chippenham Bus Stn	Faresaver

Route Redundancy

There is always a possibility of providing a bus route by replacing an ineffective route, or diverting a current route could provide a solution for public transport in St. George. The 36 bus route could possibly divert along Crews Hole Road, however the effect this would have on St. Anne's (which currently has very few bus services) would be unrealistic and unfair. The current operators along the main arteries such as Two Mile Hill and Air Balloon Road will unlikely change direction to fulfil this as First Bus would not see any opportunity to increase profits by doing this and thus, will not change route to satisfy the people of St. George.

If any route redundancy were to be identified then it would almost certainly be a non-commercial route, which means the council would be the people to contact if the route were to be diverted. Any commercial route is unlikely to be diverted as these are run for the main purpose of making a profit. Therefore if it is making a profit then there is obviously no redundancy in the use of the service.

4

Section 4

Route Proposal

Route Proposal

- 1.0 This section contains the proposed routes explaining the roads and areas accessed by the bus.
- 1.1 The proposed route contains two services that run two circuits. The idea is a circular “shopping route” linking Kingswood and Church Rd. The route goes through Barton Hill because of the no left turn from Blackswarth Rd into Church Rd at the traffic lights by St George Park. It offers benefits to St. George because there are places of employment along Feeder Rd and Marsh Lane. Also from Feeder Rd passengers can use the well lit short route along Cole Rd to access Avon Meads a retail park including not only shopping facilities and food outlets but places of entertainment such a cinema and 10 pin bowling centre. It is also an area of employment. The route will operate in both a clockwise and anti-clockwise direction. While the route can be described as a shopping route, it is also linking many places of employment.
- 1.2 The proposal is that bus route B does the same route as that above, but misses out the turn up Marsh Lane but carrying on along Feeder Rd, turning right onto Avon St so people can walk over the two pedestrian bridges (Valentine Bridge and Meads Reach Bridge), to gain access to Bristol Temple Meads Railway Station. The route will then loop along Temple Way, Victoria St (over Bristol Bridge) to Wine St where the bus terminates. On the return departure, the route will continue down Newgate, Broad Weir and Lower Castle St turning right on Old Market roundabout onto Temple Way and back onto Avon St. This loop will only operate in a clockwise direction because of the one-way system in the city centre. It is a natural loop which is used by many services which serve Broadmead. The route would then connect back onto Feeder Rd which would split at Netham lock with one bus service heading towards Church Rd clockwise, and the other, anti-clockwise along Crews Hill Rd.
- 1.3 Route A will be operated with two buses. One will travel in a clockwise direction whilst the other will operate anti-clockwise around the circuit. The anticipated frequency would be roughly an hourly service in each direction with the potential to increase frequency during peak times. An hourly service would be adequate because

of the need to reach local amenities that are linked with this bus service. An hourly service allows users to complete shopping tasks and not have to wait long for a return bus in the opposite direction. A shorter frequency may exceed demand and a longer frequency may result in people waiting too long for buses making the service less appealing.

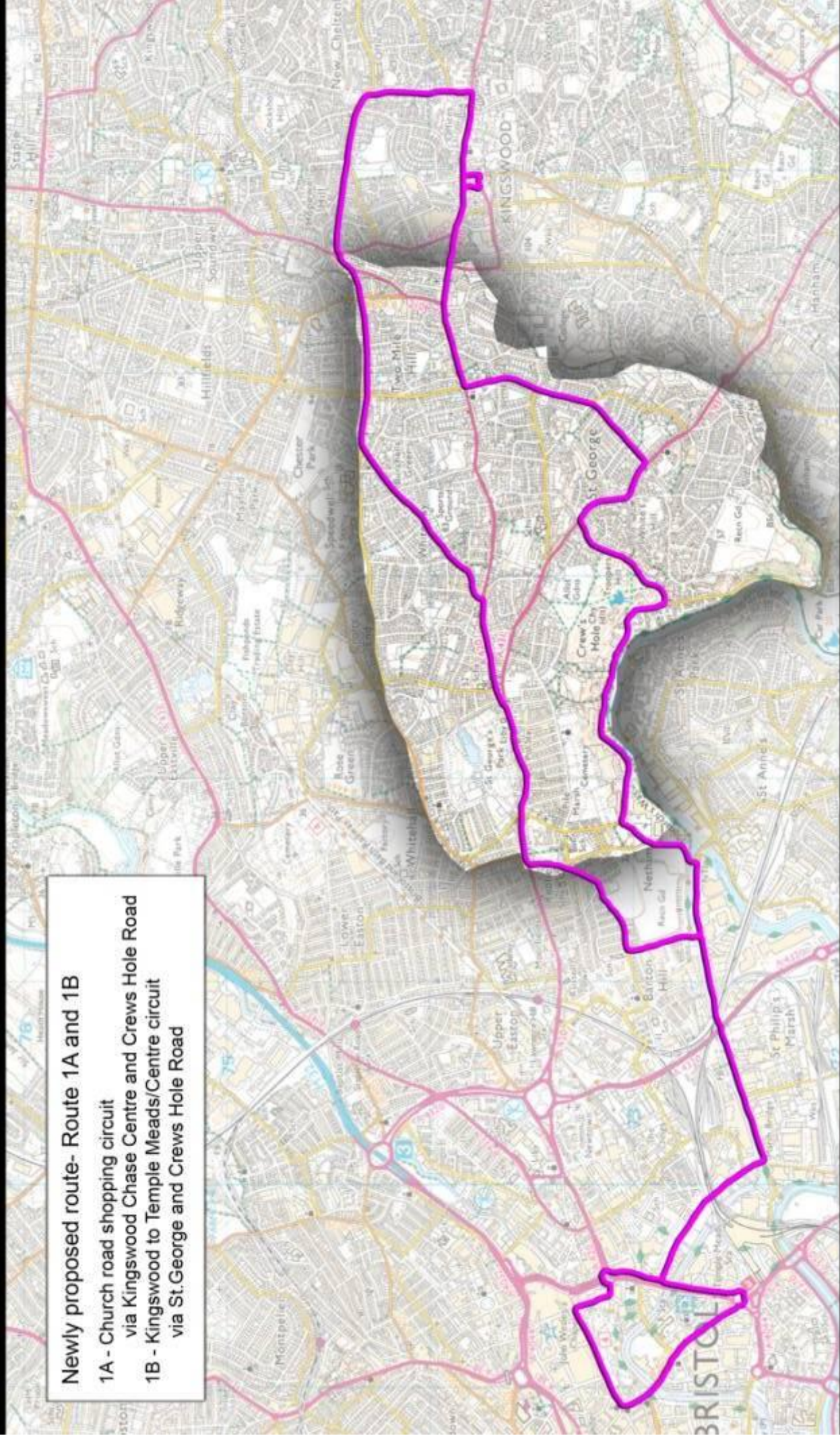
- 1.4 The starting point s on the bus route for route A will be in Kingswood and at the western end of Crews Hole Rd.
- 1.5 Route B will be operated by four buses with two driving in a clockwise direction and two driving in an anti-clockwise direction. The anticipated frequency would be every 30mins during peak times to cope with the potential number of commuters for both Temple Meads Station and the city centre. During the off peak hours there would be an hourly service. The buses would be timetabled appropriately to ensure that the buses do not cluster behind each another.
- 1.6 The following pages show the proposed routes and the names of the roads served by the new bus service.

Roads on Route

Route 1A High Street, Regent Street, Two Mile Hill, Kingsway, Bryants Hill, Troopers Hill, Crews Hole Rd, Blackswarth Rd, Feeder Road, Marsh Lane, Avondale Rd, Church Rd, Whiteway Rd, Speedwell Rd, Ingleside Rd, Syston Way and Alma Rd .

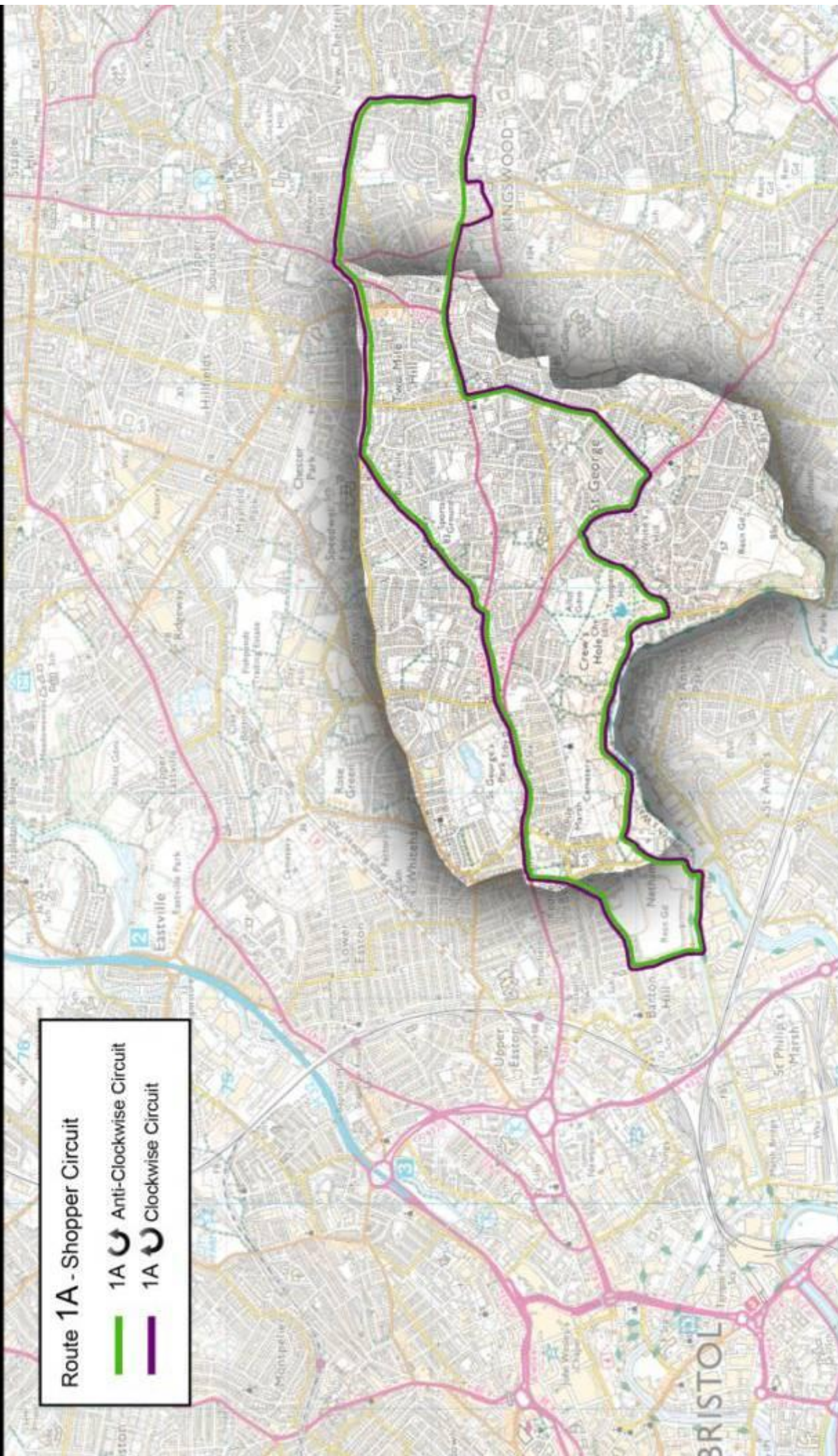
Route 1B High Street, Regent Street, Two Mile Hill, Kingsway, Bryants Hill, Troopers Hill, Crews Hole Rd, Blackswarth Rd, Feeder Road, Avon Street, Temple Way, Victoria Street, Wine Street, Newgate, Broad Weir, Lower Castle Street, Temple Way, Avon Street, Feeder Rd, Marsh Lane, Avondale Rd, Church Rd, Whiteway Rd, Speedwell Rd, Ingleside Rd, Syston Way and Alma Rd .

Newly proposed route- Route 1A and 1B
1A - Church road shopping circuit
via Kingswood Chase Centre and Crews Hole Road
1B - Kingswood to Temple Meads/Centre circuit
via St.George and Crews Hole Road



Route 1A - Shopper Circuit

- 1A ↻ Anti-Clockwise Circuit
- 1A ↻ Clockwise Circuit



Close up of Route 1B through the centre from Avon Street



Due to the nature of the route, both the anti-clockwise and the clockwise buses will end up converging along Feeder Rd and following each other. Because of the one restrictive turns onto Temple Way and the fact that the centre circuit is so short the buses will follow the same route until they return along Feeder Rd, where they split in order to follow their designated routes. i.e one bus up Marsh Lane and the other up Blackswarth and down Crews Hole Rd.

How much will the bus cost to run?

- 1.0 Traditionally, a typical bus would run approximately 75 to 85 hours per week, using 525 litres of fuel and needing 2.5 drivers to keep the bus in operation. This means that the bus will need to earn an estimated £25 an hour if it is to successfully operate at a profit.

- 1.1 Labour is the most significant part of the cost to run a bus, this is around 60-70% of the overall cost. Other costs that also need to be considered are the fuel costs (which vary all the time) and the cost of replacing tyres frequently due to health and safety legislation. The maintenance of vehicles also needs to be included in any bus cost analysis as this also plays a significant part in the overall cost.

- 1.2 There are also other costs which are often overlooked when proposing bus routes; these include the cost of insurance for drivers and passengers as well as any costs for one off incidents such as accidents.

- 1.3 Administration costs are also part of operating bus routes and these include marketing, accounts, payroll and management and any necessary building costs. These can be from expanding the depot by the service provider or by the council who will have to provide any new bus stops or road improvements in order to accommodate a new bus service.

- 1.4 The administration of buses also has to be reviewed as this also adds to the cost of running buses. As bureaucracy is increasing, further costs are also part of introducing bus routes. The extra health and safety laws that have to be met as well as having to calculate work tax credits and the child support agency form wage slips. Training requirements also have to be met for the bus drivers who will have to have frequent extra training in order to meet legislation set by the UK and the European Union (EU).

1.5 The table below lists all the factors that are considered when calculating the financial implications of providing and running a bus service:

• Cost Element	• Cost Measure
• Fuel	• Cost per Mile
• Drivers	• Cost per Hour
• Maintenance	• By Hour or by Bus
• Overheads	• Unlimited

1.6 Just as a guide a new bus can cost as much as £200k to purchase for road use however smaller buses which would be used on the proposed route are usually around £100k brand new.

Bus costing options

1.1 Option 1: Non-Commercial Subsidised Route

The fuel consumption would currently be around 98 miles to the gallon per passenger given a typical load factor in the south-west of England. A traditional midi bus uses around 8 miles a gallon. Despite this high figure there are newer hybrid buses that can be more efficient than this. A traditional driver pay rate in Bristol is currently £11.50 an hour. This approximate analysis makes it clear how much it would cost to introduce a bus on the proposed route operated by a private company.

Costs of Bus	
<i>Outer Circle</i>	
Fuel	£1694
Driver Costs	£1155
Sub – Total	£2849 per week
<i>Inner Circle</i>	
Fuel	£1036
Driver Costs	£1155
Sub – Total	£2191 per week.
Total Costs	£10080 per week

*Note: This analysis does not include insurance or other Overhead costs.

1.2 Given this cost analysis, it is already easy to see how expensive it is to run the proposed non-commercial route through St. George. However, there is a possibility of receiving subsidy from the local authority to help make the route more appealing to potential operators when the route is put to tender.

2.0 Option 2: Community Transport Provided Route

Using Bristol Community Transport it will be possible to hire buses to run the proposed routes through St. George. Bristol Community Transport is an organisation which gives

the opportunity for local residents to hire mini buses to run the proposed route and set their own fares knowing the cost to provide such a scheme. As the organisation is subsidised by the council, the costs are lowered, however, any person wishing to use their diamond card for free travel will have to pay to use this service should it be implemented.

Given the costs available from the website, the costs of providing a service this way would can be seen below.

Outer Circle	
Bus Cost	£148.50
Fuel Cost	£614.25
Inner Circle	
Bus Cost	£148.50
Fuel Cost	£378
Total cost for 2 buses on each route	£2578 per week

3.0 Option 3: FreeBus

Research into a local project may also provide a solution to the transport problems in St. George. One option could be a similar model to that of the 'FreeBus'. FreeBus is a community run project based in Stokes Croft which is starting to offer a free bus route around Bristol city centre. The bus operates on Saturdays, at a cost of £10,000 for a six month contract. Although the initial cost of the scheme seems expensive up front, the residents surrounding the proposed bus route could pledge towards a bus service, there is a possibility that St. George could fund a bus service this way. A pilot scheme could judge the viability of this, and if successful, like the FreeBus, there is a potential for the route to be tendered and run by a local bus operator.

How to Propose a Bus Route

- 1.0 It is relatively straight forward to propose a bus route. Once the proposal is in place, the local council are the best party to contact. Evidence and reasoning behind the proposed bus route will help the council decide on the outcome of any proposals made. To apply for the route an e-mail should be sent to public.transport@bristol.gov.uk. The council will work with any evidence that is provided to help them finalise a route to put to tender.
- 1.1 Although the council cannot guarantee the implementation of the route, evidence of a potential popular route gives a lot of weight behind an argument to encourage bus operators to run a service.
- 1.2 As well as contacting the council, if a large enough case can be built to support the bus route it is possible to approach large companies, such as First Group, and they may consider commencing services along this route if they feel it is profitable. If a private company thought the route was viable then it would be very efficient in delivering the route. However, with tight financial limitations, it is unlikely a bus operating company will find the route profitable without any subsidies from the council.

5

Section 5

Evidence Base

St George Demographics & Statistics

1.0 The demographics of St. George suggest that there is the potential demand for a bus service. 2001 census figures shown in the list below indicate that a significant number of people have no car:

St. George West:

4,828 Occupied Dwellings

1,237 Dwellings have no car or van

10,933 people in the ward

Approximately 2.3 people per household

An estimated 2,845 people have no car

St. George East:

4,840 Occupied Dwellings

860 Dwellings have no car or van

11,351 people in the ward

Approximately 2.3 people per household

An estimated 1,978 people have no car

St. George as a whole:

9,668 Occupied Dwellings

2,097 Dwellings have no car or van

22,284 people in the area

Approximately 2.3 people per household

An estimated 4,823 people have no car

1.1 With a substantial number of people without a car, there is a great deal of potential users for the new bus service. The map on the following page shows the walking distance to the bus route and the area covered by the route. The map illustrates how it covers 90% of St. George, meaning that all 4,823 people with no car should find this route easily accessible. With the route also covering areas such as Kingswood and Barton Hill, the number of potential users could increase significantly.

1.2 Furthermore, these findings are from the 2001 census. Since then, there have been significant developments with the introduction of new housing at both ends of Crews Hole Rd. Although exact figures are not accessible it seems reasonable to suggest that there would be an increase in the number of no car owners due to the increase in the number of settlements.

Newly proposed route- Route 1A and 1B

1A - Church road shopping circuit

via Kingswood Chase Centre and Crews Hole Road

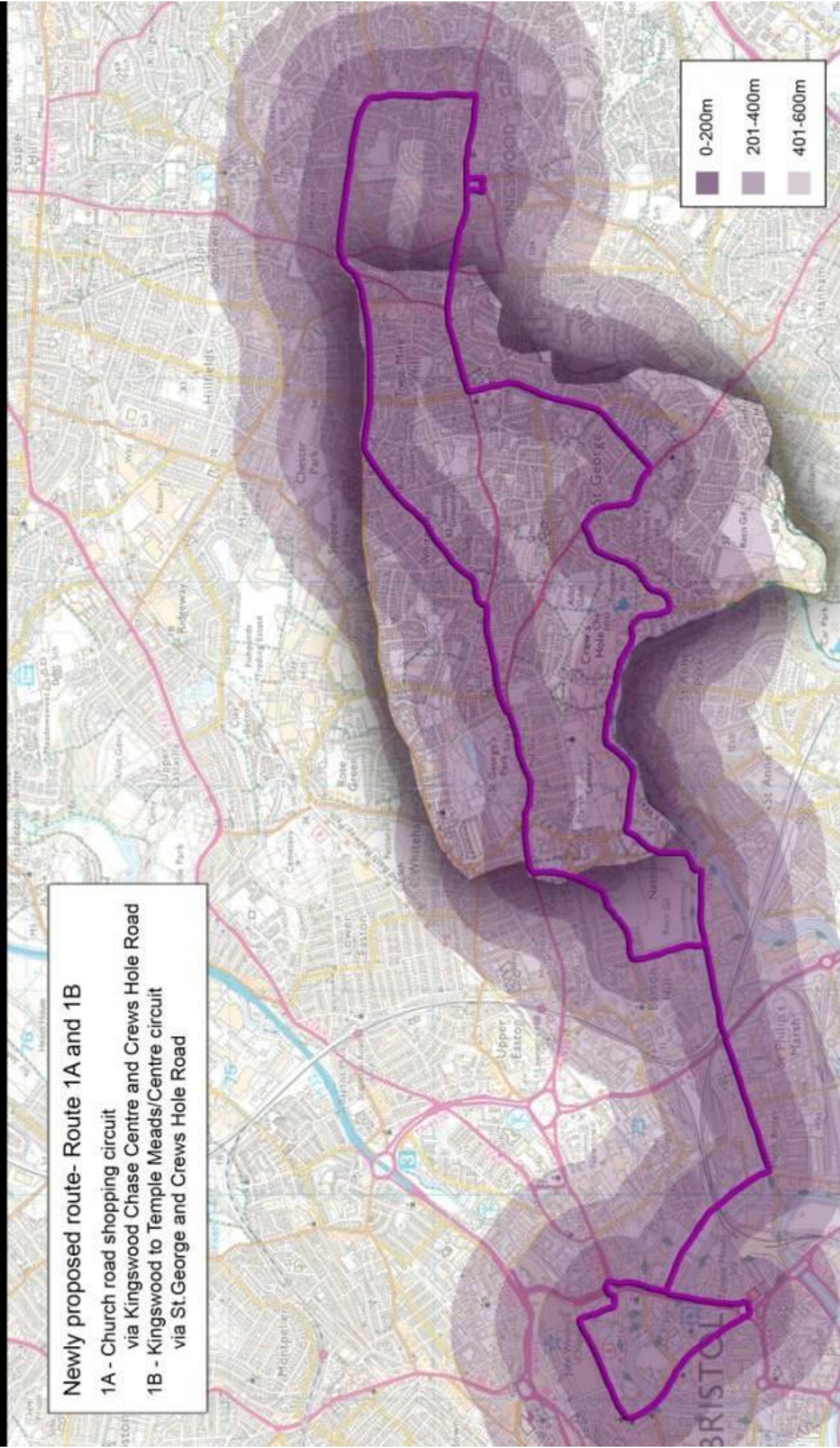
1B - Kingswood to Temple Meads/Centre circuit

via St.George and Crews Hole Road

0-200m

201-400m

401-600m



- 1.3 Additional evidence to support this proposal will come from the questionnaire, which has been produced as part of this study. After initial public consultations on the findings of this report funding will be sought to distribute this questionnaire in the near future and to use the collating findings in support of a case for improved transport, subject to the findings making such a case. The results from the questionnaire will give concrete details into the needs and wants of the local people regarding a new bus service.
- 1.4 Another reason to propose a new bus route is the unreliability of the current services in place. Facts and figures from various sources claim that the Bristol has the second worst public transport network in the country and only 13% of its residents use the bus for travel to work. This poor amount could be due to the reliability of the services and not being able to get to work on time. The cost of fares is slowly increasing and could therefore put people off using the services on a regular basis.
- 1.5 Furthermore, the commercial routes may not necessarily go to the required destinations. Many commercial routes are run for profitable reasons only and not necessarily for the needs of the people using them. If a bus runs into the city centre it means that only the people that work there can get to work. A majority of employment in the centre is on the outskirts of Broadmead etc and therefore require a lengthy walk to work from the bus itself. This means that travelling to work by car is much more beneficial for commuters as it takes them directly to their place of work.
- 1.6 The new free bus which is to be implemented on a trial basis in June is trying to combat this neglect of public transport. By running a free frequent service they hope to encourage people to use the bus more often. According to their survey, 72% of people would use the bus if it was free.

Bus Models, Size & Capacity

For the new proposed bus routes to be implemented successfully it is essential to study and choose the correct bus to run the routes. This section looks at the various types of common buses available and their constraints and advantages to running the routes.

Double Decker

The double decker is the most common bus used in St. George. Its length can vary between about 9-12.5meters. This bus is so popular due to its large capacity, typically having between 60 and 80 seats. The capacity can be increased further when standing passengers are taken into account. The low ride height of the bus is ideal for disabled wheelchair access and push chairs. The disadvantages of the double decker would be its mobility. With such a long length, mobility around narrower roads and weight restricted roads would make it impossible to run such a bus on new routes. Below is an image of a Double Decker:



Articulated

The articulated bus (the bendy bus) is effectively an extended single deck bus so that the articulated bus has a similar if not more capacity to a double deck bus – around 90 seats. The main benefit for the bendy bus is that it can easily negotiate the low bridges that the double decker bus wouldn't fit under. The disadvantage to the bendy bus as with the other larger models is the inability to turn round sharp bends and go down narrow roads. Below is an image of an articulated bus:



Full size single deck

The full size single decker is found all around the world and varies in length from 10 meters to 12.5 meters. The full size single decker has between about 30 and 40 seats however with the addition of standing passengers their total capacity is between about 50 to 60. Again the advantage for this bus is it go under low bridges, but once more it cannot negotiate tight turns or narrow roads, both of which are of common occurrence along the new proposed routes. On the following page is an image of the single decker bus:



Minibus

Minibuses typically have between 16 and 25 seats but some have as many as 33. The disadvantage to the minibus is that it is not low to the floor and therefore disabled access will be a serious issue as well as pushchair and buggy access. However the advantage of this bus is that it is small and compact and therefore more mobile for the narrower steeper roads of St. George. Below is a photograph of a minibus.



Midibuses

A midibus bridges the gap between minibuses and full size single decker buses. These look more like their full size counterparts but have a shorter wheelbase. Most midibuses are low floor ideal for disabled people and push chairs. The length of the bus can vary from 8 – 10.5 metres and has a seating capacity of around 28 people. The advantages are again similar to the minibus in that it is mobile and can handle the sharper bends and more acute roads. With little disadvantages this choice of model would be the ideal candidate to run the new bus routes. Its moderate capacity and mobility make it ideal for serving the people of St. George. Below is an image of a midibus:



In addition to the choice of bus, with increased emphasis on sustainable travel, a variety of bus models including the midibus can come with a hybrid engine system reducing emissions increasing efficiency and ultimately lowering running costs. With the advantages of the hybrid buses it would be worth considering implementing this type of bus as opposed to the typical diesel engines. Many bus companies across the country are rolling new fleets of hybrid buses for the new few years.

Electric buses are an option and reduce emissions completely; however the reliability and maintenance to run such a route may be too costly. The batteries on the buses can only run for around 81 miles and can only hold a capacity of around 16 people. So the bus may not be both big enough or be powered enough to run the route for a lengthy period without the need to visit the bus station for a recharge or replacement batteries.

After consulting the different types of bus that could operate on the proposed route, it is clear from the evidence obtained that the most suitable bus would be the midibus. This is because of its practicality and mobility due to its ability to negotiate the challenging road conditions such as the narrow Crews Hole Road and the low bridge on Avon Street. The cost of the bus is also an asset to this choice as the smaller bus is cheaper to buy and operate.

Places of significance/ interest covered by the route:

Employment

Feeder Road:

- Mitsubishi Motors, Bristol
- Auto-Choice
- C S Manufacturing
- R S Studios
- Bristol Rope and Twine Co.
- Manor Scrap
- Ace Kitchens
- Hills Delivery
- Mail Handling International
- Styles Ahead Ltd

Kingswood:

- HSBC
- Natwest
- Barclays
- Bradford and Bingley
- Nationwide
- Lloyds TSB

Commercial Shops

- Spar
- Sainsbury's
- Co-operative
- Boots
- Wilkinsons
- Card Factory
- British Heart Foundation
- Superdrug
- Iceland
- Dominos Pizza
- Store Twenty One
- Pound Stretchers
- Greggs
- Shoezone
- New Look
- Pharmacy
- Travel Agencies
- Other locally run businesses
- St Phillips Causeway Retail Park
- City Centre Shops

Recreation/Leisure

- South Bristol Swimming Pool
- St Georges Park and its Amenities
- Troopers Hill Nature Reserve
- River Avon – Riverside walks
- Netham/Barton Hill Park
- Allotments

Religion

- Bethel United Church
- Nerman Sewack – Jatha Sikh Temple
- Speedwell Methodists Church
- Kingswood Methodist Church
- Kingswood Salvation Army
- Whitfield Church
- Kingswood Congregational Church
- Holy Trinity C of E Kingswood.
- St Aiden C of E Church

Education

- John Cabot Academy
- Brunel Academy
- Two Mile Hill Primary School
- St Joseph's Catholic
- St Patricks Catholic Primary School
- Air Balloon Hill Primary School
- Redroofs Nursery
- Little Haven Day Nursery
- Old Park School

Food and Drink

- The Black Horse, Church Road
- The Black Horse, Kingswood
- The Colliers Arms
- The Air Balloon
- The Fire Engine
- Three Crowns
- The Mechanics Arms
- The Chequers
- The Kings Arms
- The Lord Raglan

Other

- Avon View Cemetery
- Temple Meads Railway Station

Photographic evidence of existing infrastructure









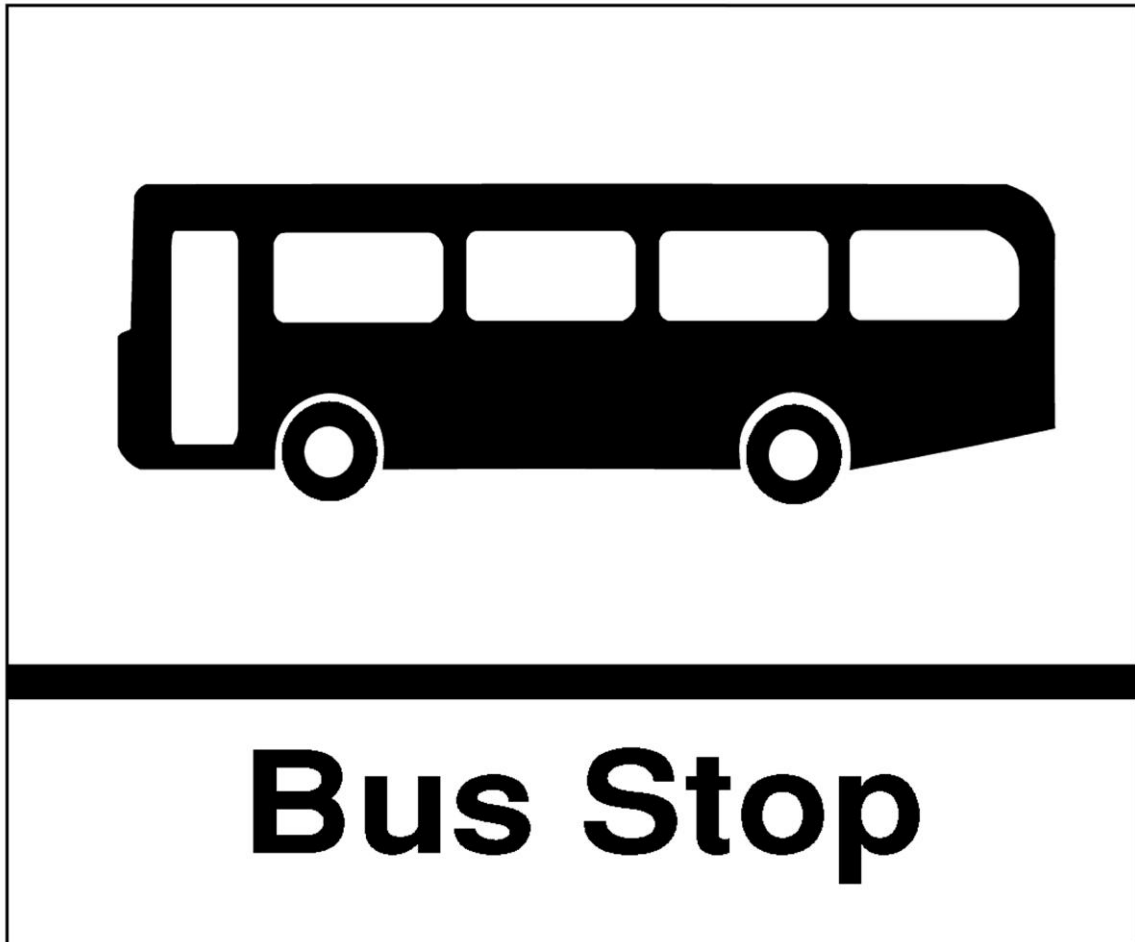






Images sourced from Google Street View

Bus Route Proposal Questionnaire



Your chance to improve public
transport in St. George

No Support = No Bus Route

Bus Route Proposal Questionnaire

Kingswood, St. George and the City Centre via Temple Meads (foot bridges from Avon Street), Crews Hole Rd, Feeder Rd, Church Rd, Whiteway Rd, Two Mile Hill Rd

Please find proposed bus route attached at the back of the questionnaire

1. Home Postcode: Place of work or most visited place postcode:

2. Which age range do you fall into?

0-20 21-40 41-50 51-60 60+

3. Are you Male or Female?

Male Female

4. How many people are you in your household?

1 2 3 4 5+

5. Does your household have access to a car?

Yes No

6. Do you currently use any of the existing bus services?

Yes No

7. How often do you use the existing buses?

Daily More than 3 days a week Twice a week Once a week Monthly

8. What do you use the existing buses for?

Work Leisure Retail Family/Friends Other

9. I don't use the existing buses because they don't go to..... *Please tick the following*

Access to	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
Local Amenities					
Temple Meads					
City Centre					
Parks					
Leisure Facilities					

10. How far do you walk for existing buses?

Less than 100m 100-200m 200-300m 400m+

11. I have ticked a short distance as 'too far' because I would also have to climb a steep hill to reach an existing bus stop

Yes No

12. I do not use the existing buses because the stops are too far away?

Yes No

13. Too far to walk for a bus stop is.....

100m 200m 300m 400m 500m+

14. If you would you use the proposed bus route, how often would you use it?

Daily More than 3 days a week Twice a week Once a week Monthly

15. What would you use the bus for? *Tick as many as appropriate*

Work Leisure Shopping Family/Friends Other

16. What is the most you would be willing to pay for a single trip? *(even if you're a bus pass holder)*

£0.50 –£1.00 £1.00-£1.50 £1.50-£2.00 £2.00-£2.50 £2.50+

17. Do you have any special access requirements?

Yes No

18. Would you like to see this bus route in place?

Yes No

19. If this bus service was in place, would you use it as your preferred method of travel?

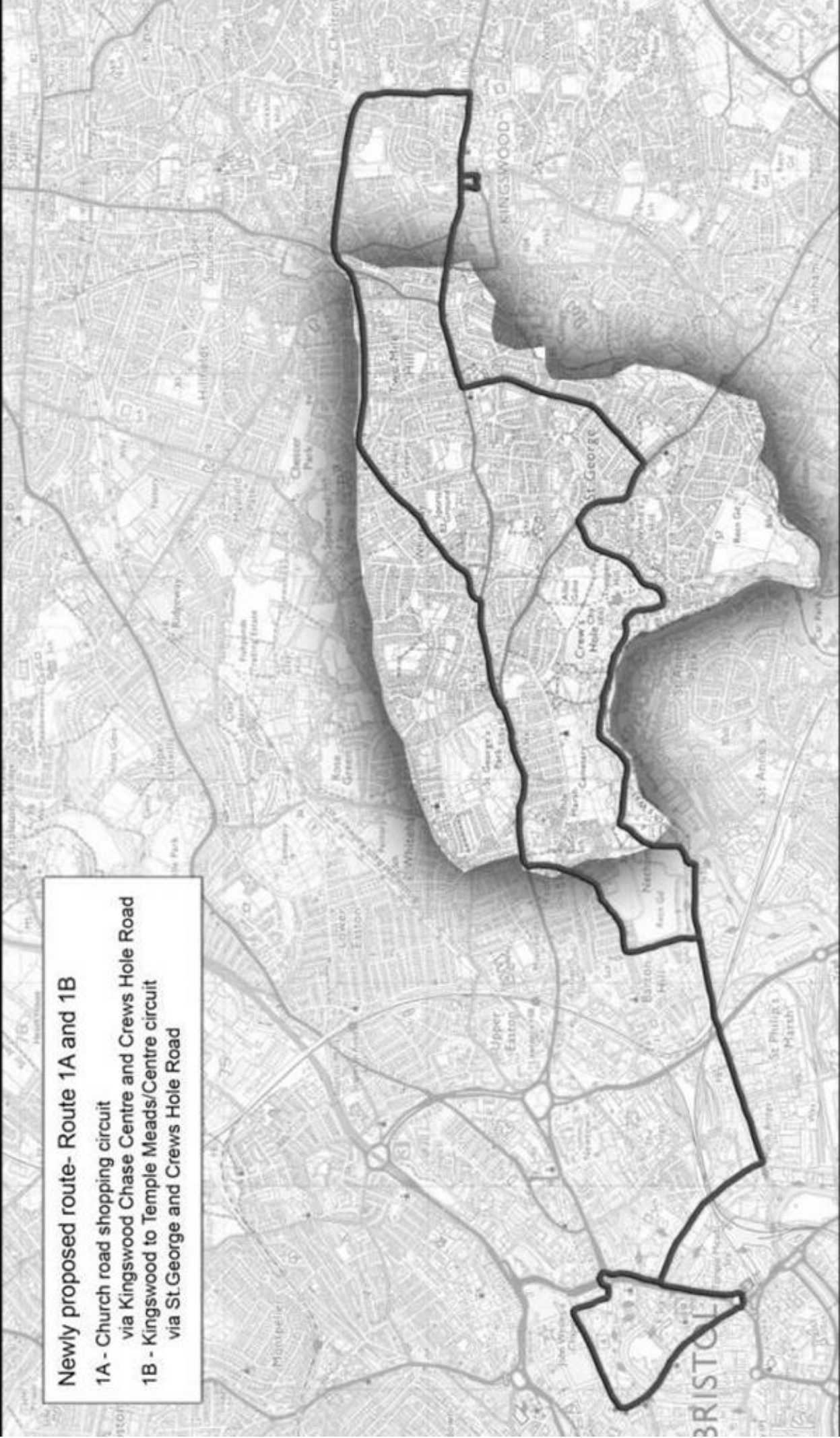
Yes No

20. Any further comments:

.....
.....
.....

Thank you for taking a moment of your time filling out this questionnaire, it is much appreciated.

Newly proposed route- Route 1A and 1B
1A - Church road shopping circuit
via Kingswood Chase Centre and Crews Hole Road
1B - Kingswood to Temple Meads/Centre circuit
via St.George and Crews Hole Road



6

Section 6

Appendix

Appendix 1

SUPPORTED TRANSPORT SERVICES - CURRENT COSTS AND PASSENGER INFORMATION (at Dec 2010)

SERVICE	Summary of Route	Current Provider		Cost per annum	Annual Total Passengers	Cost per passenger journey	Notes
Park and Rides							
902 Portway Park and Ride	P&R bus and local service on route	Wessex Connect	net	£380,000.00	362,380	£1.04	Individual costs are based on 09/10 outturn (including concessionary fare and season ticket revenue and park and ride site costs) total -£890K last financial year. ***total cost is taken from 10/11 budget of £819,060
903 Long Ashton Park and Ride	P&R service only	Wessex Connect	net	£400,000.00	453,520	£0.88	
904 Brislington Park and Ride	P&R service only	FIRST	net	£110,000.00	672,000	£0.16	
Park and Ride Sub total				£819,060.00	1,487,900	£0.55	
Orbitals							
517/518 Monday to Saturday (+ Evening and Sunday Service Contracts)	Emersons Green, Downend, Frenchay, UWE, Parkway and Southmead H to Shirehampton	Wessex Connect		£504,000.00	333,417	£1.51	Part supported by South Gloucestershire Council (-£150K) - see below
584 (Mon to Sat)	Kingswood, Fishponds, Southmead, Westbury to Sea Mills	Wessex Connect		£600,000.00	297,102	£2.02	584/587 part supported by SGC (-£4K) - see below
585 (Mon to Sat)	Sea Mills, Southmead, Lockleaze, Easton to Centre						
586 (Mon to Sat)	Zetland Road, Clifton, Horfield, Easton to Centre						
587 (Mon to Sat)	Hotwells, Clifton, Fishponds to Kingswood						
500	Baltic Wharf, Temple Meads, Broadmead, Centre, Harbourside loop service	Bugler Coaches		£129,600.00	129,600	£1.33	
Orbitals Sub total				£1,233,600.00	760,119	£1.62	
Shopper Services							
503	Totterdown, Windmill Hill, Bedminster, Broadmead	Wessex Connect		£40,195.00	17,198	£2.34	
510	Bedminster Down, Bedminster, Hotwells	Wessex Connect		£27,000.00	9,559	£2.82	
511	Hengrove, Knowle, Bedminster	Wessex Connect		£41,376.00	33,943	£1.22	
558	Knowle, St Annes, Broomhill to Brislington Village	Wessex Connect		£27,000.00	18,431	£1.46	
559	Knowle, St Annes, Broomhill to Brislington Tesco						
920 Monday (accessible) 921 Tuesday (accessible) 922 Wednesday 923 Thursday 924 Friday	Various routes to key shopping locations based on a two bus fleet allowing a few hours to shop and then return	Bugler Coaches		£57,090.00	5,690	£10.02	Easy Rider Services under one Contract with semi-fixed routes allowing deviation depending on bookings (Demand responsive)
Shopper Services Sub total				£192,661.00	84,821	£2.27	
Yellow Bus							
Henbury School	Muller Road to Henbury School (term time only)	Bugler Coaches	net	£36,372.00	11,500	£3.17	Contract value is -£45K with £8K income per year
Night Flyers							
Various Routes	8 routes on Fri & Sat nights (Midnight on)	Wessex Connect	net	£133,000.00	61,310	£1.64	Contract is £308,092 also related costs £66K for City Centre marshalls
Severn Beach Line Rail Service							
Additional Services (additional passengers over previous service quoted)	Severn Beach to Temple Meads	First Great Western		£418,000.00	252,000	£1.65	Provides additional services on top of existing franchise commercial service
Ferry Services							
Commuter Ferry	Centre to Hotwells now (was including Temple Meads)	No7 Boat Trips Ltd		£52,000.00	13,685	£3.80	Contract recently revised and little data as yet. Figures based on previous contract
Cross Harbour Ferry	Centre to SSGB			£36,100.00	133,091	£0.27	

SUPPORTED TRANSPORT SERVICES - CURRENT COSTS AND PASSENGER INFORMATION (at Dec 2010)

SERVICE	Summary of Route	Current Provider	Cost per annum	Annual Total Passengers	Cost per passenger journey	Notes
Community Transport		% of total income	Grants			Membership (info at 2009)
Bristol Dial-a-ride	Weekday door to door dial a ride service (across City)	84	£573,680.00	71,225	£8.05	14000 individuals
Bristol Community Transport	Group hire and minibus training (across City)	47	£196,550.00	220,840	£0.89	400 groups
Hartcliffe and Withywood Community Partnership	Semi fixed route and group hire - SW Bristol	68	£100,890.00	18,092	£5.58	54 groups, 478 individuals
Mede Sprint	Weekday door to door bookable service (2 vehs) in Knowle	68	£63,066.00	11,118	£5.67	n/a
Lawrence Weston Community Transport	Group hire and demand responsive (4 vehs) in NW Bristol	46	£40,200.00	24,711	£1.63	75 groups, 145 individuals
Bristol Shopmobility	Cabot Circus area provision of mobility equipment	91	£69,790.00	N/A	N/A	2,050 hires per annum
Community Transport Sub total		**	£1,044,176	345,986	£2.81	**Cost excluding Shopmobility = £974,386 used for average cost per passenger journey

Commercial Add-ons						
1 (Mon to Sat Evenings)	Broomhill, Arnos Vale, Temple Meads, Centre, Whiteladies, Westbury, Henbury, Cribbs Causeway		£38,301.00	59,500	£0.64	
1 (Mon to Sat Mornings)			£6,017.00	33,370	£0.18	
1 (Sun & BH Day)			£25,857.00	32,020	£0.80	
4 (Mon to Sat Evenings)	Centre, Broadmead, Easton/St Pauls, Eastville, Stapleton, Broomhill-Frenchay-Bromley Heath, Fishponds-Oldbury Ct, Downend		£64,112.00	45,600	£1.41	Some contracts part supported by SGC (~£100K) - See below
4 (Mon to Sat Mornings)			£11,184.00	12,160	£0.37	
5 (Mon to Sat Mornings)			£45,848.00	17,790	£1.27	
4 and 5 (Sun & BH day)			£44,564.00	35,830	£1.73	
5 (Mon to Sat Mornings)			£72,322.00	25,820	£1.10	
6 (Mon to Sat Evenings)	Centre, Broadmead, Lawrence Hill, Whitehall, Hillfields-Soundwell-Kingswood-Hanham-Longwell Green/Speedwell-Soundwell-Staple Hill		£72,322.00	37,790	£1.10	
7 (Mon to Sat Evenings)			£2,939.00	27,770	£0.11	
6 (Mon to Sat Mornings)			£53,544.00	23,780	£0.11	
7 (Mon to Sat Mornings)			£53,544.00	1,980	£0.71	
6 & 7 (Sunday and BH)			£50,464.00	75,400	£0.48	
8 (Mon to Sat Evenings)			£11,906.00	54,380	£0.78	
9 (Mon to Sat Evenings)			£20,017.00	50,050	£0.76	
8 (Mon to Sat Mornings)	Temple Meads loops (via Broadmead, Centre, Clifton, Clifton Down, Cotham, Redland and the Zoo)	FIRST	£11,906.00	5,640	£0.78	
9 (Mon to Sat Mornings)			£20,017.00	9,600	£0.76	
8 (Bank Holidays)			£59,462.00	12,570	£1.43	
9 (Bank Holidays)			£4,467.00	13,750	£1.21	
20 (Mon to Sat Evenings)			£63,554.00	41,640	£1.61	
20 (Mon to Sat Mornings)	Hengrove Depot, Whitchurch, Hengrove Pk, Temple Meads, Centre, Kingsdown, Golden Hill and Westbury, Southmead		£9,663.00	7,100	£0.88	
20 (Sunday and BH)			£98,856.00	3,900	£1.24	
24 (Mon to Sat Mornings)			£97,700.00	57,200	£0.91	
24 (Mon to Sat Evenings)	Horfield, Lockleaze, Eastville, Easton/St Pauls, Broadmead, Centre, Bedminster, Ashton Vale		£97,700.00	22,400	£0.91	
25 (Mon to Sat Mornings)			£97,700.00	77,230	£0.91	
24 (Sunday and BH)			£36,600.00	30,470	£0.87	
36 (Mon to Sat Evenings)	Centre, Broadmead, Lawrence Hill, St Annes, Bris, Knowle, Filwood Pk, Imperial Pk, Hartcliffe & Withywood		£63,241.00	33,130	£1.91	
36 (Sunday and BH)			£36,600.00	41,960	£0.87	
41 (Mon to Sat)	Avonmouth to Old Market (extra early morning services TO Avonmouth only)		£23,825.00	7,690	£3.10	
40 (Mon to Sat Evenings)	Cribbs Causeway via Shirehampton and Sea Mills to Old Market (40) and Centre, Broadmead, Lawrence Hill, St George, Kingswood, Warmley and Cadbury Heath (43)		£35,508.00	16,470	£0.72	Some contracts part supported by SGC (~£11K) - See below
43 (Mon to Sat Evenings)			£11,103.00	32,460	£0.30	
40 (Bank Holidays)			£16,762.00	16,970	£1.35	
43 (Bank Holidays)			£16,762.00	19,490	£1.35	
40 (Sunday Evenings)			£31,813.00	5,610	£1.35	
43 (Sunday Evenings)			£31,813.00	6,820	£1.35	
48 (Mon to Sat Evenings)			£31,813.00	28,050	£0.49	
49 (Mon to Sat Evenings)	Centre, Eastville, Fishponds, Downend/Staple Hill-Mangotsfield, Emerson's Green	FIRST	£17,739.00	36,410	£0.60	Part supported by SGC (~£26K) - See below
48 (Bank Holidays)			£26,990.00	13,440	£0.60	
49 (Bank Holidays)			£26,990.00	16,070	£0.60	
48 (Sundays)			£34,830.00	3,310	£3.37	
49 (Sundays)			£34,830.00	4,700	£3.37	
51 (Mon to Sat Evenings)	Centre, Broadmead, Temple Meads, Totterdown, Knowle, Hengrove, Whitchurch		£34,830.00	32,990	£1.06	
51 (Mon to Sat Mornings)			£2,554.00	11,850	£0.22	
51 (Sunday and BH)			£38,439.00	32,450	£1.18	
54A (Mon to Sat Evenings)	Cribbs Causeway to Stockwood via Southmead and Charlton Rd, Centre, Temple Meads and Knowle		£67,951.00	54,650	£1.24	
54A (Mon to Sat Mornings)			£8,458.00	5,370	£1.57	
54A (Sun and BH)			£38,604.00	39,850	£0.97	

SUPPORTED TRANSPORT SERVICES - CURRENT COSTS AND PASSENGER INFORMATION (at Dec 2010)

SERVICE	Summary of Route	Current Provider	Cost per annum	Annual Total Passengers	Cost per passenger journey	Notes
57 (Mon to Fri Mornings)	Broadmead to Stockwood via Brislington	FIRST	£2,219.00	6,130	£0.36	Part supported by SGC (~£11K) - see below
75 (Mon to Sat Evenings)	Cribbs Causeway to Hengrove Depot via Centre		£37,850.00	65,835	£0.57	
75 (Bank Holidays)			£10,274.00	34,990	£0.29	
76 (Mon to Sat Evenings)	Henbury to Hengrove Depot via Centre		£37,392.00	54,370	£0.69	
76 (Bank Holidays)			£7,966.00	28,635	£0.28	
90 (Mon to Sat Evenings)	Hengrove Depot to Broadmead via Filwood Park, Bedminster and Centre		£43,574.00	27,440	£1.59	
90 (Mon to Sat Mornings)			£10,172.00	4,010	£2.54	
90 (late evenings on Sunday and BH)			£26,818.00	25,000	£1.07	
Add Ons Sub total			£1,411,077.00	1,564,120	£0.90	
Total Sums			£5,376,046.00	4,734,532	£1.87	
less income from other authorities joint support of services contracted by BCC			£300,000.00			Percentage generally based on the length of journey within that authority
Less income on some services from concessionary fares			£60,000.00			Some services are managed such that BCC receives the ticket income?
			£5,016,046.00			
plus payments to support other services contracted by adjacent authorities			£110,000.00			Similar basis of percentage length of journey within BCC boundary
Various other small items			£60,000.00			
Approximate overall budget 10/11			£5,200,000.00			

Sourced from:

Let's talk about Supported Transport Services

March 2, 2011 by Consultation Team

<http://askbristol.wordpress.com/2011/03/02/lets-talk-about-supported-transport-services/>

Appendix 2

Let's talk about Supported Transport Services

March 2, 2011 by [Consultation Team](#)

Improving public transport has been a high priority for the council for over a decade. With the Greater Bristol Bus network all the 10 major corridors into the city centre will be vastly improved by £70 million government and local investment, with more bus lanes and real time information radically improving the reliability, frequency and quality of services.

There is now an opportunity to reshape supported services over which the council has control. We need to look at how some services could work better with the emerging Greater Bristol Bus Network so that they achieve more for local communities with less impact on the council tax payer. Workable solutions for local transport are not just about buses. The council is delivering an integrated transport network which includes buses, local rail, the planned rapid transit schemes, door-to-door minibus services for elderly and disabled people, car clubs, cycling schemes and attractive walking routes.

Sharing information, seeking your opinion

Bristol's approach is to be open and prepared for challenge when seeking to change services. We share data and background information with our citizens and ask for your ideas about how public services could be provided in the future. We recognise these are important decisions, where citizens' views and ideas need to be listened to, and that we don't have all the answers. As part of a series of conversations to help shape local public services, we would like your views on Supported Transport Services.

The difference between commercial and supported services

Most of the bus services in Bristol are 'commercial services' run by private businesses for profit. The council has little influence over these services but works with bus companies to improve journeys through improved bus priority, bus stops, electronic real-time information and publicity. On commercial services, the council has no direct control on route, timetable or fares. The council **DOES** improve the infrastructure – such as bus stops and bus lanes. And it **CAN** help with technology such as smartcards. Examples of commercial services are the day time services on main routes into the city run by First.

The council **DOES NOT** pay any money towards keeping these services running except reimbursing bus companies for free travel by concessionary fare card-holders, which is a government requirement.

The council financially supports some transport services for the following reasons:

- At times when commercial operators claim services or parts of services are unprofitable such as: routes with low passenger numbers, early morning services, late evening services, weekends and bank holiday services.
- On routes which are deemed to be socially necessary or help connect commercially operated routes e.g. orbital services / shopper services

- Demand-responsive community transport (e.g. dial-a-ride / door-to-door) which help elderly and disabled people get around
- To invest in services with great potential such as the Severn Beach Line rail service and harbour ferry services
- To reduce congestion in the city centre by providing park and ride for out of town commuters and visitors.

These financially-supported services are known as **Supported Transport Services**. They currently cost £5.2 million a year (2010/11) They are:

- Park and Ride
- Orbital services including 500, 517/8 and 584/5/6/7 (around Kingswood/Parkway Station/Southmead Hospital & Shirehampton and other North and Central Bristol areas)
- Local shopper services including 503, 558/9 and 510/11 (Knowle, Bedminster and Brislington orbitals) and Easy Rider services.
- Commuter and cross harbour ferry services
- Community transport (including Dial a Ride, Group Hire and local community transport groups)
- Add-ons to commercial bus services (early morning, late evening, Sunday and Bank Holiday services)
- Support for Severn Beach Line rail service
- Night buses (which run from midnight on Fri and Sat nights)
- Yellow school bus to Henbury school

How much do we spend on Supported Transport Services?

Year	Cost
2008/9	£5.1 million
2009/10	£5.0 million
2010/11	£5.2 million

In the last financial year, this funding has benefited over 4.7 million passengers per year. The split between the different forms of supported transport services is as follows:

NB: Breakdown of overall costs of supported transport services (Some cross boundary services receive contributions from adjacent authorities towards their costs and the Council also contributes to some services contracted by those authorities)

Service	Cost £
Park and Ride services (including site costs)	820,000
Orbital services	1,250,000

Shopper Services	190,000
Commuter Ferry Service	52,000
Cross harbour ferry service	36,000
Community transport	1,044,000
Add-ons to commercial services e.g. late night, early mornings, Sundays	1,400,000
Severn Beach Line rail service	420,000
Yellow Bus	37,000
Night buses	130,000
Total	5,380,000

Cost per journey to the council

Although passengers on most of these services pay to use, it doesn't cover all the costs, so the council subsidises journeys as follows;

Service	Average cost per passenger journey
Park and Ride services (including site costs)	55p
Orbital services	£1.62
Shopper Services	£2.27
Commuter Ferry Service	£3.80
Cross harbour ferry service	£0.27
Community transport	£2.81
Add-ons to commercial services e.g. late night, early mornings, Sundays	£0.90
Severn Beach Line rail service	£1.65

Yellow Bus	£3.17
Night buses	£1.67

The council wants some supported services to better fit modern needs. Some individual services have begun to fail because they don't fit their communities any more. In a few cases, supported services have become so underused that the council is contributing up to £10 per passenger journey and this is unacceptable.

All residents must have access to public transport. But we believe we can make the council's money work harder at providing the right solutions to meet a range of needs at the right price.

Tendering for a better deal and more competition

We have made a start by doing one big thing a lot better – changing how we buy our supported services from the bus companies that can provide them. The council wants to introduce more competition in the Bristol bus market, which has proved effective in other cities where operators can only attract more passengers by improving the quality of services and keeping fares down.

To encourage more competition, we are advertising all our supported services at once. We hope to encourage providers to agree to run large packages of services at a competitive rates.

We have to be realistic and accept that the rising price of fuel and general inflation will increase the annual costs of these services. But our actions should lead to more competitive bids to offset this rise. The process is ongoing. We should be in a position to offer contracts to successful bidders in June 2011.

We expect to get a better deal for local people by getting more supported services running once more as commercial services. And we want to invest as much as we can in securing the right supported services in the right places. We currently support some lengthy bus routes that may discourage greater use because of the time the journeys take. Perhaps some residents would rather get two quick buses on a radial and direct route, rather than sit on one bus for over an hour.

Scope to change our approach?

The reductions in central government funding will be difficult. The council has to save around £1 million from the public transport budget in two years.

But in facing the issues this presents, the council and the community need to look for ways to make things more connected – better AND cheaper.

A combination of door-to-door services for people with mobility problems and conventional services (on circular routes and direct routes into town) are easier to access now we have online and mobile phone links to real bus times and bookings.

We can use other budgets to help more people access online services. We need to think about how we support vulnerable people to use new or unfamiliar services.

When car clubs are introduced across the city, more people – and groups of friends or neighbours – can use public transport for most journeys and access a car for the occasional shopping trip or day trip. They are a huge success in the areas where they already operate.

Growing passenger numbers

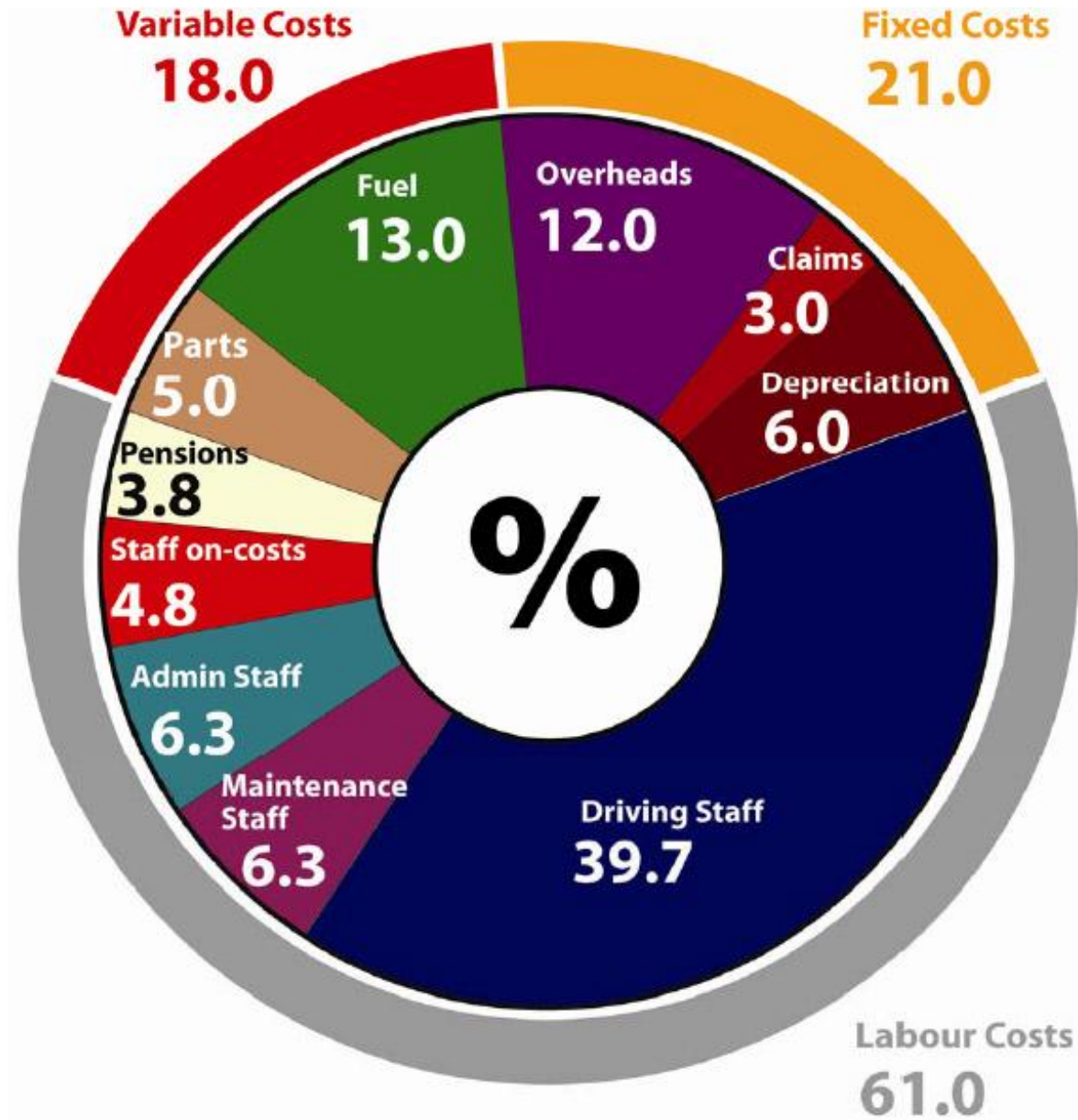
The council also firmly believes that some of the bus services it supports can be run commercially. The best way to use public money is encourage the growth of public transport. That's why we have invested heavily in improving bus routes and stops over the last few years. We are looking for bus operators who are also prepared to invest in marketing and growing passenger numbers on their services.

It also means the council looking again at underused services / routes and finding opportunities of working with operators and supporting transport services with the potential to grow.

The result is a much more pro-active relationship between the operator and the council, using the money to make the service more popular and growing the number of passengers. An excellent example of this is the recent success story with the Severn Beach Line.

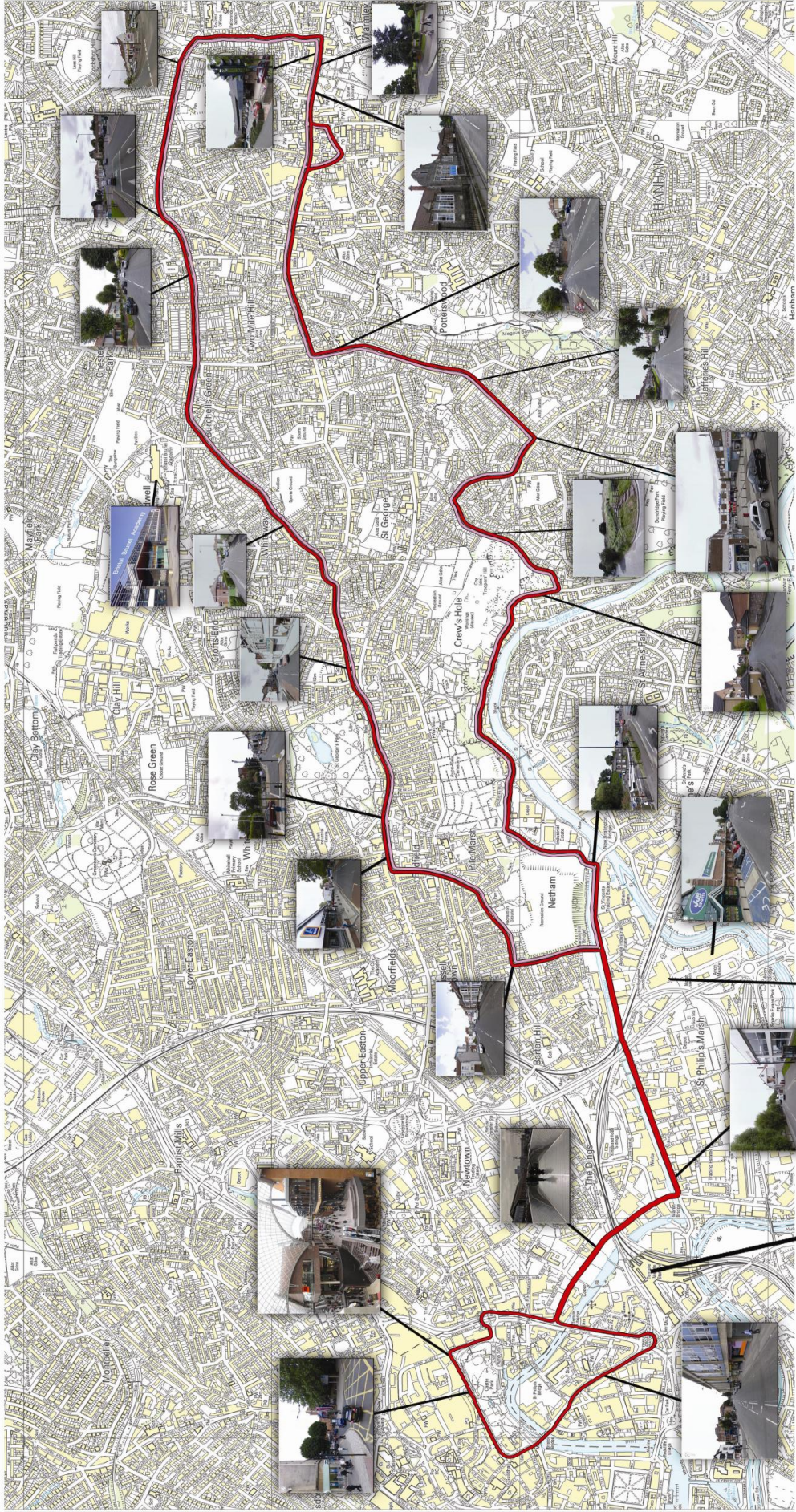
Appendix 3

Bus Costs



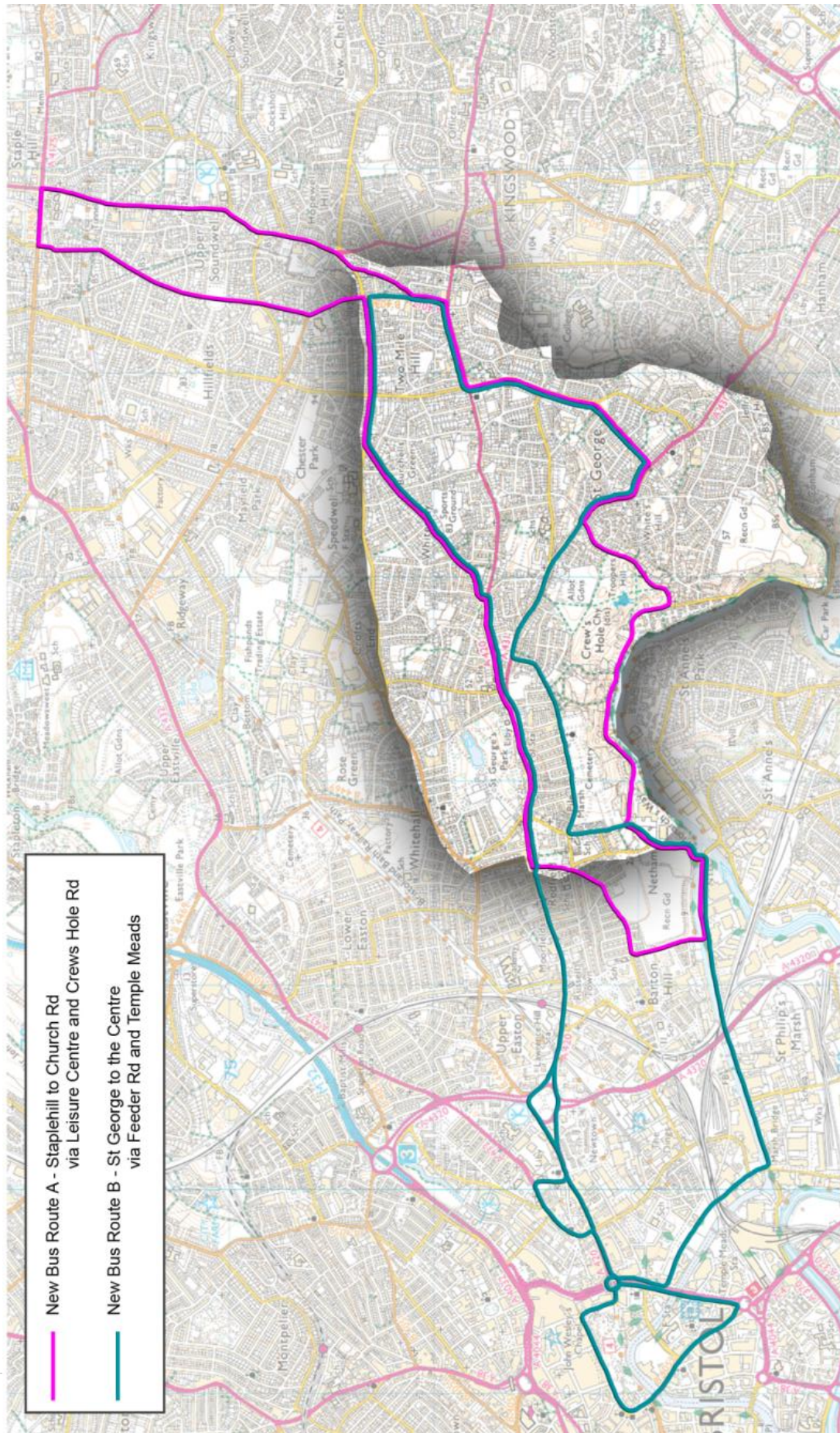
Proposed Bus Routes:

- 1A Clockwise Kingswood Chase Shopping Centre to City Centre via Kingsway, Troopers Hill Road, Crews Hole Road, Feeder Road & Temple Meads
- 1A Anti-clockwise Kingswood Chase Shopping Centre to City Centre via Alma Road, Whiteway Road, Church Road, Feeder Road & Temple Meads

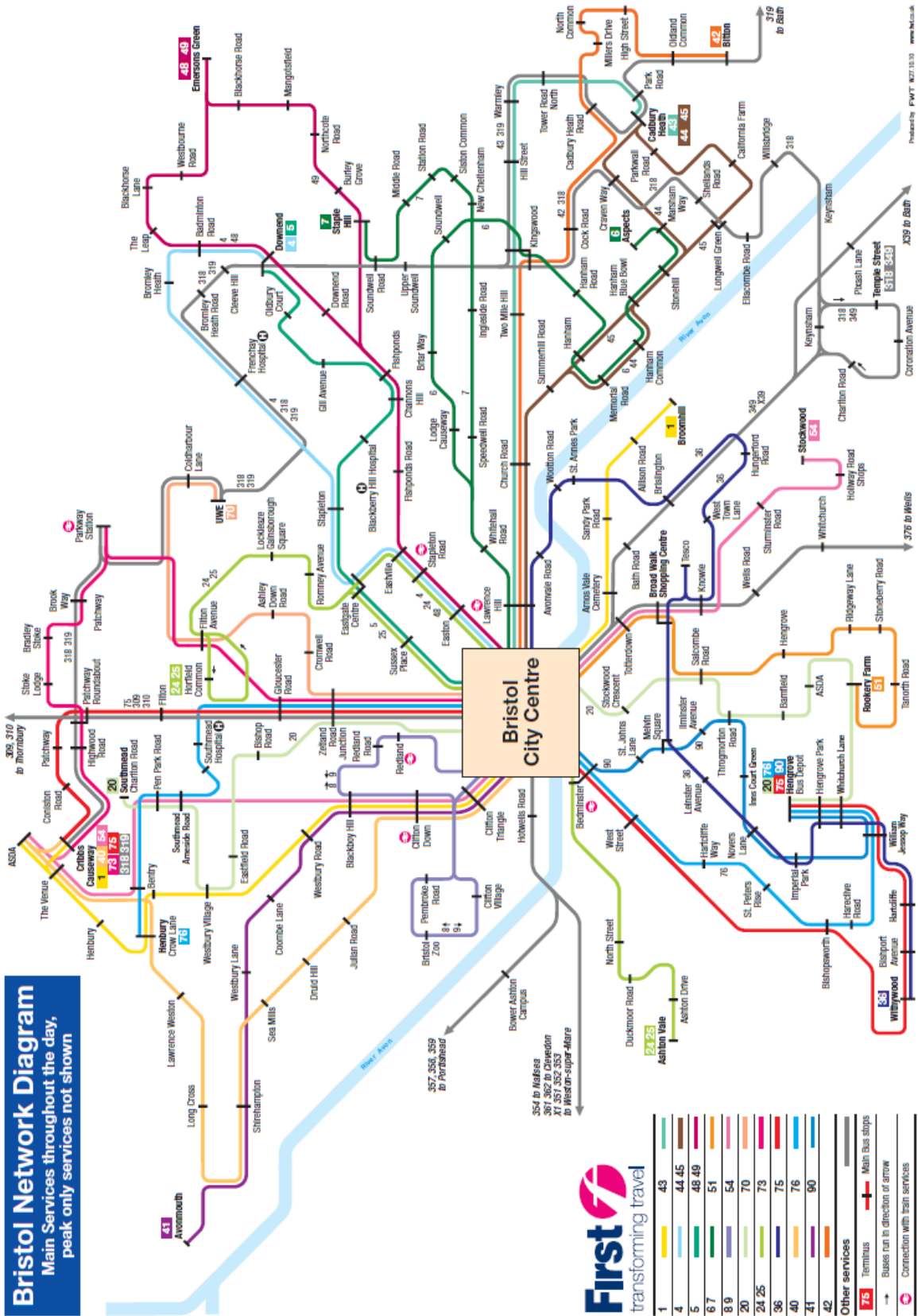


- 1B Clockwise Shopping Circuit via Kingsway, Troopers Hill Rd, Crews Hole Rd, Church Rd & Whiteway Rd
- 1B Anti-clockwise Shopping Circuit via Whiteway Rd, Church Rd, Crews Hole Rd, Troopers Hill Rd & Kingsway

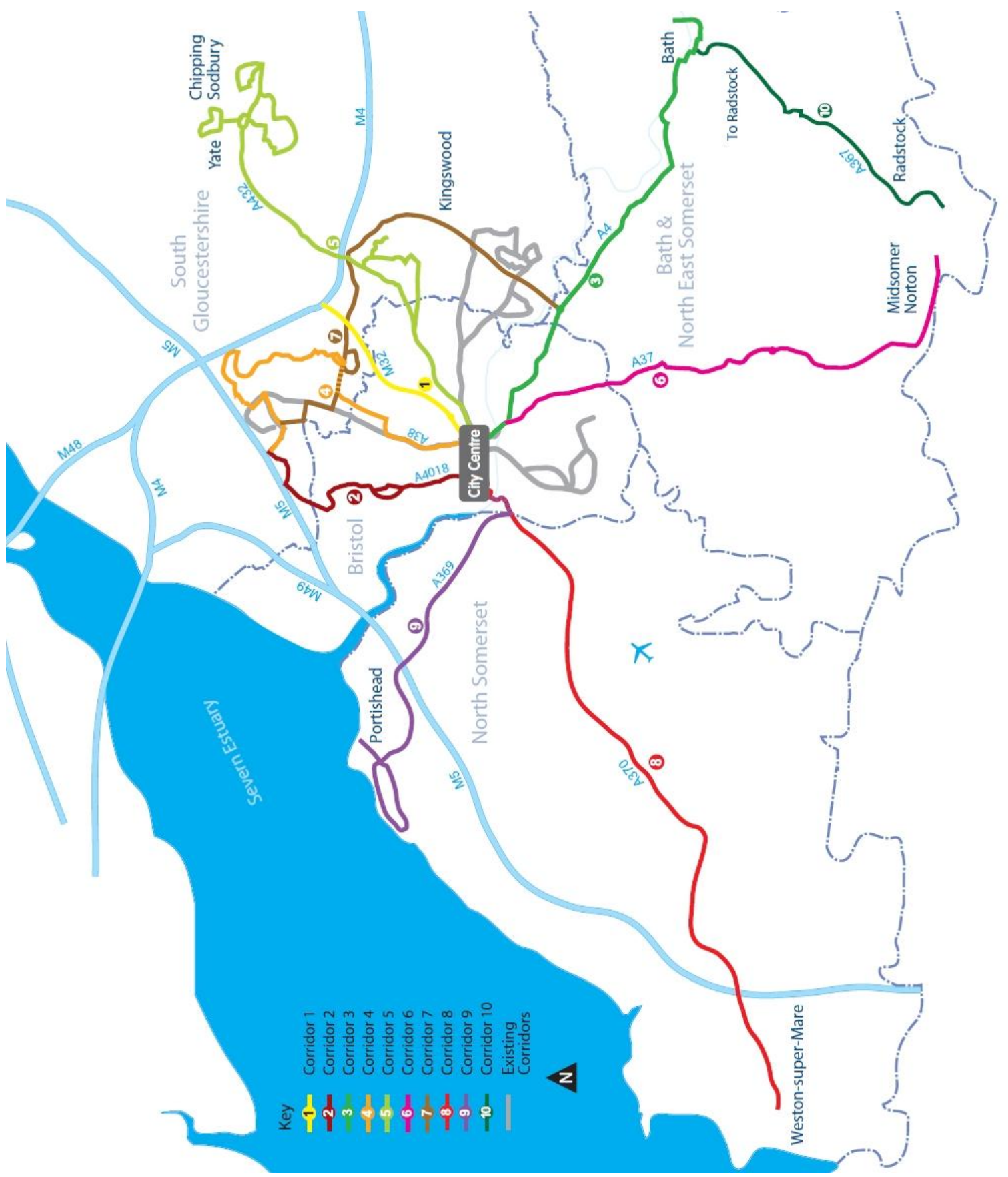
Appendix 5 – Initial Proposal



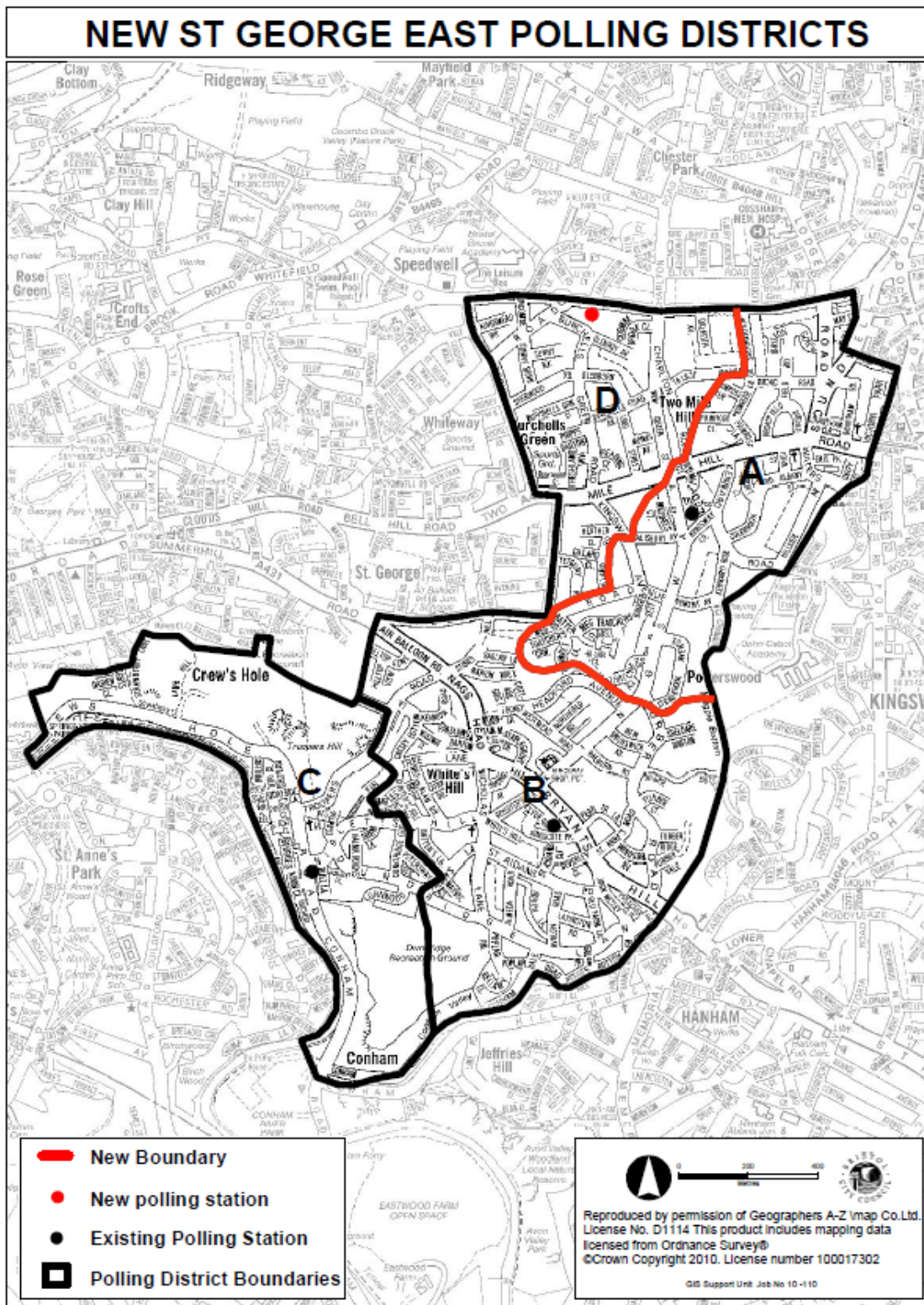
Appendix 6 – First Bus - Network Map



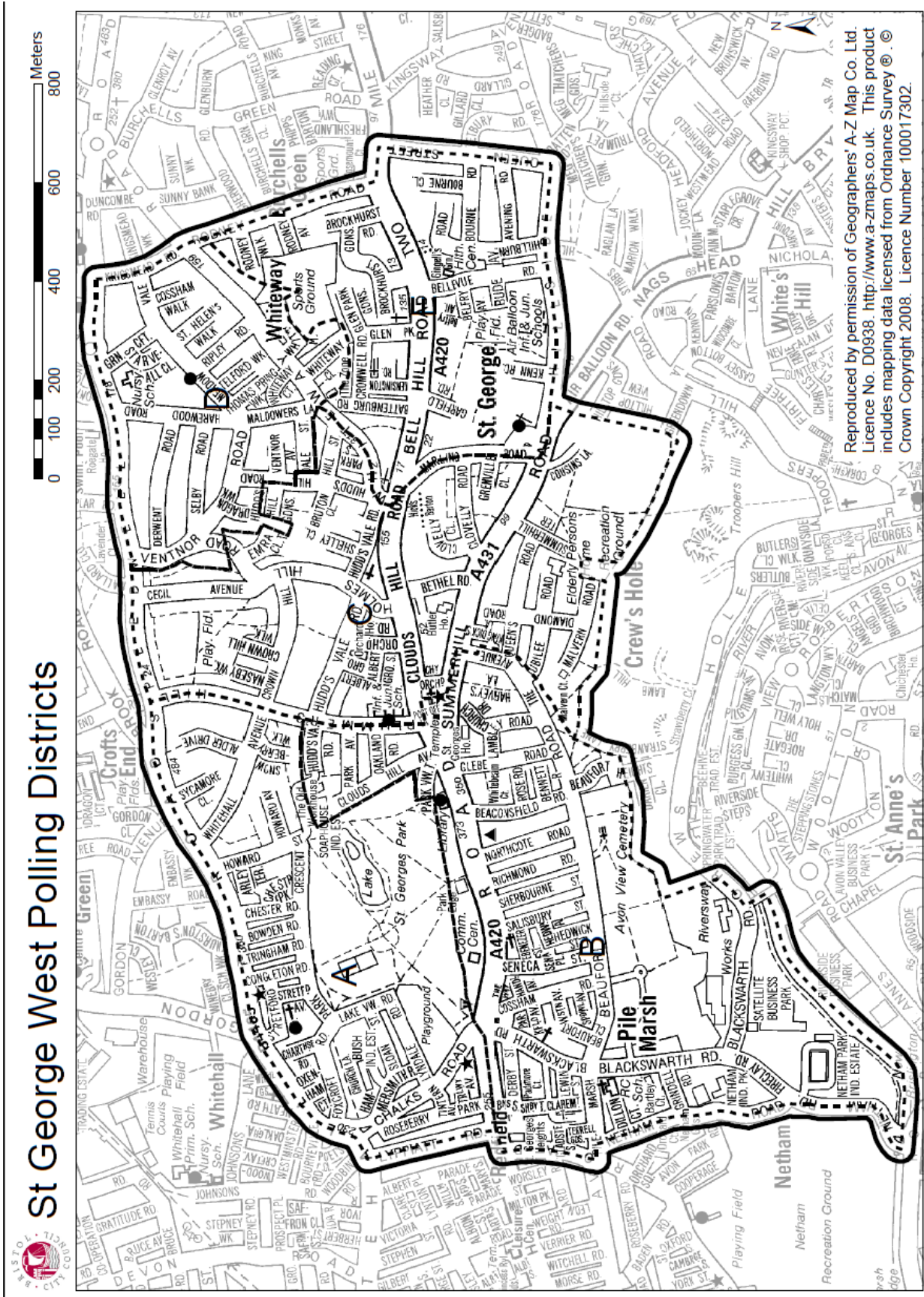
Appendix 7 – Greater Bristol Network Maps



Appendix 8 – Ward Maps, St. George East



Appendix 9 – Ward Maps, St. George West



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Peter Woodhouse – Bristol City Council Transport Planner

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