

**TENDER PT1301 – Award of new contracts following tender for supported bus services  
Schedule of Post Tender Consultation responses**

<b>Responses from Elected representatives</b>			
<b>Service</b>	<b>Response from</b>	<b>Key Points</b>	<b>Comments</b>
6/7	Cllr Brian Chalker	<p>Any changes to the above routes affecting Larkhall and Fairfield Park – at present a 30-minute service – will seriously impact upon a great number of elderly and disabled residents if reduced to a 40-minute (or longer) service. There is, as you probably know, an extremely active and, to date, largely successful ‘Save Our Buses’ group within this area and both ward councillors are supportive.</p> <p>The ‘Save Our Buses’ campaigners, aided by local councillors, will strive vigorously to maintain a regular 30-minute service on routes 6/7.</p>	<i>Noted.</i>
14A	Cllr Colin Barrett	<p>I have been approached by many residents who live in Weston expressing their concern at the possible cancellation of the 2213, 2243 and 2322 14A Bus Service from the City to Eastfield Avenue, Weston.</p> <p>If these services are removed from the Bus Schedule it will have a major impact on the social life of the residents of Weston. It will affect their opportunity to visit the theatre, cinema and restaurants. It will also impact not only on staff employed at the Royal United Hospital but also patients and visitors. It has also been expressed to me very strongly the concerns of both the elderly and women of the danger of walking home in the dark late at night.</p> <p>I would therefore ask, that the Authority continue to provide this essential service for all the residents of Weston together with all those persons who either work or have a need to visit the Royal United Hospital.</p>	<i>Noted</i>
14A	Cllr Malcolm Lees	<p>With reference to the consultation regarding the subsidised 14A Bus late evening service, I write to object strongly to the last 3 services from the city centre being deleted as suggested by the consultation.</p> <p>The main issues seem to relate to recreational use, work and safety. The current service allows residents to go out in the evening to many recreational events (theatre, cinema etc.) and return home safely by bus. There are also a number of workers including nurses and hospitality staff who also rely on this service to get home. The suggested No: 15 service would leave some residents a considerable distance from home (for example Napier Road Leighton Road and Broadmoor Lane). Some residents in this area are retired and have given up driving leaving</p>	<i>Noted</i>

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		<p>them with no other option than to use expensive taxis.</p> <p>A local petition further attracted 85 signatories to support the proposition that “B&amp;NES Council should continue their support of this vital evening service. Residents rely on this service to return safely from the City after work or leisure activities. The proposed alternative service will cause considerable inconvenience and safety concerns to vulnerable people”.</p>	<i>Noted, but recognising that some publicity material distributed locally referred to all the evening 14A services, rather than the specific journeys under consideration</i>
14A	Cllr Nigel Roberts	I feel the 14A bus is a valuable resource that is well used. The loss of this service would be a large blow to the community.	<i>Noted</i>
14A	Elizabeth Derl-Davis Radstock Town Councillor	The 14A late bus that links Odd Down and Weston to Bath allows people working late shifts at the RUH their only way of getting home. Also, once the Bath Drop-In Centre is shut, how will emergency patients get to the RUH for treatment without spending a fortune for taxis? This late bus is an essential service that needs to be kept.	<i>Noted</i>
14A	Anne Marie Jovicic-Sas, Deborah Porter, Mike Boulton Radstock Town Councillors	<p>Financial support should be provided to retain late evening journeys on service 14A that links Odd Down and Weston to Bath City Centre. This is the route and time that allows people on late shifts at the RUH to get to the main bus station and catch connections further to Radstock, Paulton, Keynsham etc.</p> <p>This is also a vital link to retain if the Walk-In facility is moved to the RUH.</p>	<i>Noted, but the services under consideration operate after the Walk in centre has closed</i>
14A	Lesley Mansell Radstock Town Councillor	<p>I am writing to urge you to provide the financial support for the 14A late bus service. This provides a service to patients and staff at the RUH.</p> <p>There does not appear to be any joined up thinking by B&amp;NES, who claim to be in the vanguard of partnership working with the health sector, in respect of the recent decision to close the walk in centre in the centre of Bath and move it to the RUH. How do patients without their own transport reach the RUH for non-urgent medical attention?</p> <p>This proposal also ignores that fact that RUH employees work unsocial hours and rely on this bus service. The RUH employs more women than men, especially nurses and health care assistants, who are more likely to be working unsocial hours and late shifts and less likely to own their own transport.</p>	<i>Noted, but the services under consideration operate after the Walk in centre has closed</i>

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14A	Peter Sas Radstock Town Councillor	<p>I have particular concerns about the possible impact on passengers using the 14A service to/from the RUH outside of peak hours. This will have a serious detrimental effect on RUH staff, patients and visitors and should have been a consideration when the relevant B&amp;NES panel discussed the recent proposal to move the out-of-hours GP service from Riverside to the RUH.</p> <p>It's OK for us with the luxury of a car and not having to rely on off-peak public transport, but to people who can't afford a car or don't drive and need to access the RUH in the evening, for example, this could prevent them taking up certain shifts or create a barrier to someone needing hospital treatment.</p>	<i>Noted</i>
179	Cllr John Bull Cllr Liz Hardman	We would not want to see any reduction in the level of support for the 179 service.	<i>Noted</i>
179	High Littleton Parish Council	The proposal to withdraw the 179 evening service from Bath is the final straw that would totally isolate the village from any public transport. There is no alternative in the evening as most of the 178 services terminate at Midsomer Norton or Paulton. The present service makes it very difficult to work in Bath, meet trains etc. and it is not surprising it isn't used much as most people wanting to use the service can't find a bus to meet their needs as there are so few.	<i>Noted</i>
179 791	Judith Plucknett Clerk to Paulton Parish Council	<p>In response to the consultation being undertaken by Bath &amp; North East Somerset Council on Supported Bus Services Paulton Parish Council would like to state their strong objections to the suggested removal of financial support for the 179 evening service from Bath - Midsomer Norton and the weekly 791/793 Bath - Weston Super Mare service.</p> <p>The Weston Super Mare service is very popular and enables many people without their own transport to have a day by the sea - this would not otherwise be possible. We also understand that use of the 179 evening service is steadily increasing.</p> <p>The parish council is very opposed to any reduction in the bus services to/from Paulton. The village is steadily increasing in size and good public transport services are essential for the many residents without their own vehicles. It also encourages residents to be less reliant on their own vehicles and reduces congestion on the roads and car parks</p>	<i>Noted</i>

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		The provision of financial support for the 791/793 and evening 179 services by Bath & North East Somerset is considered by Paulton Parish Council to be very important and its removal would be contrary to the aim of Bath & North East Somerset Council to encourage residents to use public transport.	
179	Kathryn Manchee Clerk and RFO to Dunkerton Parish Council	In response to the bus revenue support consultation, Dunkerton Parish Council believes that the council should continue to prosecute the strategy of the Joint Local Transport Plan, i.e. its principal focus on facilitating and promoting more sustainable forms of travel such as public transport and especially buses.  This is particularly important to our rural parish. Consequently we would not endorse a proposal to reduce support to the 179 service as this would inevitably produce a contraction phase, not a development phase, of the alternative integrated public transport solution servicing Tunley.	<i>Noted</i>
179 668	Kirstie Green Timsbury Parish Council	Of particular concern is the evening service of the 179, which I personally use regularly. Without a supported service there would be no direct access to Bath / Norton after 5:20pm, which would significantly impact on passengers travelling for work or study and who finish at a later time. Losing our evening service will also severely affect those taking social and cultural trips, something of particular concern for younger people in the village. Taxi fares to/from Bath are, at around £20, unfortunately not an option for many.  With regard to the weekly 668 Somerbus service to Bristol, I acknowledge that a 10% decrease in patronage over the last year casts it in a very different situation from that of the 179. However, the user base is far smaller and the financial loss therefore relatively low. I appreciate that we now have the more regular 178 Bristol connection, but in this instance I would urge you to consider the main demographic (75% concessions) of 668 users; many elderly and infirm people use this very personable service, and it is precisely these people who would experience difficulty getting to the Bloomfield Road bus stop - from South to North side of the village - to catch the 178.	<i>Noted</i>
179	Michael Curry Town Clerk to Midsomer Norton Town Council	Bath & North East Somerset Council's (Draft) Core Strategy states: "Role of the Centre (4.18) Midsomer Norton Town Centre will continue to play the role of the market town serving a wider catchment population from surrounding villages. It forms a key link in the strong network of settlements that make the	<i>Noted</i>

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		area more self-reliant in terms of access to key services, leisure, jobs and shops". The Town Council is concerned that the proposed reduction to services is contrary to this policy and will have a disproportionate impact on a less advantaged sector of society.	
267	Cllr Maggy Daniel Somerset Council member for Frome	Expressed concern over potential loss of evening 267 service and impact on Somerset residents working and shopping in Bath	<i>Noted</i>
636	Mrs S Dyer Clerk to Whitchurch Parish Council	The 636 service from Whitchurch to Keynsham should be continued as it is at present. Whitchurch is currently poorly served by public transport and any reduction in any of its services will affect residents greatly and prevent them from being independent. We acknowledge that many of the trips are concessions but feel as a duty of care to the elderly this service must continue.	<i>Noted</i>
665	Cllr Charles Gerrish	This service is seen as essential by many older members of our community - who use it for daily activities.	<i>Noted</i>
665	David Johnson Keynsham Town Council	I have been approached by 2 residents in the Gaston Ave area of the town who are concerned that they could be losing the only public transport in that area, bus number 665. I explained the advantages of the Dial a Ride service, but they continued to express concern.	<i>Noted</i>
665 338	Saltford Parish Council	The Parish Council would like the late service on the 338 via Saltford to continue as there is no alternative service for Saltford. The Parish Council would like to know that if the 665 service were cut, there is an alternative for vulnerable people in Saltford.	<i>Noted</i>
672	Cllr Jon Wheatley Chairman, Chew Magna Parish Council	Chew Magna Parish Council would like it recorded in the consultation on the Bus Revenue Support funding for 2013/14 that we strongly oppose the proposal to curtail the 672 service from Bristol to Chew Magna at 1810 as this is the ONLY service which residents of the valley can use to maintain 9am to 5pm employment in the city. The effect removal of this service has will not only compromise travel but also employment.	<i>Noted</i>
672	Cllr Tim Warren	We feel that the 18.10 return from Bristol is absolutely essential to the working commuters from the Chew Valley, and we wouldn't like to see a reduction in this	<i>Noted</i>

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	Cllr Liz Richardson Cllr Vic Pritchard	service. We will endeavour to promote this service through the Parish Councils, local shops etc. to grow the patronage..	
672 67	Compton Martin Parish Council	The parish council discussed the issues and confirm their support to keep the current bus service in to the Chew Valley with no changes and certainly no reductions.	<i>Noted</i>
672	John Harvey Clerk to Stanton Drew Parish Council	The Stanton Drew Parish Council wish to comment as follows, in particular on the Bristol to Blagdon 672 service and specifically on the service that leaves Bristol at 18.10 hrs. It is a vital link to a few people coming home from their work in the Bristol area throughout the year. Apart from car sharing, which isn't always feasible, how else can people get home? It looks as though we will become even more isolated and more unsustainable as communities. The more cuts you make in the services the less peoples' confidence in the services becomes.  A suggestion to consider: - The earlier service from Bristol leaves at 16.45pm, it has been inferred that this is a little too early, especially for those people that normally finish work at 17.00hrs. If this service left Bristol, say half an hour later at 17.15pm, more people would possibly be able to use it.	<i>Noted, but unable to amend departure as suggested within the legal span of drivers hours</i>
672	Judith Hoskin Clerk to Dundry Parish Council	Very concerned to hear that withdrawal of 6.10 pm trip is being considered for withdrawal. The 672 is Dundry's only bus service and for those without cars this service is a lifeline. Older residents and young people in particular rely on it to travel to and from Bristol. The 6.10pm service is well timed for commuters and shoppers to return from Bristol having taken the bus into town earlier in the day. If you close this service the earlier services are likely to lose passengers as people find other ways of travelling because they won't be able to return by bus. The community of Dundry asks you to continue to support this much valued service.	
672	Marie-Louise Hales Clerk to Chew Magna Parish Council	I oppose the proposal to withdraw financial support provided for the 18.10 departure from Bristol to Chew Magna and onto Bishop Sutton and Blagdon.  I believe that although the Chew Valley is generally an affluent area it is not universally so and that for older people, those on low incomes and youngsters	<i>Noted</i>

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		<p>there is deprivation in the provision of public transport. To further cut the bus service will serve to increase isolation and reduce opportunities available to the above cohorts in the rural areas.</p> <p>As locally available jobs are few, young people in our rural area tend to find employment in Bristol. If those who cannot afford a car, or do not drive, or do not have parents willing to collect them from work or near by Pensford ( with its more frequent regular bus services) are to have the opportunity to access employment in Bristol they need to have a bus that departs from Bristol later than 16.45.</p> <p>I realise that if you offer the 672 service to a small contractor such as CT Coaches (who have been brilliant in comparison with Eurotaxi) there has to be a separate contract for the 18.10 service and that for this inconvenience alone it may tempting to cut the slot but I would urge you not to, as it gives a signal that B&amp;NES do not care about the needs/problems of the rural areas.</p>	
672 67	Steven Read Clerk to Chew Stoke Parish Council	<p>We are extremely concerned about the possible withdrawal of the 672 service, departing at 18.10 from Bristol back to the Chew Valley. This service is used by commuters living in the Chew Valley and working in Bristol. The next nearest return is 16.45, which is useless for people who finish work at 17.00. The withdrawal of the service would preclude anyone using the bus service as a commuting option. We therefore object strongly to the potential withdrawal of this service.</p> <p>We are also very concerned about the potential withdrawing of funds for the 67service which goes into Bristol from Chew Stoke at 9:25am and returns at lunchtime. If this service was lost there would be no Bus Service from the village between 07.30 and 10.05 in the morning which again will restrict commuting opportunities.</p>	<p><i>Noted</i></p> <p><i>Noted</i></p>
672 67	Sue Heathman Clerk to Stowey Sutton Parish Council	<p>We are concerned with the possible changes to services 67 and 672. We feel that both of the return trips are essential, especially for people who work in Bristol who would not be able to get back if the 18.10 672 bus was discontinued. Also, the return bus on the 67 service would enable people to get back in time for school etc. in the afternoon. However, we feel that the 9.51 and 9.14 services are at such similar times that losing one of these would be better than losing the return</p>	<p><i>Noted, but the services operate independently, with the 67 timings dictated by the timing of associated school services</i></p>

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		services, although of course we would prefer not to lose any of them.

<b>Operator Responses</b>			
<b>Service</b>	<b>Response from</b>	<b>Key Points</b>	<b>Comments</b>
636 1 6/7 14A 791	Citistar	<p>Service 636 (Whitchurch – Keynsham) I believe the Friday service will struggle to cope with passenger numbers if the Tuesday journey is withdrawn. Standing passengers on the Stockwood Vale section of route is not an acceptable situation, given the high proportion of concessionary pass journeys.</p> <p>Service 1 &amp; Services 6 / 7 I do not think it is fair that other parts of B&amp;NES are losing some or all of their bus services when funding is being directed towards one area which has commercial bus services in place. There is no danger of passengers on any of these routes losing their service altogether.</p> <p>Service 14A (Odd Down – Bath – Weston) Could service 17 be extended to Weston Village, Eastfield Road and Upper Weston as a partial replacement late evenings?</p> <p>Service 791 (Bath – Weston-s-Mare) The current level of concessionary fare reimbursements are unlikely to see any operator take on a service such as this without some reform, or acceptance that carrying pensioners over 30 miles for 90p a head is simply unrealistic.</p>	<p><i>Noted</i></p> <p><i>Noted</i></p> <p><i>Noted</i></p> <p><i>Noted</i></p>
791	David Fricker North Somerset Coaches	<p>Submitted a petition gathered from passengers with 24 signatories in support of the proposal that:</p> <p>“Registering concern that the 791 bus service is under review. The social hardship resulting from being deprived of our weekly trip to the shops is of real concern and the health and social benefits must not be overlooked.”</p>	<i>Noted</i>



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<b>Stakeholder Responses</b>			
<b>Item</b>	<b>Response from</b>	<b>Key Points</b>	<b>Comments</b>
1 6/7 12 14A 67 179 265 267 338 507 533 672 700 791	Gordon Edwards  Secretary Travelwatch SW	<p><b>Service 1 (Bath – Combe Down)</b> – TWSW local members consider that contracted journey facilities between Bath and Combe Down, in addition to the ‘commercial’ service, should be provided by the extension of service 13 journeys beyond the current Foxhill terminus to operate to and from Combe Down village which could be undertaken without any increase in the peak vehicle requirement for this route.</p> <p><b>Services 6/7 (Bath – Fairfield Park/Larkhall)</b> – TWSW local members are strongly opposed to the Council spending scarce financial resources on the Monday to Saturday daytime services on these routes. It is considered that First could provide the necessary ‘fourth bus’ on services 6/7 to continue the Monday to Saturday fifteen minute daytime frequency by the restructuring of other Bath City services . In the event of First reinstating the former separate services between Bath and Fairfield Park via Camden Road and Bath and Larkhall via London Road, then the Council should provide a Monday to Friday off-peak service between 0900hrs and 1400hrs linking Fairfield Park with both Larkhall and the Morrisons store on London Road.</p> <p><b>Service 12 (Bath – Haycombe)</b> – TWSW local members would strongly support the introduction of Monday to Saturday peak hour journeys on this service, as well as the provision of a low-floor vehicle at the earliest possible date; and further support the continuation of the contracted service on Sunday and Public Holidays, but would not object to the withdrawal of the 1746hrs ex Whiteway and the 1840hrs ex City Centre journeys</p> <p><b>Service 14A (Odd Down – Upper Weston)</b> – TWSW local members consider that the Council should continue to financially support these daily late evening services, but would not object to the 2311hrs ex Odd Down journey on Monday to Saturday operating ten minutes earlier throughout if this retiming delivered a financial saving to the Council.</p> <p><b>Service 67 (Bristol - West Harptree)</b> – TWSW local numbers would not object to a reduction in the number of days of operation on Monday to Friday during school holidays, if this alteration delivered a financial saving to the Council.</p>	<p><i>Noted, but journey times to/from Combe Down would significantly increase</i></p> <p><i>Noted</i></p> <p><i>Noted</i></p> <p><i>Noted</i></p>



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		<p>alternatives, provided that it has the necessary capacity; local users would, however, welcome part of the service provision being met by a fixed route and timetable.</p> <p><b>Service 672 (Bristol – Blagdon)</b> – TWSW local members consider that the Council should make every effort to restructure the main contract to enable the entire service to be operated by one driver and a single vehicle, provided that the first northbound journey does not arrive in Bristol City Centre later than 0830hrs and the last southbound journey does not leave Bristol City Centre earlier than 1715hrs; it may be necessary to achieve this objective by rerouting the first northbound and last southbound journeys to not serve communities with no current demand for peak hour journeys.</p> <p><b>Services 700/716/734 (Bath City Services)</b> – TWSW local members consider that the timetable for these three services should be revised to enable the routes to be inter-worked with a school contract to reduce total cost.</p> <p><b>Services 791/793 (Bath – Weston-Super-Mare)</b> – TWSW local members would not object to the withdrawal of this service from the first Wednesday in November to the last Wednesday in March (or the last Wednesday before Easter Sunday, if earlier) inclusive.</p>	<p><i>Noted, but no such opportunities identified to significantly shorten the route and enable re-timing as suggested</i></p> <p><i>Noted</i></p> <p><i>Noted</i></p>
6/7	Save our 6/7 Buses Campaign	<p>Presented the results of a survey distributed in Larkhall and Fairfield Park. Survey forms asked respondents to consider whether; as an alternative for continued subsidy of the higher frequency on the 6/7</p> <ul style="list-style-type: none"> <li>• a 40 minute frequency on each service was acceptable,</li> <li>• whether the routes should be split with dial a ride used to provide links between the two areas, and</li> <li>• whether First should be expected to maintain the higher frequency without subsidy.</li> </ul> <p>53 respondents replied in whole or part to these questions, and over 90% of responses favoured continuation of subsidy as a preference to a reduced frequency of service or a split service. There was significant support (44%) for the proposal that First should operate the extra service without subsidy, even though this was stated to be unlikely in the survey form.</p>	<i>Noted</i>

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		Respondents also provided individual comments that emphasised the importance of the higher frequency of service provided through the Council subsidy	
14A	Luke Champion Royal United Hospital Bath NHS Trust	We would not want bus services that call at the RUH to be decreased or modified in a manner which would then cause people to make the journey in their car. Parking for staff, patients and visitors is very limited at the RUH and we are working hard attempting to discourage the car as the preferred mode of transport. Being in a rural area makes that goal hard to achieve and therefore, wherever possible, the bus needs to be a good quality alternative for people who work here or who need to attend the hospital for other reasons.	<i>Noted</i>
507 533	Richard Kemble South Gloucestershire Council	<p>Service 507 Keynsham to Southmead Hospital via Longwell Green, Kingswood</p> <p>As you are aware, this service replaced First's former 318 which was a de minimis arrangement between Kingswood and Keynsham. I consider that the option to cease future contributions is premature and that should be considered following patronage surveys. Account should also be taken of passengers using the service to access employment and retail facilities in Keynsham and not just the proportion of B&amp;NES residents. The forthcoming housing and employment development at the Somerdale site may also improve the usage of the service by B&amp;NES residents. The briefing hints that, in the event that B&amp;NES ends its contribution, the service may continue running through to Keynsham with the cost shortfall shouldered by another authority. However, neighbouring authorities face their own cost pressures and therefore reconfiguration of the route to terminate elsewhere other than Keynsham is also an outcome that your Authority should bear in mind.</p> <p>Service 533 Keynsham to Mangotsfield via Oldland, Cadbury Heath</p> <p>The survey data that evidences the argument that the B&amp;NES contribution to the service is poor value for money dates from 2011 – prior to the removal of the 532</p>	<i>Noted</i>

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		variant in September – and is also incomplete. Therefore the conclusion that the service reflects poor value for money from a B&NES perspective should be revisited.	
672	Paul Baker North Somerset Council	<p>As part of the consultation exercise that we undertook last year, along with discussions and surveys on the 672 service, I am aware that this bus is used by peak time commuters from North Somerset travelling into Bristol for employment.</p> <p>I would therefore have concerns regarding withdrawal of the 6.10pm return journey, as this is the only viable return journey for commuters as well as a key return journey for other shopping and leisure passengers. Withdrawing this journey could potentially weaken the remaining daytime journeys, questioning the longer term viability of the service overall. My preference would be to explore potential cost savings through renegotiation with the existing operators, or a re-tender exercise combining the two existing contract operations.</p>	<i>Noted</i>

<b>Public Responses</b>			
<b>Item</b>	<b>Response from</b>	<b>Key Points</b>	<b>Comments</b>
1 14A	Katharine Tylko-Hill	<p>As a non-car driver living in Bear Flat and working in Combe Down (not at the MOD), may I ask you to retain the No 1 Bus Service from Combe Down to the Centre every 30 mins.</p> <p>Even more importantly, please may I ask you to retain the excellent evening service of the 14A which I use when visiting family and friends in hospital at the RUH.</p>	<i>Noted</i>
1	Nigel Hunt	I oppose any reduction to this service and request that the Council subsidises its current timetable. The service is used mainly by older residents and its loss would have a detrimental impact on this more vulnerable group.	<i>Noted</i>
1	John Gowland	We wish to register our objection to the proposed changes to the Number 1 Bus Service from Combe Down to the Bus Station. We do not have an alternative service within walking distance. The existing day time service with a frequency of 30 minutes is very well used and at peak times is uncomfortably overcrowded.	<i>Noted</i>

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		The frequency already compares badly with that provided to other areas.	
1	Jocelyn Clark	I would be very disappointed if the service becomes a 40 minute service. If this 40 minutes occurs throughout the day then more car journeys and decreased bus usage will follow by myself and others. Habits are formed and difficult to change. Hopefully when it becomes a 'show route', and a 30 minute service, this will reverse the trend.	<i>Noted</i>
1	Phil Nodder	<p>I am very concerned about the possible deterioration of the Service No.1 from Combe Down to Bath City Centre.</p> <p>Assumptions have been made that the withdrawal of the MOD from the Foxhill and Ensleigh sites will reduce the demand, but no account seems to have been taken of the fact that both of these sites are now "Ghost Sites", with very few staff who are likely to use the No.1 service anyway, so there will be very little if any effect upon the number of people using the service</p> <ul style="list-style-type: none"> <li>• The consultation Briefing continues - "when the MOD sites are developed the service may be restored" (my italics), but there is no guarantee that his will be the case.</li> <li>• A less frequent and less easily understood timetable will almost certainly lead to fewer people using the service. Some are more likely to use their own transport and clog up the City adding pollution to the air quality of the World Heritage City,</li> <li>• I understand that this service is earmarked as a "Showcase" route with electronic displays at the bus shelters to provide live bus timetables. This would be an extremely useful addition and one that is long overdue. It is strange, therefore, to read that a reduction in passenger numbers before the development of the MOD sites could "threaten the existence of the services." (My italics again). This implies that a potential "Showcase" route may not exist in a few years' time.</li> </ul> <p>In view of the above points I urge the Council to continue to support the continuation of the No. 1 Service between Combe Down, Bath City Centre and Ensleigh</p>	<p><i>Noted</i></p> <p><i>Noted but the Council has prevailed on the operator to defer any reductions in service until after this consultation was completed</i></p>
1	Scott Fulcher	<p><b>Service 1</b></p> <p>The current service provision on this route is somewhat generous. The service</p>	<i>Noted</i>

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6/7		rarely carries more than about fifteen people on each half of its journey, i.e. to/from each of Ensleigh and Combe Down, and uses three vehicles, adding extra cost to both the operator and the council. This excess could be minimised or even negated by removing one of these three buses, and reducing the service frequency to one bus every 40 minutes, The northern section of route is also shadowed by Park & Ride Service 31, reducing the need for the service further.	
12			
14A			
179			
265		<b>Services 6 and 7</b>	<i>Noted</i>
267		The 30 minutes frequency has proven to be ideal, with both routes having a clear timetable and conveniently running across the section of route that has a “slow” service to the City Centre – i.e. Fairfield Park for the 6 and Larkhall for the 7 – just moments after the “faster” service. Coupled with the need to provide a through service between Fairfield Park and Larkhall, I am certain that the current service should be left to continue in its current form.	
338			
700		<b>Service 12</b> The lack of peak journeys – particularly in the afternoon – is a cause for concern. I would also suggest that consideration is given to the provision of a low-floor vehicle. On the other hand, on Sundays there are three buses an hour a short distance to the east, and two an hour shortly to the west, and as such I feel that continuing to subsidise a service on these days is not necessary.	<i>Noted</i>
		<b>Service 14A</b> By removing all journeys after roughly 2130 you are effectively removing the only way for much of the city to access their hospital. There is also the issue of removing the service to most of Weston, which is one of Bath’s more prominent suburbs.	<i>Noted</i>
		<b>Service 179</b> The main issue with this route is the level of service provided to Timsbury. With Service 178 having recently been diverted there, I would question whether there is any real need to continue to provide a late evening service on the 179. On Sundays however, I do not see any real need to provide more than two or three journeys per day in each direction; perhaps this could be merged with the Service 678 contract (Bristol to Writhlington on Sundays only)?	<i>Noted</i>
		<b>Service 265</b>	<i>Noted</i>

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		<p>The service via Bathampton in the evening is only viable in one direction (admittedly the peak direction), and adds an unnecessary burden of time to longer distance travellers, all for the sake of a village which is only slightly off the normal route anyway. The Sunday service should not really need additional funding in my opinion so unless withdrawing assistance would put the service in jeopardy, which I doubt, then I would agree to no longer providing additional financial assistance.</p> <p><b>Service 267</b> Frome is not a small town and by withdrawing the evening subsidy for this route you run the risk of isolating an entire community in the evenings;.</p> <p><b>Service 338</b> The vast majority of passengers on these two journeys, which leave each of Bath and Bristol at 2300, are bound for destinations besides the Park Estate in Keynsham. And now that the 338 has been introduced properly, there are services via Park Estate from both of Bath and Bristol, not just the latter, through the evening. As such, I do not feel that maintaining these journeys would be necessary.</p> <p><b>Services 700, 716 and 734</b> These services – particularly the 700 – provide a vital link to areas that are otherwise very poorly served. I cannot agree that the best option for these services is a community transport operation, and would instead recommend that the option of introducing a low-floor vehicle to the route would be preferable, especially considering the high number of ENCTS pass users on these three routes (note that the 716 also serves a residential home).</p>	<p><i>Noted</i></p> <p><i>Noted</i></p> <p><i>Noted</i></p>
6/7	Ellie Farrar	I do strongly believe we should have a better transport system and thus discourage car use, in line with good eco-practice all over Europe. Bath seems poorly served in this respect	<i>Noted</i>
6/7	Jill Hollin	I write in support of subsidising the 6/7 bus between Bath and Larkhall/Fairfield Park as a 30 minute service. My daughter uses this bus to get home from school each day and her journey time is long enough already without an additional 10 minute wait. The buses are also already at capacity and she often stands on her journey home. This week the bus went past she and her friends as it was full of	<i>Noted</i>



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		Christmas shoppers - this could become a regular experience if the service was cut and the buses overly full.	
6/7	Paul Hollin	The 6&7 bus service is vital for our daughter and her classmates in getting to and from Hayesfield school. Due to congestion and other bus problems (e.g. 13D) waiting times are already erratic and often long. We don't want this to get worse. Expecting a private company to do this out of goodwill is inappropriate and undesirable, and brings the whole notion of public transport into doubt	<i>Noted</i>
6/7	Jacqui Tanner	I feel particularly strongly for the elderly and frail who depend on the service on a frequent basis, as they are not necessarily able to precisely time urgent visits to doctor. Also the residents in the area of Fairfield Park and Larkhall are community orientated and need to link in with public services – the younger ones can gain independence through bus service, and others can avoid taking own car to exorbitantly expensive parking in town	<i>Noted</i>
6/7	Mike Kelleher	The 6/7 service is important to me both for work and leisure/shopping, as I made a decision to do without a car some 3 years ago. When the service reduced to 40 minutes it was very crowded in the 15:00 to 17:00 periods. Buses would pass the city centre stops leaving passengers stranded for long periods. It also made it more difficult to get to the Train Station early mornings. I use the train to work in Bristol. The 40 min service would often mean waiting at the bus stop in all winds and weather after arrival at Bath Spa Station.	<i>Noted</i>
6/7	Polly Redfern.	The buses appear to be used more since the introduction of the 30 minute frequency. I certainly find it more useable. It now feels more like a service for local people. Dial-a-Ride between Larkhall and Fairfield Park seems ridiculous when a bus service already exists and joins the communities together. I feel Dial a Ride would isolate a lot of people in the local area and limit their connection with others.	<i>Noted</i>
6/7	Lyndon Hughes	The same arguments apply as before about people visiting the shops in Larkhall from Fairfield Park or the Health Centre from Larkhall. To make these journeys via the town centre is too difficult for most and to lose the link between Fairfield Park and Larkhall will see a falloff in usage and the eventual demise of the service all together. Dial a Ride service will be impractical for the high number of people using the route and will provide an easy excuse to cut that service later.	<i>Noted</i>

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		The usage of the 6/7 route has increased enormously and consequently the subsidy has reduced. It is likely the subsidy reduction will continue. Surely we deserve at least a 30 minute service.	
6/7	Mrs Elizabeth Davies	I have been a resident in Camden Road, Bath for 32 years and do not drive a car. One reason for living in the centre of Bath was access to a reliable bus and rail network. The number 6 and 7 bus routes have been an integral part of residents' lives in this area and in Larkhall. I sincerely hope that very serious consideration will be given to continuing support for these services to enable their running both frequently and reliably so that people of all ages can continue their very necessary journeys safely and well.	<i>Noted</i>
6/7	Mike & Janice Hazel	This service must remain as it is currently as it is a vital lifeline for Fairfield Park and Larkhall residents. The service was originally started to enable people to get from Fairfield Park to the shops in Larkhall and London Road. It was also used by those residents to get to the Health Centre in Camden. The service although not perfect runs well at present and is well supported. Often standing room only from and to the city. Even if it is well supported by Bus Pass users this should make no difference. This just highlights that you have an elderly population in these areas who need a bus as this is their only means to get around. Please consider carefully the residents of Fairfield Park and Larkhall who do not have cars and need to get around. Also remember how steep these hills are for the elderly who need to go shopping or to the doctors.  Please retain the current 30 minute loop service as it is a vital service to the many residents.	<i>Noted</i>
6/7	Patricia Mason	The subsidy to the service needs to be maintained for social reasons; to keep links between the medical centre, local shops and other destinations. It is a valuable way of maintaining a good community spirit. When this service was cut to 40 minutes it caused great hardship; people needing to keep appointments took taxis because the bus service was such rubbish. If people stopped taking a 40 minute service the whole route will be at risk.	<i>Noted</i>
6/7	Mrs Margaret Malcolm	As a frequent bus user, I catch the no 7 to go into the city centre & no 6 to return home. This in reality is a 30 minute frequency and is the same for other users who live along the periphery of these routes. Any reduction in frequency will	<i>Noted</i>

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		provide many people with a very poor level of service.	
6/7	Mr K. & Mrs N. Stapeley	Please back the saving of the number 6 and 7 to be a 30 minute service. This 30 minute regularity at present is providing a vital service to Fairfield Park and Larkhall. I would like you to note that this bus service is a very community spirited route; with passengers greeting one another in a cordial manner and passing the time of day.	<i>Noted</i>
6/7	Pamela Galloway	<p>Having read the Consultation regarding the Public Transport budget, I feel it is vital that the 30 min service is maintained on the 6/7 bus routes through Larkhall &amp; Fairfield Park and as a subsidy is needed, it is totally warranted. The alternatives available are not realistic options</p> <p>The "commercially sustainable" level of a 40 minute service on each route was the situation from Aug 2010 - until Oct 2011 and was not considered sufficient . A 40 min timetable was too infrequent and difficult to memorise, it resulted in decreased bus use, which had the knock on effect of increased car use and a lower footfall in Larkhall affecting the local shops &amp; businesses. It also resulted in overcrowding on the remaining buses to the extent that people were left behind at bus stops whatever the weather, needing to wait another 40 min to the next bus</p> <p>The separate 30 minute service was offered in May 2010 and there was an outcry as it severed the link between the two halves of the community, providing no service up &amp; down the hill. Those requiring the link may only be 5% but for them this is vital as the alternative is an inordinately long journey into the centre &amp; out again. Dial a Ride is out of the question as none of the current passengers would fit the criteria for using it so this could never provide an alternative service.</p> <p>It is totally unrealistic to expect the operator to continue the current pattern of services without subsidy in the hope that patronage increases further. They have always maintained it is not an option without a subsidy unless ridership increased first.</p>	<i>Noted</i>
12	Linda Horner	I live on the route of the 12 service but am unable to use it because it does not run at any suitable times. My daughter has to walk into the town to catch her train to her college because there is no bus that will get her there in time. This makes her day 11 hours long. Any change will be too late for her but there must be	<i>Noted</i>

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		others who need a service in the morning. We have to walk to get the 10 or 5 if we need to catch the bus which is very annoying. Living in a city you expect to be able to get around easily. I would urge you to consider providing an extended service. We don't mind too much about the newness of the bus - we would just like there to be one.	
14A	Miss S Scadding	<p>This would affect me terribly. I am in my late 50s and do not drive. I go to the theatre or for a drink in town at least once a week, and take the 10:15, 10:45 or more usually the 11:20 bus home. I can walk; it takes nearly an hour, but my legs are painful and it is not nice to have to walk home alone at 11-12:00 midnight on a wet dark winter's night.</p> <p>I am single, now unemployed, and have no friends for lifts. I cannot possibly afford taxis. One of the main reasons I bought this house in Weston is because it had a good bus service nearby – I will be utterly stranded!</p>	<i>Noted</i>
14A	Ms M Bolland	<p>I would like to know what this will mean for myself as a regular bus user. Will there be an alternative service in the evenings? Will council consider keeping the service running at an increased fare if costs are an issue? How will people get to and from work without this service?</p> <p>Using a taxi is too expensive to use regularly. Car parking is very difficult on the street and at the hospital. Staff have to pay a monthly fee and are not even guaranteed a space to park. I already have to walk part way to work at weekends on early shifts and walk part way home Sunday evenings due to a lack of or reduced bus services.</p>	<p><i>Noted, but fares are linked to daytime commercial fares</i></p> <p><i>Noted but P&amp;R from Odd Down is available with a staff discount on fares. Services operate every 30 minutes on Sundays/BHs</i></p>
14A	Mr R Burford	The bus service is heavily relied on for transport to and from the RUH & the Weston Village.	<i>Noted</i>
14A	Cherry Shelton-Mills	<p>I am writing to you regarding the proposed cuts to the service to Weston. The public is being encouraged to use public transport to ease pollution and traffic problems. How your proposed reduction in the bus service to Weston (which also serves people going to and from the hospital) can be reconciled with the idea of a public service and environmental protection is incomprehensible to me.</p> <p>If people from Weston want to visit local businesses in Bath in the evening, such</p>	<i>Noted</i>

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		as cinema or restaurants, are they then supposed to walk 40 minutes in the dark to get home? Not everyone can afford taxis. Yet again you are penalising those who are less well off.	
14A	Garry Ede	The 14A late bus that links Odd Down and Weston to Bath allows people working late shifts at the RUH their only way of getting home. Also, once the Bath Drop-In Centre is shut, how will emergency patients get to the RUH for treatment without spending a fortune for taxis? This late bus is an essential service that needs to be kept.	<i>Noted</i>
14A	Carla Stratton	I am writing to you to say <b>DO NOT</b> delete the evening 14A service, as it is a well-used service that many will be lost without. Myself and several others I know of use the service to get to and from work and to and from town of an evening. If you delete this service then many people will be stranded after a long day at the Hospital or Care homes in the Weston area. We rely on the service to get us home after a long 12 hour (care homes) or 14 hour (hospital) shift on our feet all day. So the bus home is just what we need.	<i>Noted</i>
14A	David Vernalls	<p>With out of hours GP services being focused at the RUH and the drop in centre moving there in due course, consideration needs to be given to ensuring at least a minimal public transport access to these facilities. Even if this service is deleted now, it may need to be reinstated later as people need to access medical services into the evening. Whether the Odd Down element of the service needs to be retained is less clear.</p> <p>Removing evening buses leaves people going out for the evening with a choice of taxi (expensive) or driving and hoping they don't drink more than is safe. It would be regrettable if cutting off Weston and Odd Down from bus services leads to an increase in drink driving and consequent accidents.</p>	<i>Noted</i>
14A	Mr Dominik Stansby	<p>It is important to note that many people who rely on buses are on low incomes or from vulnerable sectors of society. The removal of bus services effectively leaves these people stranded in their own homes as they are unable to travel via private transport.</p> <p>In particular, low income workers often work a variety of shift patterns, working at times when others are not. So whilst cutting evening services may not affect the</p>	<i>Noted</i>

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		<p>majority of the working population, it could leave low income workers unable to get to or from work. In particular, the proposal severs all links between the Royal United Hospital and Weston with Bath city centre after 2143 daily. Many people both working in the hospital and living in Weston are on low incomes, and these services are a necessity for them to carry out their daily lives.</p> <p>An effective public transport network provides people with integrated and flexible journeys that fit around their lifestyles. It is hard to imagine a person choosing to take the bus to the city centre instead of driving when their last journey home would be as early as 2143. Moreover, whilst late evening journeys may not be particularly well patronised, they provide that flexibility for the public which allows them to make the decision whether or not to drive, instead of dictating that they drive.</p>	
14A	Theresa Bebbington	<p>I understand there's a proposal to withdraw late evening services on the 14A going from Bath into Weston. I find this quite irresponsible. There are no other bus services into upper Weston at this time, so how will people be able to get home evening relatively early at 10pm - say from the train station or after the theatre or cinema or a night out with friends for dinner and a drink. You really should consider the knock-on effect with businesses in the entertainment industry in the city centre lose their customers because they cannot afford taking expensive taxis to get home.</p>	<i>Noted</i>
14A	David Banks	<p>I write in response to your paper on reducing bus services. I use the later 14A buses to go back to Weston after evening rugby games and to return me home from late trains. Without these buses after 2200 hours, I would have to use my car instead, taxis costing best part of £10.00.</p> <p>Two proposals: reduce the later bus frequency, e.g. to just 2230 and 2315; and, allow, say, an additional £0.50 increase after 2200 hours. Both these steps would reduce your costs. Please factor in the additional need to get to the RUH for minor injuries with the NHS Drop-in Centre closing.</p>	<p><i>Noted</i></p> <p><i>The services under consideration operate after the walk in centre has closed</i></p>
14A	Kathy Elam	<p>I have read what is proposed for the 14A and am very disappointed to see that this proposed reduction being considered. I live in Weston village and am unable to drive safely because of a medical problem so use the 14 route a lot to get around. I occasionally go to the Theatre Royal - maybe once or twice a month</p>	<i>Noted</i>

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		and sometimes to either of the cinemas in the town centre. When I do I use the 14/14A to get there and back.	
14A	Laura Hodson	I am furious that you are considering deleting the 14A bus service in the evenings to Weston and the RUH. Firstly, it is perfect access to the hospital and secondly, how am I, as a young woman, meant to get home safely at night!?! I refuse to pay £10 for a taxi so the bus is my SAFE, reliable way to get home at night.	<i>Noted</i>
14A	Miss H Barton	I rely on using the bus and cannot afford taxis prices, so will be very affected by this proposal. It will mean for us no longer being able to go out in the evening as the last bus for Weston will leave the Bus station at 21:44, and most evening events go on until at least 22:00, and there are no alternative bus services to this part of Weston  The 14A is the only evening service going to the RUH and A&E dept. giving very limited access. People with cars will use them more to go to the pub etc. with 'drink driving' consequences. This proposal will be very detrimental to peoples basic social life and mobility in this area	<i>Noted</i>
14A	Sheila Kinsella	I would be very concerned over the withdrawal of this service. I live in Weston because I can afford it, it has great local facilities, and most importantly I was convinced that the 14A bus service would be guaranteed because of the RUH. There is the further matter of the imminent threat to move the NHS Walk-in Centre to Weston. How will this work with no transport?  There are other courses that could be taken. Concessions could be suspended on evening services. I have spoken to several older people locally who agree with me. Why not continue the 17 service through to Weston High Street at least, in the evenings, instead of finishing at Penn Lea Rd. and return it to the city via the 14A route to RUH and Combe Park?	<i>Noted, but the services under consideration operate after the Walk in centre has closed</i>  <i>Noted but this would illegal under the terms of the ENCTS. The 17 service would still require additional subsidy from the Council</i>
14A	Chris Sandison	I am concerned to read of the proposal effectively to remove all late evening bus services to the North-western corner of Bath. The 14 is the only route to run anywhere near the RUH and Weston in the evening and withdrawing it would leave people either unable to travel between other parts of Bath and the RUH/Weston or forced to travel by car or taxi.  Weston has no evening entertainment or cultural offerings of its own - no cinema,	<i>Noted</i>

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		<p>theatre, music, clubs/societies or sports facilities and only one restaurant (and no real scope for this to change) - and is about as far as any part of Bath from the station, so withdrawing this service would leave people rather cut off. Cinema and theatre programmes and restaurant meals are unlikely to finish in time to make what is proposed to become the last bus to the Northwest corner a realistic option.</p>	
14A	Lucy Giffen	<p>I read with dismay in local shops that the 14A bus between Odd Down and Weston could see a reduction in evening service. As a non-driver with two young children and a third on the way, public transport is our only method of travelling. My husband also commutes into Bath using the bus and due to his working hours often has to get a bus home past 8pm when the service is already reduced. It could have a serious impact on him being able to get home in the evenings should he need to work late or even socialise after work. People should be encouraged to use public transport and this should be done by them knowing that a bus is available for them to travel on and that it doesn't cost the same as running a car.</p>	<i>Noted</i>
14A	Declan Blench	<p>It's been rumoured that there are plans to scrap the 14A between Weston and Bath in the evenings. As a resident of Weston I rely very heavily on this bus service; I don't drive so effectively I'd be stranded in Weston at night or, worse, stuck in town with no way to get home. Given that I've paid well over £300 for an annual bus ticket, further restricting my already very limited travel options between my home and town (which will also have a knock-on effect with me having trouble getting home from university after a late night studying) I feel this plan is inappropriate and would urge you to reconsider.</p>	<i>Noted</i>
14A	Terry Reakes	<p>Ask that financial support be provided to retain late evening journeys on service 14A that links Odd Down and Weston to Bath City Centre</p>	<i>Noted</i>
14A	R Barnett	<p>I have just read about your plans to delete this evening service. How do you suggest I get home from a late shift at 9.30 in the eve? Taxis are far too expensive on my low wages, and I can't afford to run a car, or even afford to park it in the hospital car park which costs a ridiculous amount of money. I think that as so many hospital workers use this vital service every evening, you should reconsider this proposal.</p>	<i>Noted, services affected are after this time (2130).</i>



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14A	David Roberts	I am writing to you because you are proposing to delete the 14A service to Weston and the RUH during the evenings. I think it's an absolute disgrace, because there are a number of RUH staff that work a 14 hour day shift from 7:30am to 9:30pm. Do you honestly think it's safe for anyone to walk from the RUH to town in winter nights? Surely you wouldn't expect someone to take a taxi as they are very expensive. I would like to point out to you nurses are not well paid and to abolish the 14A service during the evening it would be totally ridiculous.	<i>Noted, services affected are after this time (2130)</i>
14A	Sarah Li	I'm writing to reflect my objection regarding the council proposal of deleting bus service 14A. I work in city centre in Bath rely on this bus to go home every night between 7- 8.30 the deletion of this bus will seriously affect me as I live in Weston and there aren't other buses to go there. My flatmate also supports me as she goes to the sports centre 3 times a week. We hope that the council may consider cutting down running hours but not deleting the service.	<i>Noted, but services at the times stated are unaffected</i>
14A	Lisa Davey	<p>On your website, you state the following: "Our vision is of an affordable, low carbon, accessible, integrated, efficient and reliable transport network through which we can achieve a more competitive economy and better connected, more active and healthy communities." This may well be your vision – but the implementation thereof seems to be somewhat short-sighted.</p> <p>I and many like me do not own cars. We are utterly reliant on a trustworthy bus service not only for effecting our daily chores but running our businesses, contributing to the night-time economy of Bath and contributing to society.</p> <p>For example, I am the Chair of Bath German Society. Our meetings are held in the centre of town from 8 – 10 pm. If the 14A service is suspended, it is no exaggeration to say that the Society will collapse. This is no self-aggrandisement. Our members have busy lives, as indeed do I, and although they have time to attend the meetings, they do not have the time to do the background organisation of booking speakers, etc. If the 14A is suspended, there will be no German Society, no cultural interchange in German (the twinning association does not hold its meetings in German) and no little bit of extra help for Julian House.</p> <p>On behalf of members of the Weston French Connection (which I also run and which attracts members who require the 14A to attend meetings). I would urge</p>	<i>Noted</i>

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		<p>you to reconsider the notion of suspending the evening service. It would be a shame to see the demise of this cultural entertainment and the loss of the revenue it generates for the Old Crown pub.</p> <p>Another example of how this change will affect me – and the wider community. Every year, I am invited by King Edward's School to attend their evening Careers Fair. I speak to youngsters about the world of translation and how they might consider a career using their languages. If the 14A is suspended, I shall not be able to attend and these enthusiastic budding linguists (and eventually the country) will be the poorer for it.</p> <p>I enjoy attending the theatre and cinema as no doubt do many others in Weston. The cost of hiring a taxi in both directions will be prohibitive and without the 14A, I shall not be able to see plays and films or go out for a meal or drink or visit friends who live beyond walking distance. Walking through Victoria Park into town is a lovely experience in the daylight – but in the six months of the year when it is dark, it would not be advisable for a lone female to attempt to do so. Nor to walk on the unpopulated roads around its perimeter.</p>	
179	Richard Taylor	<p>Whilst I do not personally use the bus services I know some of my elderly friends do and they would be really upset to lose their trips to Midsomer Norton and Keynsham both for business and pleasure. Some of the younger teenagers also appreciate the late bus services as they need to go out of the village for entertainment and clubs. I do appreciate that BANES needs to look closely at the costs of maintaining such services but I do feel that these bus services need to be kept.</p> <p>As a 76 year old I can see the time when I will also have to rely on the buses, so I too feel that it is very personal as well.</p>	<i>Noted</i>
179 668	Raymond Hayward	<p>I am writing to you to ask you continue providing financial backing to both the 179 evening service from Bath to Timsbury and the Timsbury bus to Bristol for the following reasons:-</p> <p>179 Evening Service. -This is essential to residents, young and old, without their own transport, to be able to attend the Theatre, or Cinema, or to attend meetings in Bath.</p>	<i>Noted</i>

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		668 Tuesday Bristol bus. - This bus drops passengers off by the shops in Bristol. This is important to older folk like myself (I am 84 years old) who find walking far difficult even using a walking stick.	
179	Sue Langdon	I do not need to catch the bus at the moment myself, but feel it is an important asset to the village, particularly for the younger members of our community.	<i>Noted</i>
179	Jill Hillman	Lives in High Littleton and is a great supporter of the buses, preferring not to travel by car. She and her husband often use the 179 to get home from Bath after having travelled by train to Bath Spa, especially during the summer months. They usually catch the 2055 trip back to High Littleton.	<i>Noted</i>
265	Glen D. Batten	<p>My wife and I are very concerned about the possible loss of the evening and Sunday number 265 bus service. We live in Bathampton Village. On Sundays and evenings, the 265 is our only means of visiting Bath, other than by car, taxi or walking the two miles each way after dark. These are not viable options for many Bathampton residents. For my wife and I, evening and Sunday visits to Bath pubs, restaurants, the cinema etc. would simply have to cease.</p> <p>We also use the 265 on Sundays to return from Bradford-on-Avon following walks to the town along the popular canal towpath or the Macmillan Way route. Such walks would obviously be ruled out if the bus service were to cease. Using the rail service back to Bath is clearly not an alternative if there is then no bus to take us from there to Bathampton.</p> <p>Withdrawing evening and Sunday bus services from Bathampton would cause real hardship for those without private transport, would damage trade in Bath and lead to additional pressure on roads and parking facilities in Bath which are already extremely busy on Sundays.</p>	<i>Noted</i>
267	Carole Woods	I for one use this service as I catch the bus which runs just after 6 pm home from work to the other side of Frome where I live. This service which runs through the evening provides transport for people to go through to Bath for the evening and return home, plus pick-up in the villages the bus serves. I have at times caught the evening bus home from Bath when needed, I know that so many people work in Bath and need to commute home in the evenings. To stop this bus running at such an early time in the evenings would not be good for Frome people and the	<i>Noted</i>

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		villages it serves. The public transport service in Frome isn't good and in the evenings it is more or less non-existent	
267	Andrew Wilkes	I do feel that Somerset should be paying its share. I will write to my MP and councillors with this opinion.	<i>Noted and appreciated</i>
338	Mr N Duncan	<p>I value the Bath / Keynsham / Bristol services, particularly the one just after midnight back to Bath from Bristol. The last train is around 23.17, which is incredibly rubbish if you've had a night out in Bristol. The Council rightly wants to encourage the use of public transport. Many people want to go out between Bath, Keynsham and Bristol and the late evening options, particularly in the Bristol to Bath direction, are pitiful. If the 23.00 bus is cancelled then I think that only leaves the last train and the bus just after midnight.</p> <p>I disagree that there are alternatives to the 23.00 338 bus from Bristol. To get the last train at around 23.17 is quite a walk from the centre so it's not a really an alternative, it means leaving earlier. And you might not see the end of the gig or event you've gone to see.</p>	<i>Noted</i>
338 507 533 665	Richard Dyson	<p>I am a resident of Keynsham and I have the following comments.</p> <p>Route 338. Subsidy for the evening services should be retained. The fact that most of the journeys are non-concession means that these are made by people who need to make the journey at that time; many of them are probably young people who have no alternative transport, are travelling from work or wish to drink in the evening. This sector of the population should be encouraged to travel by bus and should be properly catered for.</p> <p>Route 507/533. It is difficult to justify supporting both these services. A link from Keynsham to Hanham and Kingswood is valuable and I believe that the new service 507 to Southmead has more potential for the future. Through journeys to the hospital are feasible (at 1hr 20 min) but need a lot more promotion. My preference would be to support the 507 but not the 533.</p> <p>Route 665. There is a benefit here in that the route serves some areas that other routes do not. Almost all the users are concession holders. I note that patronage is declining slowly but steadily. My view is that the Saturday service should</p>	<i>Noted</i>

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		definitely be discontinued, on the basis that it is the least used and I suspect that some of the trips made on that day could be made on other days. The case for the weekday service is weak, though, as some passengers could use First buses that serve the same stops. As stated in the briefing, other passengers could use the Dial-a- Ride service, which appears to be under-utilized. If the whole service were discontinued some people would have difficulties but the number would be limited. Supporting this service should not be a priority.	
507 533	Michael Armstrong	I regularly use these buses from my nearest bus stop on Woodward Drive, Longwell Green. I do not drive so getting about without a bus service along Woodward Drive, Longwell Green would be very difficult for me.	<i>Noted</i>
507 533	Claire Veale	<p>I write to register my views on the possible withdrawal of funding for the 507 bus route between Keynsham and Kingswood/Southmead. This comes shortly after the cessation of the 318 bus route that extended up on to the Park Estate and culminated at Cribbs Causeway.</p> <p>Any further withdrawal of services on this route will cause extreme difficulty for my mother who has been a Keynsham resident, living on Charlton Road, for the last 56 years. She makes a daily commute to Kingswood to visit my father who is in residential care, suffering from dementia. The reason that he is resident in Kingswood is because no similar facility was available in the B&amp;NES area that was on a single bus route from Keynsham. Her journey has already been made more onerous by the withdrawal of the 318 bus, meaning that she now needs to get a bus to the High Street and then either the 507 or 533 that takes her to Kingswood.</p> <p>I know that she has met other Keynsham residents this route that work in Kingswood and also visit relatives in care facilities there and it would seem particularly harsh to withdraw support to this key route.</p>	<i>Noted</i>
533	Mrs S Harrad	It is only recently that the 532 has been stopped which now means that people living at Cherry Gardens only have an hourly service to Keynsham/Longwell Green and have to walk along to Kenilworth Drive to catch the 533 bus to Keynsham or to Longwell Green. Some elderly folk find this impossible and I know some are now having to get taxis for visits to the doctors in Keynsham.	<i>Noted</i>

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		<p>Appointment times also have to be worked around the now hourly bus service.</p> <p>I live in Oldland Common (near the Cherry Tree) and use the 533 for visiting my GP in Keynsham and for my banking. I also like to shop in Keynsham. Although I do like Tesco and Iceland I also like to support the local shops for fruit and veg, cards and newspapers etc. If I want to get a bus to Marks &amp; Spencer or Asda at Longwell Green then again I rely on the 533 which is also convenient for the Leisure Centre.</p> <p>The 533 (and 532) were useful to me when I worked as the bus stopped at the Station and arrival times worked in very well with the times of trains to both Bath &amp; Bristol. There are still lots of people who use Keynsham Station and need to be able to rely on the 533 to get them to the train</p> <p>The 533 is also handy for going to Staple Hill and Mangotsfield and this is the only bus from places along the Keynsham-Mangotsfield which stops close to Cossham Hospital – this is now being used a lot for physiotherapy, x-rays, minor ops and other treatments but if people cannot get there they are stuck.</p>	
533	G Burchill	<p>Just recently the 532 service was discontinued. This means that the 533 service is the only bus that can bring people to Keynsham from Warmley, Cadbury Heath, North Common, Oldland Common, Bitton &amp; Willsbridge. I use the service often and would consider it a big loss as would many other people. The 533 service is well used and it also takes people to the gates of Cossham Hospital, Kingswood, a very vital service.</p>	<i>Noted</i>
533	David J Clements	<p>I live in Oldland Common, Bristol, just read an article relating to the possible cutting in the near future of this important bus route, it now only runs once an hour, it provides links to the Keynsham Railway Station and Town Centre. First have just recently introduced a late evening and Sunday service extension on the 42 service, any further reduction in the 533 timetable would be quite disappointing, unless South Gloucestershire Council are willing to fill the gap in the bus subsidy?</p>	<i>Noted</i>
665 507	Trisha Adams	<p>The people are getting very concerned over the proposals where some of our local buses are under threat, e.g. 665 and 507 and the 533. It will take many people's liberties away who are not in walking distance of their homes. As</p>	<i>Noted</i>

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533		regards the 507 and 533 if they were to go people who have not got transport will not be able to get to the surrounding areas e.g. Long well Green & Kingswood where many people need transport for work. Also many people use this to get to relatives and shopping people; will become isolated in their homes.	
665	Julie Read	I am horrified to learn that the 665 bus is considered to be one of the "at risk" services. I live in Saltford and use this bus 2 or 3 times every week as my only means to get to the Keynsham Co-op, obviously to shop. I am 82 years of age and do not drive a car - not unusual for people in my age group and which goes, I am almost sure, for most of the people who use the 665 bus, otherwise through their infirmity. It would be impossible to use, as an alternative, the 338 First Bus because no-one can get across the extremely busy road at the Keynsham roundabout to walk down to the Co-op, and then walk back again to the A4 main road with shopping!	<i>Noted</i>
665 338	Carole Francombe	I live in Saltford but shop, visit the doctor, health centre and dentist in Keynsham, and have to rely on public transport to do so. The 338 service runs every half hour along the A4 and many of us pensioners have quite a walk in all weathers to get to the nearest bus stop. On the return trip we can be laden with shopping and the walk home from the Bath Road is often difficult.  The 665 service is convenient as it stops where requested on route: and as we get older, and less able to get about, buses like the 665 are a godsend. Keeping the 665 service gives people in Saltford an alternative and the ONLY alternative bus service - and in my opinion, should not have its funding cut.	<i>Noted, but the only 338 services potentially affected call in Saltford at 23:16 and 23:40 and are not core shoppers services</i>
665	Mrs Meal	A Park Estate resident called to say that she and a number of her neighbours use this service several times a week and find it to be a vital service for people who can't make it to catch the other buses (349, 338). They use it for shopping in Keynsham and at the Co-Op.	<i>Noted</i>
665 507 533	Mrs P Adams	The bus is well supported. People have said they would pay for their travel as it is vital, as to the suggestion of using Dial-a-Ride it would be too expensive at £3.50.  Taking 665/507/533 buses off will cut the link to other areas for people with no transport. Free travel is not working, if pensioners paid half towards the fare I	<i>Noted, but it is illegal to charge any fare to the holder of an ENCTS pass travelling during the appropriate period</i>

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		think it should be reinstated. (enclosed 142 signature petition in support)	
665	Mrs F Fear, Mrs I Mockridge, Mr D Mockridge, Mr I Price	The 665 is a lifeline for older people to get out and be independent, and sometimes it is the only people they meet all day. I am a lady in my 88 <sup>th</sup> year using a walking stick because of a broken hip. I see many others in this position, as it is only a small bus but always full when it gets to Keynsham	<i>Noted</i>
665	Anon ( a pensioner in Saltford)	With regards to the 665 bus on Saturdays it will be a big blow to everyone who regularly uses it, especially old people. I only hope we do not lose it	<i>Noted</i>
665	Joan & Ivor Radford	We have relied on this service ever since it started. We rely on it to go to Keynsham Health centre for dental, chiropody and physio treatments. It stops near our home, which is a great boon for us as we are in our rather unfit eighties and unable to walk far. My husband needs a three wheel walker and I use a stick. Other elderly people near us need to use it too.	<i>Noted</i>
665	Mrs Valerie Bragg	Please don't take our only way to get to Keynsham High Street. The small bus is a godsend; it is the same for everyone as we are mostly elderly. I would have to go to Charlton Road or Coronation Avenue; that is a long way to carry your shopping back.	<i>Noted</i>
665	Mrs Margaret Lyons	This is the only one that Keynsham has and it is very important to elderly people that do not live on the main roads, so please think again and let us keep our bus	<i>Noted</i>
665	Joan Rendell	Can I say please try to keep the 665 bus. It is a lifeline for me as I have difficulty walking very far. I use the bus every day and would be prepared to pay something towards the cost. I'm sure I'm not alone in hoping that it will be kept.	<i>Noted</i>
665 507 533	Mr B Cordwell Mrs K A Cordwell	The 665 bus is regularly used by the elderly and disabled; I know of 6 or 7 people in our cul-de-sac who would be completely housebound as they wouldn't be able to walk from Gaston Avenue Unity Road areas to Keynsham and back, this includes visits to the doctors.  The 507 to Southmead Hospital has only been running a few weeks therefore hasn't had time to prove itself and if they take off the 533 having taken off the 318 we will be left with no transport to Kingswood or Mangotsfield for connecting	<i>Noted</i>



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		buses to Frenchay or Southmead Hospitals or the Mall.	
665	Mrs Betty Strong	I am 84 and not very steady on the legs so rely on the 665 bus to take me to Keynsham shops 3 times a week; so it certainly wouldn't help me by taking it off. So please please think again for the pensioners' sake.	<i>Noted</i>
665	K Sandys	<p>Should it be decided the 665 service is no longer viable it will be the cause of great concern to those who use it on a regular basis. The majority of users are senior citizens, the very people who need it most; and in my own case, at 81 years of age with arthritic knees, walking from Gaston Avenue to Keynsham High Street will not be possible for much longer without pain and distress.</p> <p>Many of my fellow passengers from Gaston Avenue are in the same position, and unlike parts of the Park Estate we are not served by commercial bus services. Should the 665 be axed many of us would have to walk to the Bath road to pick up a commercial service; and walking distances is why we need the 665. This service not only provides access to the High Street shops but also direct to the Co-Op and Tesco which must be a bonus for many people, especially when heavy shopping is involved</p> <p>Dial a Ride is mentioned as an option, but in my view does not come into the reckoning. With set timetables you can plan accordingly, but from what I know DAR does not provide that and you often have to fit in with their journeys.</p>	
665	Cherry Buck	Please do not take off the 665 bus from the Chandag Estate as it is extremely well supported and is the only reliable service we have. This bus only runs to the Chandag Estate 3 times a day and is frequently full. Many elderly people use this bus every day and would be stuck without it. The only other bus we get is the 178 which is only an hourly service and is very unreliable and is often very late as it comes from Radstock.	<i>Noted, but patronage and survey data do not support assertion of the bus being full in the Chandag estate</i>
665	Thomas Kipling	Regarding the 665 route; most of the people who use this bus are OAPs and gain a bit of independence to do their shopping and to meet other people. If you stop this bus I don't know how we would be able to get into town. Most people who use this bus are OAPs and most are over 70, and don't have any cars or transport and live alone so it's giving us all a bit of independence to do shopping and meet people in the village.	<i>Noted</i>

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668 179	Phillida Russell	<p>While I appreciate that there is now a very good hourly service to Bristol the 668 Tuesday service is used by many pensioners who have difficulty walking. I have been speaking with them and find that the 668 stop is central to the shops and amenities required whereas the hourly bus, though good for the more fleet of foot , stops at the bus station and it is too far to walk and difficult to access other transport to the shops.</p> <p>It is essential that older and less mobile members of our community are not sidelined as many do not drive and in any case the use of the bus will help the carbon footprint more than individual use of cars. The social aspect of the Tuesday morning bus is also to be considered. In these days of long distance families some of these travellers look forward to the social interaction they can have on a Tuesday, meeting and chatting with friends relieving some of the loneliness that blights old age for many.</p> <p>Now to turn to the 179 evening bus. Once again our rural community is being denied access to evening entertainment in Bath. To maintain the village community we need to consider our younger villagers many of whom do not have access to a car. I do not know how many people use this bus service in the evening but if it is lost we will never get it back. To stop the last evening bus means that no-one will be able to go to Bath on public transport for a show or a club or just to meet friends for a meal or chat. Again this will increase the isolation of our rural community.</p>	<i>Noted</i>
672	Steven Harrington	Regarding the bus service through Dundry. The 18:10 departing Bristol is a necessity for myself and my wife as being non car drivers it is essential this service is kept in operation as there is no other means of transport to this village after leaving work at 17:30 and be able to travel home.	<i>Noted</i>
672	Alice Lancaster	I am living in Blagdon and rely totally on the public transport services in the area, which is the 672 bus service. I travel 4 days a week into Bedminster and would not be able to work if the bus did not provide this service. Living where I do, it is very important to me to retain the 6.10pm bus service, as losing it would seriously restrict my options and availability for work. I appreciate the great cost to your council, and am very grateful that the service runs. I hope it will continue.	<i>Noted</i>

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672	Julie Shackelford	<p>I am very disappointed to hear that the 672 service at 18:10 may be cut. This will leave a lot of people stranded in Bristol and forced to drive in the future - is that what we should be doing to cut global warming/save fuel??? If the 672 route had a decent bus, I believe more people would use it. As it is, the bus is always breaking down and the replacement bus is like riding a roller-coaster - I'm not even sure it is safe.</p>	<i>Noted</i>
672	Gabriel Fay	<p>I live in Chew Stoke and spend £4.65, 5 days a week, getting to and from work. My contracted hours are between 9 and 5 with no option of flexitime. If I am unable to get home on this bus then clearly I will not be using the earlier bus either. I know a number of people who have the same travel arrangements as myself, all of whom have said that they will be forced back into their cars should the service stop.</p> <p>I ask that you keep the 18:10 departure, 672 service running and if a modification in time is required that the service leaves no earlier than 5:30. Although I appreciate there is huge pressure on Authorities to cut their budgets to do so in this way would be hugely counterproductive. It is imperative for the local economy, in the Chew Valley, that the community is able to access employment in Bristol and this requires a bus service that runs after standard close of business and gives enough time get from the place of business to the bus stop.</p>	<i>Noted</i>
672	Charlotte Thompson	<p>My husband uses the 672 service on a daily basis, Monday to Friday, to commute to work - from Pilgrims Way in Chew Stoke to Bristol Victoria Street. If this service was cancelled it would be enormously difficult for us. We would not be able to afford to buy, run and maintain an additional car plus consider city centre parking, with the £1116 we spend on bus fare for my husband to go to work. I doubt we could fund a taxi to school for my son, even if it is legal for me to allow him to do so, on that money either. This option would also leave me and the children isolated from friends, activities and our usual routine.</p> <p>If a compromise of a change to departure times from Bristol is an option, please may I suggest a departure time after 5.30pm (as very few employers allow leaving earlier). However I assume this is problematic for the earlier customers who are more likely to be school-children.</p> <p>Rural services are being cut, and I understand how this is in this 'age of austerity'.</p>	<i>Noted</i>

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		<p>However, it is hard enough for us country-dwellers as it is in these times - limited employment, poor access to other villages, the closure of banks, shops and other services - without cutting the main route in and out of the city for commuters. I urge you to maintain this service for commuters. As there is less employment in the villages, locals will have to turn to the city employment more and more (as will I when both children are in school). We depend on the reliable and cost-effective bus service you provide to get us in and out of work at sensible times (to get to a desk for 9am and be there till 5-5.30pm) and any cut to this makes city jobs inaccessible and us a poor bet at the employment stage.</p>	
672	Rachael Fay	<p>I understand you are considering cutting the 18:10 bus service from Bristol to the Chew Valley. I use this bus service daily to get home from work as the second half of my return fare. It would cause me huge problems if this service was to be stopped all together. For myself and my fellow travellers it is a crucial connection and with no other alternative will cause a lot of problems for all it affects.</p> <p>I will not be able to ask my work to allow me to leave at a different time in order to catch another bus home and therefore I will most likely be forced to use my car, something that myself and partner cannot afford (we are now a one car family, my fiancé works in Wells and I work in Bristol and use the service daily, he takes the car). There are few buses as it is running between the Chew Valley and Bristol and any cuts to the service will be very problematic for all affected.</p>	<i>Noted</i>
672	Matthew Lock	<p>I have been advised by my local parish councillor that you are considering withdrawing the 6.10pm service from Bristol and are extremely disappointed by this news. I have until recently, been a regular user of this service as it was the only public transport I could use to return home to Chew Magna after working to 5pm in Bristol and I have only stopped using this service as unfortunately i was recently made redundant. Previously when the last bus operated at 5.40pm it was more suitable with a greater number of users and this only declined when the departure time was altered to 6.10pm.</p>	<i>Noted, but departure time of service was established after consultation with users when the contract was tendered in 2010</i>
672	Katie Hudson	<p>If it's due to low numbers has a change of operator been considered? Some of the long term passengers have bad memories of what Eurotaxi were like when they had the contract full time. Personally, I would rather walk between Chew Magna and Bristol rather than face the direct swearing from the driver's they</p>	<i>Noted</i>

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		employ, bad driving and terrible time keeping - just recently I have heard from passengers who do catch it that on a couple of occasions they were at least 30 minutes late and on a couple of other days failed to turn up at all	
672	Jayne Nicholson	I would very much like to express in the most strongest of voices why you should not take away the 18.10 bus from Bristol city centre to Blagdon. It is the lifeline of many people who choose to live in the wonderful part of Chew valley and those who work in Bristol. I, myself, use the bus service all the time and if you take this away we/I will be worse off. I currently have the choice of 3 buses from Dundry to Bristol and then 3 returning to Dundry which includes the 18.10pm. I do not drive, live alone, and rely solely on this bus service so.....I am asking you to think very carefully of the lives of people who will directly be put at risk if you go ahead with this plan!!!! My suggestion is that all the senior management at BANES take a cut in pay and that will cover the cost of funding this vitally important bus services. If I have to live on a small pension I am sure these members of staff can manage with a small amount less??With the rise in petrol costs etc., I think there will be more people having to use our bus service making it even more vital to us at Chew Valley!	<i>Noted</i>
672	Rowan Vince	Please retain your financial support for the 18:10 departure on bus service 672 from Bristol to Blagdon. Without the 18:10 service, I will be unable to get home from work.	<i>Noted</i>
672 67	Jessica McInnes	I am a daily user of the 672 service from Chew Stoke to Bristol and use the early morning service (7.30am) and usually travel home on the 16:45pm service but occasionally have to use the 18:10 service. It must be realised that not all people work flexi time and therefore they cannot finish work by 4.30pm in order to catch the 16.45 service. It is unreasonable not to provide a service after 16:45pm as there is no other method of transport to get to the Chew Valley after this time.  If the 18:10 service is withdrawn then it will have a knock on effect on the early morning CT service. Those people who will not be able to get home in the evening after work will obviously not catch a bus into work in the morning. They will then have to use their cars in order to get into work (if they have one) with the resulting additional traffic. It may be that some people have to give up their jobs as they will not have public transport which allows them to travel out to the Chew	<i>Noted</i>

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		<p>Valley after 16:45pm.</p> <p>The 67 is a useful additional bus. The morning service which leaves Chew Stoke is handy as otherwise there is no bus between the 7.30am service and the 10:05 service. The returning bus at c13:00 is also useful as it is the first bus on which one can return from Bristol in the day - thus allowing one to work a half day if needed.</p>	
672	Neville Fay	<p>I urge you not to cut this service. A member of my family depends on this every working day and one of my members of staff also from time to time.</p> <p>This is exactly contrary to policy and what is needed to ensure sustainable rural communities, to avoid forcing people from villages in to the city and to prevent unnecessary private vehicle use and congestion, not to mention unsustainable use of fossil fuel and carbon footprint.</p>	<i>Noted</i>
672	Judith Swetman	<p>I commute from Blagdon six days a week and I am joined along the route by several other commuters who work in various parts of Bristol and also use this service to return home.</p> <p>Anybody working a normal day, i.e. 9-5, needs transport home and some of us who have to cross Bristol in the "rush hour "even struggle to catch this LAST bus after which there is no way back to the Chew and Yeo valleys area by public transport To withdraw this service would be a retrograde step. More people are wanting, and are encouraged to, use public transport as the cost of running and parking a car is ever increasing.</p> <p>I, and several other Blagdon residents, appeal to you to consider any decision about changing or withdrawing this bus very carefully as the 18:10 service is a vital lifeline to us who live and commute from the Chew and Yeo valleys.</p>	<i>Noted</i>
672	Sarah McPherson	<p>I am just writing to express my wish to retain the 672 late 18:10 service from Bristol to the Chew Valley. I use this service regularly and would hate to see it axed. The bus is usually fairly busy; many people seem to rely on the service to get home from work.</p> <p>The earlier service, which departs around 4.45pm, is not really much use for those people who work standard 9-5 office hours. If the council can only stretch</p>	<i>Noted, but the 16:45 departure is the latest possible consistent with drivers hours legislation, it is not possible to delay this until 17:35</i>

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		to one service, then perhaps having one bus that runs at say 5.35 might be a solution.	
672	Zora Laux	<p>It came to my attention that you are in discussion to withdraw funding for the 6.10 service of the 672 bus route. I am living in Dundry and the 672 is the only public transport in our village. It is very convenient for me in the morning (7.40am) but for my return in the afternoon, I have to make arrangements with my supervisors at the BRI to leave work 15 minutes early to catch the 4.45 bus. This is a privilege that I cannot always rely on. If the 6.10 service was to be discontinued, I would have to take a taxi home, costing me £30, i.e. almost half a day's income!</p> <p>Using my own car is neither encouraged nor in fact possible because there is no parking available at the BRI. I would urge you not to cut this lifeline to our village.</p>	<i>Noted</i>
672 67	W A Blyth	<p>Service 672 is useful to allow travel to the Chew Valley when I arrive by train at Temple Meads station up to 18:00hrs. Even more importantly it is used daily by regular commuters coming home from work in Bristol. Its loss would be a serious blow. Please continue the support.</p> <p>Service 67 is useful for people in Chew Magna And Chew Stoke to get to Bristol earlier than the alternate 672 service. It is also a great help to return from Bristol at least an hour earlier than the 672 service that leaves Bristol at 2:25pm. An important point in considering support for this service is that both the 67 journeys have to operate as this bus has to do the journey to and from Chew valley school, so allowing passengers to use it doesn't cost anything extra.</p>	<p><i>Noted</i></p> <p><i>Noted but the Council subsidy supports operation on non-school days only.</i></p>
672	Jenny Tynan	<p>I understand that there is the possibility that funds may be withdrawn resulting in the last bus from Bristol, 18.10 departure, being scrapped. There are many commuters who rely on this service, I regularly catch the previously departing bus, however, if this bus is missed there is no alternative, other than a £30 taxi service to the Chew Valley. It now seems that my employer is imposing a rule that our team's office must be manned from nine until five in the late afternoon. In the current financial environment this will doubtless be the case for many others. I will have to take my place in manning the office until late on a regular basis, that is only fair – so for me and doubtless many like me, the consequences of removing this last bus are severe.</p>	<i>Noted</i>

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672	Rebecca George	I understand there may be plans to cancel the 18:10 service from Bristol. Please can you confirm if this is correct, as I rely on this service.	<i>Noted</i>
791	Mrs M Tossell	I use this bus for shopping, hairdresser, optician, bank also visiting family. We have no shop in the village so this bus service is good for me to use. I am over 70 years; I use the 834 bus also but to do shopping and appointments you have not got much time, so the 791/793 is a good service for me	<i>Noted</i>
791	Mrs M Brayley	My husband and I go regularly on the 791 bus to Weston super Mare and do not want it to stop. We go to Weston not just for a day out but to do shopping.	<i>Noted</i>
791	Mrs R Dunster Mr J Oram	I really hope they do not stop the bus to Weston super Mare. We go every week to go shopping. In the better weather the bus is full.	<i>Noted</i>
791	Mrs Shiela Matthews	As pensioners, myself and my partner are not able to walk where there are too many steps or inclines as access can be difficult. At Weston-super-Mare everything is on one level and easily accesible to both of us.  Also it gives us something to look forward to. We usually stay local apart from this. If you were to remove this service it would have a detrimental effect on our lifestyle and certainly impede our ability to maintain the routine we have.	<i>Noted</i>
791	Ken Webb	This once per week limited service does not meet many needs. I think the subsidy for the routes should be directed to Keynsham Dial-a-Ride who could promote an on-demand service with more choice of destinations, over 5 days, and integrate it with their regular services.	<i>Noted</i>
791	W Happ G Barnes	Please would you continue running the Weston-super-Mare bus on a Wednesday because it is a big help for older people to have break mid-week	<i>Noted</i>
791	G& CJ Smith	We have been coming down to Weston-super-Mare on the 791/793 bus for the last 10 years and we have enjoyed our days out. Please keep this bus going	<i>Noted</i>
791 1 12	Matt Clifford	As someone who regularly uses services in your area and also someone who has great interest in public transport i have a few views to make.  The 791 service is very popular in the summer time; I have also seen during the winter it is quiet but has lots of regular users who use it could it be encouraged for	<i>Noted</i>



**TENDER PT1301 – Award of new contracts following tender for supported bus services  
Schedule of Post Tender Consultation responses**

<b>Public Responses</b>			
		<p>an operator to use a smaller bus on the route during the winter months or have a summer only service from Easter to November?</p> <p>Service 1 from the bus station to Coombe Down could have savings made in the evening if First was encouraged to divert service 13 to turn in Combe Down after running into Foxhill</p> <p>Service 12 could this service be ran at a less frequency but link some of the areas with the new Sainsburys at Odd Down providing a new link for people in areas of Bath to the Sainsburys. If the 12 was linked into the 700 route could funding be obtained by B&amp;NES from Bath Spa college if it was then run to the Sainsbury's it would provide a cross city link for students from the college and with a lower floor bus it could then be made more viable to be ran without support if people were encouraged to use it.</p>	<p><i>Noted, but additional bus costs would be incurred</i></p> <p><i>Noted, but additional bus costs would be incurred</i></p>
	Mr P Adams	<p>It is to be welcomed that B&amp;NES Council are reviewing this. Many buses are virtually empty for the major part of the day. Spending their time driving around, often in convoy, clogging up the streets of Bath. Many services could easily be scrapped and there would be benefits all round: the remaining services would be able to move around more freely; other vehicles would benefit from the reduced congestion, and there would be financial savings for tax payers and rate payers.</p>	<p><i>Noted</i></p>