

**TENDER NO. PT 1401 – Award of Contracts for Supported Bus Services  
Pre tender Consultation Responses**

<b>Responses from Elected representatives</b>			
<b>Service</b>	<b>Response from</b>	<b>Key Points</b>	<b>Comments</b>
768	Cllr John Bull	I would like to see the 768 bus on Tuesday and Thursday retained as these services are so important to rural communities along the route	Noted. Existing service pattern tendered to assess value for money
768	Priston Parish Council	The discontinuation of the Tuesday and Thursday morning "extra" journey of the 768 (in Priston at 0944) will be much lamented. This is a very well supported service	Noted, and see above, but the facility provided by the Tue/Thu service is provided on a daily basis by the alternative timetable
768	Englishcombe Parish Council	<p>The Parish Council is delighted to see an increase in the usage of the 768 service.</p> <p>2 parishioners would like the Tuesday and Thursday additional journeys kept while another parishioner stated that they were happy with the revised timetable against a background of cuts.</p> <p>Are disappointed that there is not also a stop in town as it is a long walk to and from the bus station to the shops.</p>	<p>Noted, but see above.</p> <p>Noted, but there is no spare time in the timetable to extend journeys to High Street area. Numerous other services from Bus Station and Dorchester Street provide this facility</p>

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768	Dunkerton Parish Council	<p>Having consulted with our local residents who regularly use this service the overall opinion is that the introduction of a regular Monday to Saturday 768 timetable will be a very welcome improvement.</p> <p>There are a couple of aspects of the proposed timetable to which we would draw your attention:-</p> <p>1. There will be no bus leaving Farrington Gurney between 09:59 and 14:48. As a number of our local residents, in particular from Tunley would catch the 08:54 from Tunley to go to Tesco at Old Mills for their shopping, arriving at 09:43 this would mean they would only have 22 minutes at Tesco before the return bus would leave Tesco at 10:05. Now that is clearly not long enough for their shopping however, the next return bus back for them to Tunley doesn't leave Tesco's till 14:54, which means something of the order of nearly 5 hours at Tesco's, which is more than any sane person could stand !!!!</p> <p>What is clearly required is a bus leaving Tesco's at approx mid-day for the return journey to Bath via Tunley if possible please.</p> <p>2. For those passengers catching the 08:54 from Tunley to go to Tesco who are senior citizens they would find that they would have to pay the full fare as it would be before 09:00 and therefore they would not be able to use their bus pass.</p> <p>Would it be possible to adjust the timetable slightly so that these senior citizens can use their bus passes</p>	<p>Noted</p> <p>Noted, but service 179 provides more frequent services to Old Mills Tesco with services operating on Sundays as well as Mon-Sat</p>

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All	Corston Parish Council	No comment on proposals	
All	Keynsham Town Council	No comment on proposals	
267	Hinton Charterhouse Parish Council	The 267 bus is well used by a wide range of residents in the village (students, Councillors, the elderly, those going to the RUH etc.) who would not wish to see any significant decrease in services.	Noted
267	South Stoke Parish Council	<p>The Parish Council does not wish to see the last 267 trip at 23:10 from Bath discontinued. A number of our councillors live in Midford and pointed out that this trip provided them with the last opportunity to get home from Bath after an evening's entertainment. Without this trip it would become essential to drive into Bath, with all the issues associated with doing so.</p> <p>Again as residents of Midford they dispute the assertion that the service is almost exclusively used by residents of Somerset. They know from their own personal experience and from their contact with other residents, that the service is well used by both residents of Midford and Hinton Charterhouse.</p> <p>The Parish Council would also like to point out that Somerset residents using this service do so in order to use the shops and other facilities of Bath. They consequently contribute to the economic wellbeing of the City and this should be taken into account in the provision of this and other similar services.</p>	<p>Noted. Both service options tendered to assess value for money of the service</p> <p>Noted, but survey findings confirm that 80% of journeys are by Somerset residents and no B&amp;NES residents used the last service on the day of the survey.</p>

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636	Whitchurch Parish Council	The Councillors of Whitchurch Parish Council are pleased that it is proposed to extend the 636 service from Whitchurch to Keynsham to three days per week instead of the current two.	Noted
672	Chew Magna Parish Council	Chew Magna Parish Council formally request that all bus services affecting our area are retained with no alteration.  Could you also please advise if the bus services in Chew Magna will be low platform access?	All services are being tendered on the basis of low floor PSVAR 2000 compliant vehicles
338	Saltford Parish Council	Saltford Parish Council would like the late service on the 338 via Saltford to continue as there is no alternative service for Saltford.	Noted

<b>Operator Responses</b>			
<b>Service</b>	<b>Response from</b>	<b>Key Points</b>	<b>Comments</b>
332	First	First wishes to operate these journeys commercially from March 2014 and will operate an almost identical timetable to present	Noted. Services removed from tender

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<b>Operator Responses</b>			
338	First	These journeys are becoming more commercially viable. I would welcome the opportunity for a <i>de minimis</i> payment to be paid at a similar level to the current subsidy to retain these journeys and also the new night journeys	Noted
267	First	First wishes to operate the 1820 ex Frome and 1930 ex Bath journeys commercially from March 2014 and would wish to tender for any remaining journeys	Noted, tender adjusted
All	Wessex	No specific comments to make from your documents	

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<b>Operator Responses</b>			
672	Citistar	<p>It would be beneficial for the tender for this service to be explicitly flexible where there is scope for operators to adapt the service to provide better coverage at lower cost. To this extent, perhaps the form of tender needs to be amended to make it clearer that revised timetables are acceptable?</p> <p>It would also be beneficial for operators to be able to submit simplified fare arrangements for the service.</p> <p>With regards to the current timetable, I believe an earlier daytime journey should leave Bristol to return to the villages as the current situation prevents shorter trips to Bristol and Bedminster.</p> <p>The city centre termini in Bristol should serve Broadmead in both directions, particularly that the service should pick up closer to Broadmead than the current stop on the Centre.</p> <p>The 0653 journey from Blagdon to Bristol on Saturdays should operate later in order to provide a more suitable arrival time in Bristol for Saturday workers , along with reduced running time between Dundry and Bristol.</p>	<p>Noted, but tender form of submission includes an option (Option C) for operators to combine tenders with other services</p> <p>Noted, the Council is open to discussion with winning bidder</p> <p>A partial return facility is provided by the 67 service, also supported by the Council</p> <p>Noted, but current routing is consistent through the day and serves commuters</p> <p>Noted but benefit of a consistent timetable is preferred</p>

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<b>Operator Responses</b>			
768	Citistar	<p>My comment on service 672 regarding a more flexible form of tender applies also to this service.</p> <p>I think you may be in danger of attracting criticism for the 1220 journey from Writhlington not commencing from Midsomer Norton as this does make shopping trips to MSN very lengthy from Writhlington and Clandown. This could be facilitated by looking at the running times on the 1129 journey from Bath which appear very slack (particularly Bath to Tunley), then running from Clandown to Radstock and MSN, serving Writhlington on the return journey.</p> <p>Running times at the Midsomer Norton to Farrington Gurney end look generous.</p> <p>Perhaps the service should terminate at Ham Lane / Chapel Close, Farrington Gurney in order to cover the whole village and call closer to the bungalows in this area.</p> <p>Timings on the 1708 journey from Writhlington to Bath look extremely generous.</p> <p>If the current Tuesday and Thursday journeys are withdrawn, careful thought will need to be given to the specification of the vehicle size as the current 0915 journey from Writhlington to Bath does overload on occasion.</p>	<p>Noted, see above</p> <p>Noted and agreed, timetable amended to serve MSN before Writhlington</p> <p>Not agreed</p> <p>Not agreed, involves additional time. Could be looked at in light of experience</p> <p>Noted</p> <p>Noted</p>

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<b>Operator Responses</b>			
757	Citistar	The section of route between Odd Down Park & Ride and Combe Hay should be retained as this is used by passengers most weeks who board at a farm along Combe Hay Lane.	Terminus is at St Gregorys School outside P&R site

<b>Stakeholder Responses</b>			
<b>Service</b>	<b>Response from</b>	<b>Key Points</b>	<b>Comments</b>
267	Travelwatch SW	TWSW local members claim that the last southbound journey is used by Bath and North East residents travelling to Hinton Charterhouse and Midford on Friday and Saturday evenings – if the cost of maintaining the last southbound trip on Monday to Saturday evenings is unaffordable, then consideration should be given to providing this particular facility on Friday and Saturday evenings only	Noted, but survey findings confirm that 80% of journeys are by Somerset residents and no B&NES residents used the last service on the day of the survey. Option will be considered in view of tender prices submitted
332 & 338	Travelwatch SW	TWSW local members are highly supportive of the retention of the current contracted journeys on these key inter-urban services	Noted



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<b>Stakeholder Responses</b>			
636	Travelwatch SW	TWSW local members are also highly supportive of the proposal to operate this direct bus service between Keynsham and Whitchurch on three days per week	Noted
757	Travelwatch SW	TWSW local members are strongly opposed to the proposal to withdraw the existing 'shopperbus' service which currently operates on Wednesday only between Combe Hay/Shoscombe/Wellow and Bath city centre. The TWSW local members would wish to see this particular facility retained between Bath city centre and Shoscombe with the service retimed to provide an arrival in Bath city centre not later than 1030hrs with the return journey departing approximately one hundred and fifty minutes later – these timings would be far more attractive to potential users than the current unsatisfactory timetable	Conflicts with objective of increasing service 636 above
768	Travelwatch SW	The proposed revised timetable is most unsatisfactory for residents of Farrington Gurney who wish to shop in Midsomer Norton or Radstock – is it possible for the Council to provide an additional journey on two days per week minimum to give residents of Farrington Gurney approximately two hours shopping time in either Midsomer Norton or Radstock, in addition to the existing journey opportunities on Monday only (excepting Public Holidays) on service 754 (Hinton Blewett – Radstock)	Noted and agreed  Revised timetable developed for tender
672	Blagdon Transport Group	The 672 connection with Bristol is a real life-line for Blagdon and BTG would wish to see the service maintained and hopefully improved as soon as	

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<b>Stakeholder Responses</b>			
		<p>circumstances allow.</p> <p>The bus frequency on the route has reached a critically low level, making attendance at dental and GP surgeries in West Harptree and Chew Stoke or shopping in Chew Magna extremely difficult.</p> <p>BTG understands that N.Somerset contributes some revenue to the 672 service, thus helping to make it viable. We would venture to suggest that a more attractive timetable with increased bus frequency and extension of operational hours, coupled with some excellent promotional publicity, could result in passenger numbers(particularly of students and commuters) increasing significantly on this service. Indeed, BTG would be most eager to help with a publicity drive to promote the 672 service.</p>	<p>The service frequency has been unchanged since May 2009</p> <p>The support for promotion of the service is appreciated but an improved frequency would require additional vehicle workings. B&amp;NES is unable to justify the significant extra cost that would be incurred by two buses being operated on the service. This cost would be at least £60,000 per annum extra</p>
267	Frome Public Transport Users Association	<p>Concerned that the 2110 267 journey is too early for a last bus compared to other inter-urban services running from Bath. Note that the 2310 service is better patronised at the end of the week</p>	<p>Noted. Both service options tendered to assess value for money of the service</p>

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<b>Public Responses</b>			
<b>Item</b>	<b>Response from</b>	<b>Key Points</b>	<b>Comments</b>
768	Mrs R Woolley	Concern over inadequate time to shop in MSN, Radstock and Tesco for Greenvale Drive residents  Concern over loss of service to Paulton for doctors and Hospital appointments	Noted and agreed - timetable amended in tender  Noted, but 179 provides these services for Timsbury, although Greenvale Drive is more remote from stops.