

## **Forthcoming Tenders for Supported Bus Services**

### **A response from Radstock Action Group on 768 Service**

Radstock Action Group welcomes the opportunity to comment on the forthcoming tender operation for the 768.

In general, our view is that:

1. Bus services play, and hopefully will increasingly play an important part in the reduction of car usage, the lessening of pollution and congestion and the smooth interaction between different communities for social, economic and employment purposes.
2. All buses should be accessible to all residents and workers. This includes in terms of physical access to the vehicles; appropriate numbers of well-sited bus stops with up-to-date timetable and other relevant information for users; affordable fares with through ticketing and, eventually a regional transport ticketing system similar to, for example, Oyster in London; regular, reliable services.

In relation to the proposals for the 768:

1. We note that two distinct markets are served by this route and we suggest that splitting the service and making it daily rather than having enhanced services on two days will do much to encourage usage. Splitting the service may also lead to fewer delays.
2. We believe that enhancing services to Radstock will encourage more visitors, to shop, to enjoy the local amenities such as the museum and the walking/cycling route; in the longer term, if the rail link to Frome is reinstated, this bus service will enable a wider range of passengers from outlying villages to use the trains and thus be better connected to the South West.
3. We are in favour of enhancing the service as it will support the principles of stronger, safer communities.
4. We note the preponderance of those with concessions using the bus service. This is not surprising since fares are prohibitively high for low or unwaged people; this includes the many young people in the district who simply cannot afford to use the bus services. It remains the case that car usage is a cheaper option for most potential users without concessionary status.
5. At present there is virtually no services between Radstock and Farrington Gurney. We suggest that a regular service is instituted during this process, to include Farrington Gurney, Clutton, Hallatrow and Paulton and to be scheduled to fit with the service between Wells and Bristol, thus providing a new link for many people wishing to travel between Radstock and Bristol. This service would also enable residents and workers in the above-mentioned villages to be able to visit Radstock for work, shopping and leisure purposes.
6. We request the introduction of a Youth Bus Pass, to facilitate employment chances for those living in the area and using this service.
7. We also wish to see through ticketing, not just for these services but for all services within the BANES and Bristol transport system.

Radstock Action Group  
[www.radstockactiongroup.org.uk](http://www.radstockactiongroup.org.uk)

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