Priority for People

"The challenges and opportunites for changes in the way **we** move **around, through and across** the Melksham community in response to the climate emergency, population growth and economic change"

Public transport

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"around, through and across" is very insular, as is "we" move

look wider at linkage to **neighbouring areas** and also at **moving goods,** whether we need to move at all, and provision for **guests to Melksham** not just us.

Remember wider

Not just buses, trains, Demand Responsive Transport

Social Change - Internet, living near to schools, spreading out the day, working from home, local hot offices, ride sharing, car sharing, taxis, cycling, scootering

Getting around

* 200 years ago walking (and horses) were the mainstay

* 100 years ago public transport was the mainstay

* now the mainstay is the private motor car

- What are we looking to for the future?

Would you use the bus more?

D – Destinations/Routes   ‖‖ ‖‖ ‖‖ ‖‖ ‖   (22)

F – Frequency   ‖‖ ‖‖ ‖‖ ‖‖ ‖‖ ‖‖   (28)

C – Cost of Travel   ‖‖ ‖‖ ‖‖ ‖‖ ‖   (21)

P – Publicity and Information   ‖‖ ‖   (7)

E – Evening and Sunday Service   ‖‖ ‖‖ ‖‖   (13)

T – Total Journey – beyond the bus ‖‖   ‖   (6)

S – Bus Stop facilities   ‖‖ ‖   (7)

N – Never would use a bus   ‖‖   ‖   (6)

O – Other   ‖‖ ‖‖ ‖‖ ‖   (16)

Frequency now

Services where you wait a lot longer than you travel

	freq.	jny	ratio
Train to Chippenham	120	10	6.0
Town Bus (main 15)	60	10	3.0
Train to Swindon	120	25	2.4

Services where you wait a little longer than you travel

Bus to Devizes (M–F)	60	20	1.5
Town Bus (main 14)	30	10	1.5
Bus to Bath (Sun)	120	40	1.5

Services where you travel longer than you wait

Bus Chippenham (M–F)	30	20	0.75
Train to Bristol	60	60	0.5
Bus to Bath (M–F)	30	40	0.375

Effect of Frequency

It runs to meet a specific journey set of needs - "unusable"

2 trains a day. **3,000 journeys per annum** - 2012

Runs such that people can see when it runs then plan their journey - "poor"

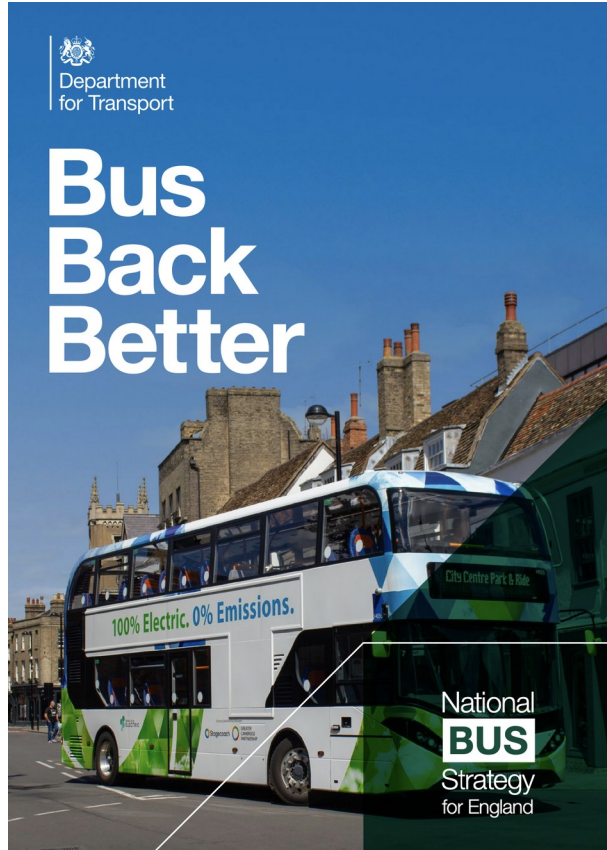9 trains per day. **75,000 journeys per annum** - 2019

Runs such that people can plan their journey then adjust - "standard"

18 trains per day. **400,000 journeys per annum** - 2026?

Turn up and go - "everyday use"

54 trains per day. Maybe.

Buses as the fabric of life

Tactics and development

Network

Connections

Routes that people want

- B-o-A; Corsham; Uni Bath; RUH; railway station

Easy fare and information systems

And don't forget

Electric Buses

Bus priority

Linking walking, cycling, buses and trains

Bus stop infrastucture

Other strategic issues

Build then transport or transport then build?

Pedestrianistion

Bus priority and bus loading speed

Two way connections and Hubs

Covering all areas - close to source and destination

Technology change – electric, hydrogen, self-drive

- http://www.passenger.chat
- http://option247.uk
- http://www.mtug.org.uk

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