



Community Plan

Pucklechurch ♦ Shortwood ♦ Parkfield ♦ Lyde Green

Traffic & Transportation Section 1.3 Public Transport

DRAFT until adopted by Parish Council

Agenda



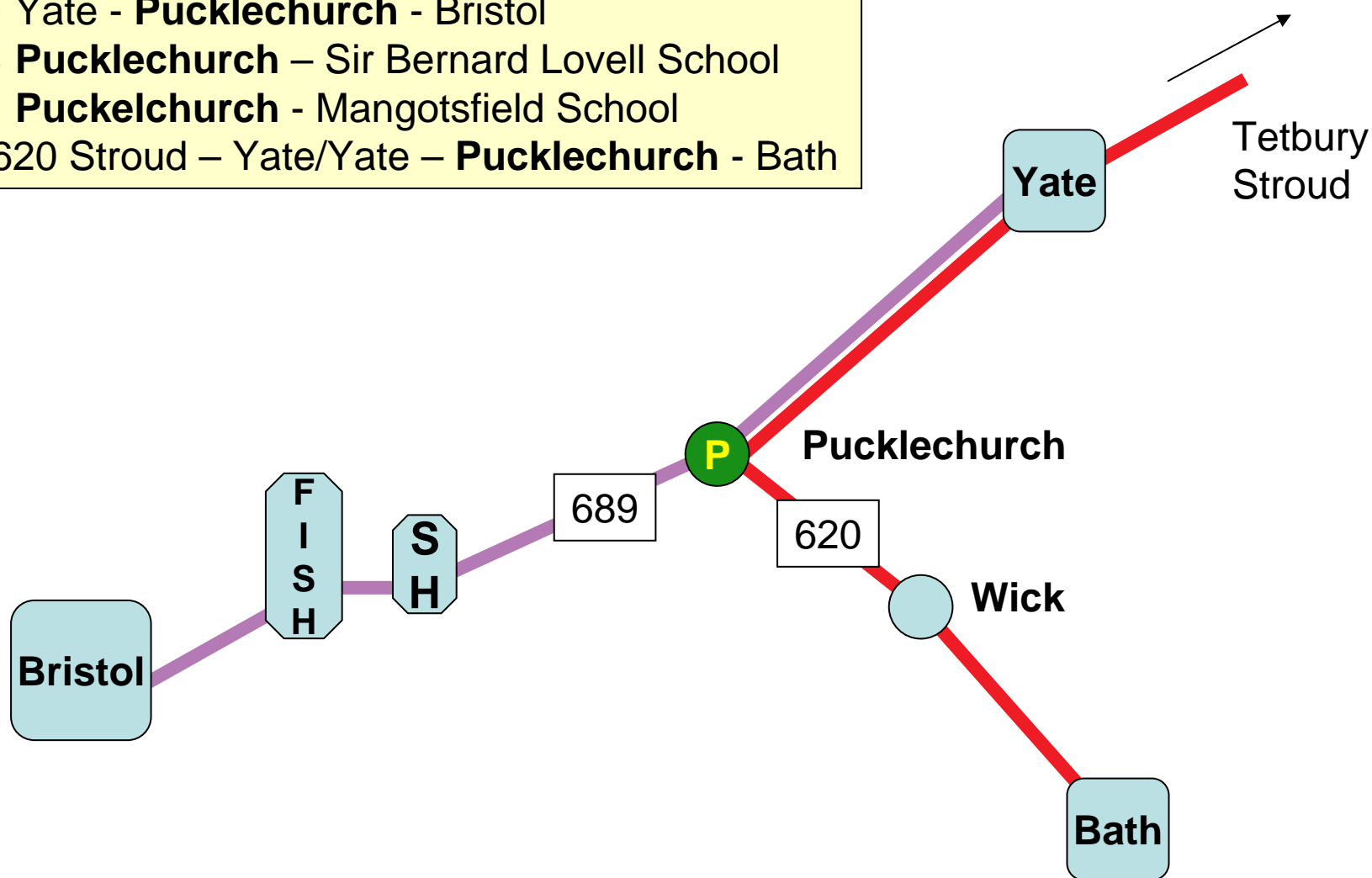
- Where are we today?
 - Existing Bus Service
 - Commuting in Pucklechurch
 - Financial Situation
- Where do we want to be?
 - Community Plan Results
 - Public Meetings
- How do we get there?
 - Priorities
 - Options



Existing Pucklechurch Services



689 Yate - **Pucklechurch** - Bristol
948 **Pucklechurch** – Sir Bernard Lovell School
989 **Puckelchurch** - Mangotsfield School
29/620 Stroud – Yate/Yate – **Pucklechurch** - Bath



Route 689 & 620



689 Yate – City Centre

BUS FREQUENCIES IN MINUTES

	Daytime	Evenings
Mon-Fri	60	—
Saturday	60	—
Sunday	—	—

Operated by **Wessex Connect**

Yate
 Westerleigh
 Pucklechurch
 Mangotsfield
 Staple Hill
 Fishponds
City Centre

620 Tetbury – Bath

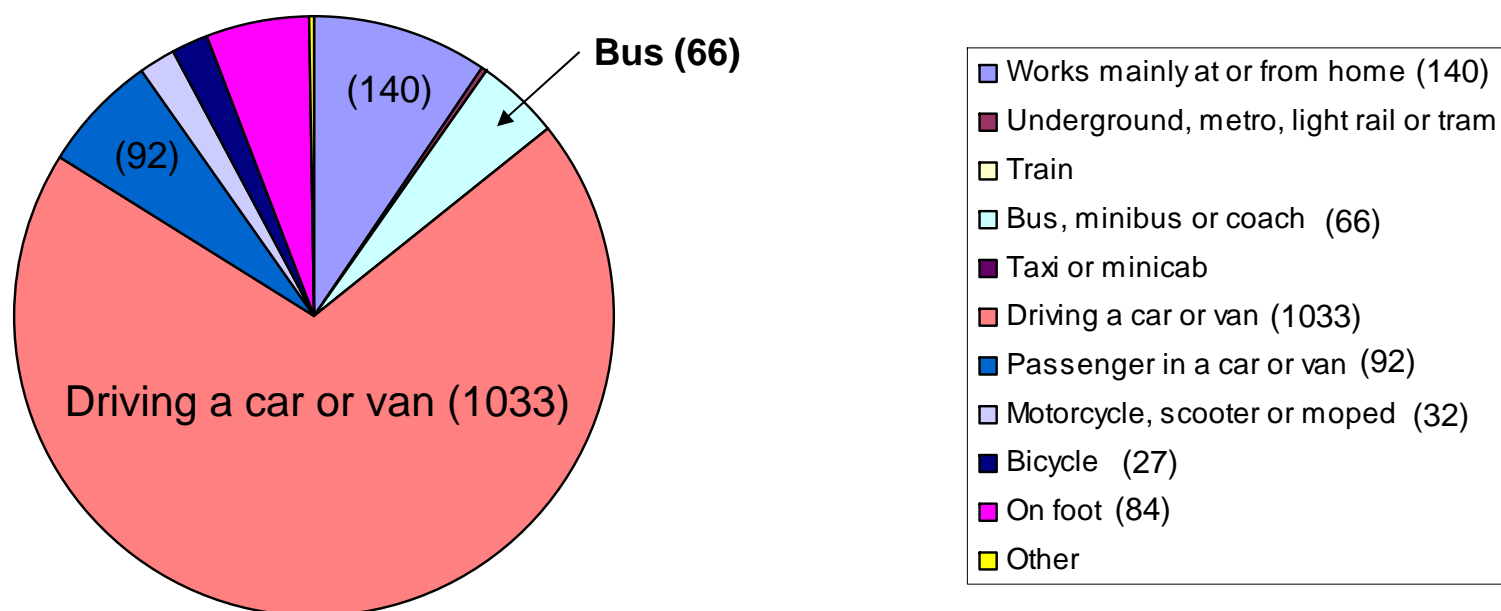
BUS FREQUENCIES IN MINUTES

	Daytime	Evenings
Mon-Fri	120	—
Saturday	120	—
Sunday	—	—

Operated by **Cotswold Green**

Tetbury
 Westonbirt
 Chipping Sodbury
 Yate,
 Shopping Centre
 South Yate
 Westerleigh
 Pucklechurch
 Wick
Bath

Method of Travel to Work* - Resident Population



*2001 Census Ref: UV39

- On average residents of the Parish commute 35,085 Km (21,928 miles) per day**
Equivalent to once round the world.
- 175,580 Km (110,000 miles) a week
- over 7 million km (4.4 million miles) a year
- **Enough to go to the moon and back 18 times!**

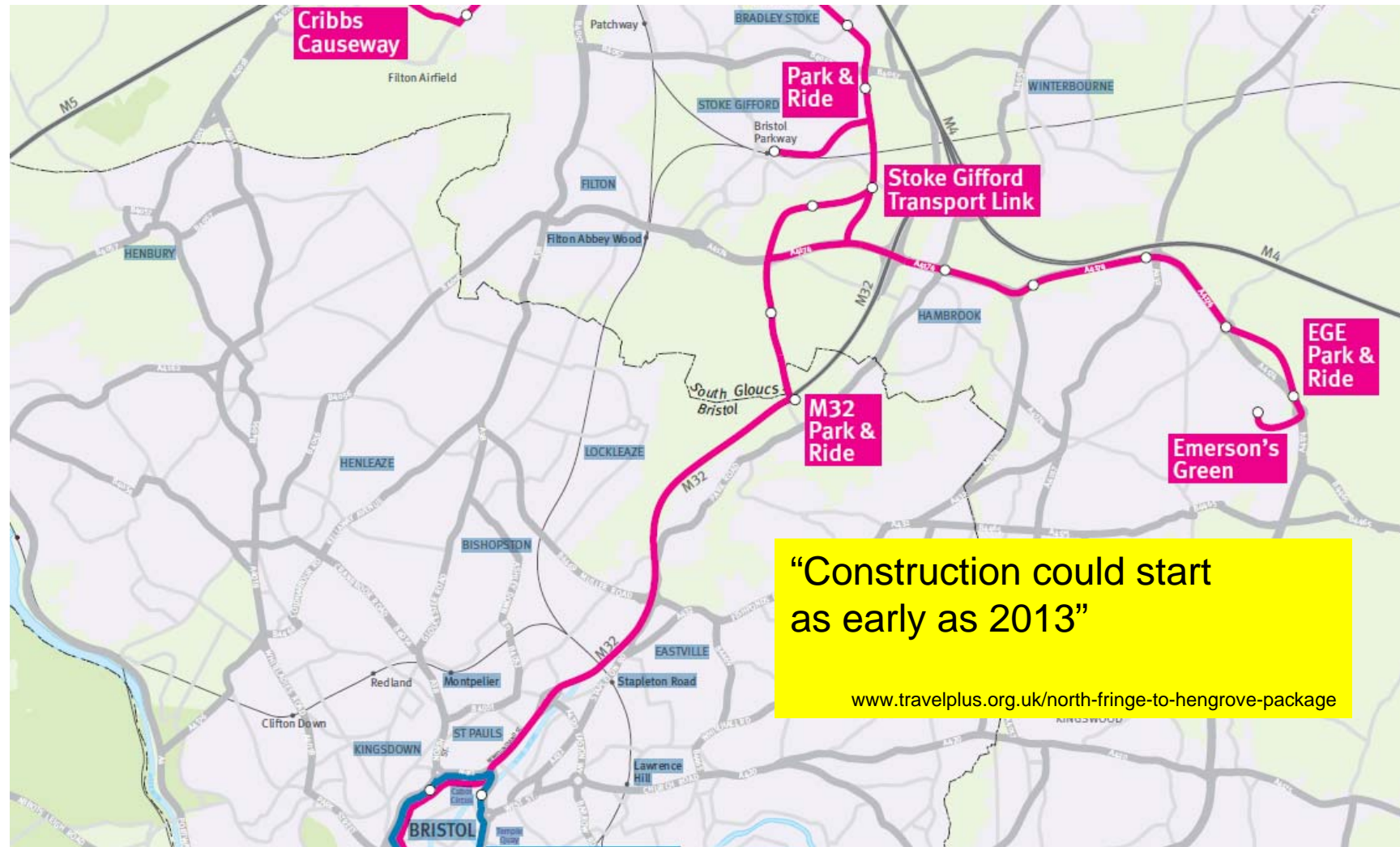
**2001 Census Ref: UV35

Current Financial Situation



- Level of use of the buses in Pucklechurch is not commercially viable
- Financial situation following the bank failures means councils will be looking for savings
- Any changes to the Bus service must come from
 - Existing budget
 - Higher Fares
 - Outside funding
 - People of Pucklechurch
 - Increased demand to make service commercially viable

Rapid Transit Route Emerson's Green to Bristol



Where do we want to be?



- Community Plan Results
 - Q44 Attitudes to Bus Travel
 - Q45 Where, when and how often
- Public Meetings
 - 13th January (in the snow!)
 - 9th March (Happy Circle)
 - 24th March (Public meeting)

Question 44



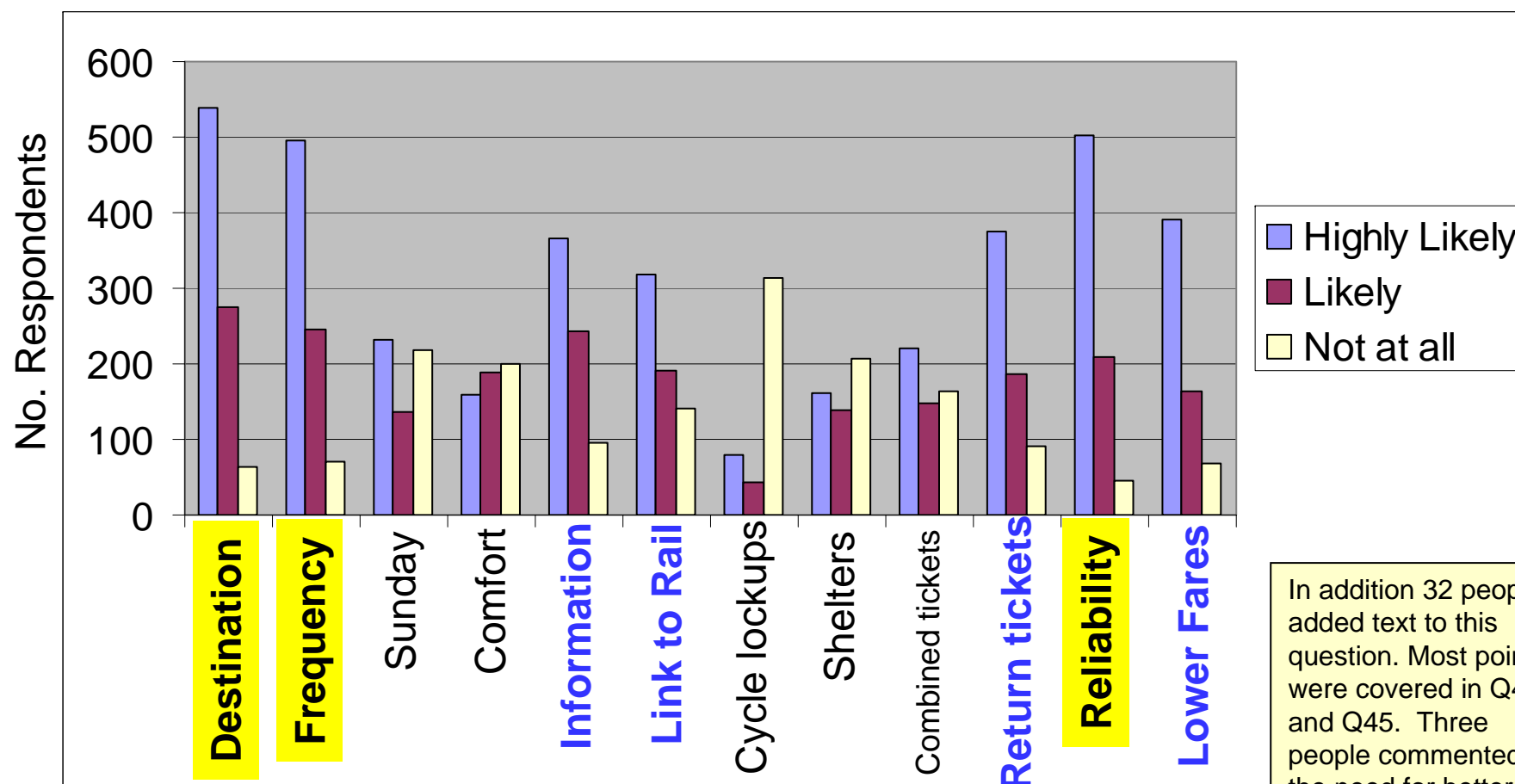
Q44	Which of these would attract you to use buses more? <i>(tick all that apply)</i>	Highly likely	likely	Not likely
	Routes to where you want to go	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	More frequent service	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Sunday service	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	More comfortable buses	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	More readily available route and time table information	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Bus links to railway stations	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Bicycle lock-ups at main bus stops	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Bus shelters	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Integrated bus ticketing with other services	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Return tickets available at all times	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Reliability of service	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Lower fares	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Nothing would make buses attractive to me	<input type="checkbox"/>	Go to Q46	

Q44 Analysis



91% (1158) of respondents answered this question

14% said that nothing would make buses attractive to them



In addition 32 people added text to this question. Most points were covered in Q44 and Q45. Three people commented on the need for better access for wheelchairs and prams.

Q44 Key Findings



- 77% (981) of total respondents indicated that buses could be made more attractive to them in one way or another
- **Destinations, frequency and reliability of service** were the most important factors for respondents with between 64% and 56% of respondents citing this at highly likely or likely to attract them to use buses more
- **Better information, links to railway stations, return tickets and lower fares** all scored over 40%
- Fourteen percent of respondents said that nothing could induce them to use the buses

Question 45



Q45 We need to understand the demand for bus services. Please indicate how often you would (or do) use buses to/from the following destinations. Also enter the time of day you would use the service. This is very important if you want an early or late service. *(tick one per row and add times)*

Destination	4 or 5 times a week	1 to 3 times a week	1 to 3 times a month	Departure time	Return time
Parkfield	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>		
Fishponds/Staple Hill	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>		
Bristol Central	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>		
Westerleigh	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>		
Chipping Sodbury	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>		
Yate/Yate railway station	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>		
Emerson's Green	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>		
Frenchay hospital	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>		
U.W.E. (Frenchay Campus)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>		
Bristol Parkway Station	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>		
Filton and Filton College	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>		
Southmead hospital	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>		

continued ...

Question 45



continued ...

Soundwell College
Kingswood
Longwell Green (Aspects Leisure Complex)
Keynsham area & Station
Park & ride (Brislington)
Wick
Park & ride (Lansdown)
Bath/Bath Bus Station
Other (Please state)
.....

<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Q45: Estimating demand



	4 or 5 times a week	1 to 3 times a week	1 to 3 times a month	Departure time	Return time
	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	7:30 am	5 pm
	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	9:15 am	11:30 am
	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>		
	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	10am	3pm

Each tick counted as the median:

4½ times a week

Twice a week

Twice a month

Tick but NO time or time not specific (e.g. just *am* or *pm*):
Estimated passengers distributed between hours in proportion to time specific passengers

Time(s) but NO tick in destination row:
Assumed 3 times a year

Q45 Values of estimates



- Estimated passengers per day are calculated based on 7 days per week (Demand could increase by almost 20% to 44% if concentrated into 6 or 5 days a week excluding bank holidays).
- Commuters using buses take holidays that would reduce passenger estimates by perhaps around 8% for those in full time employment to 40% for students.
- The proportionate distribution of unspecific time passengers enhances estimates of peak time passengers.

Although the numbers of passengers estimated may be very approximate, the estimation method is consistent and the numbers allow useful comparisons between demand for bus destinations and times of travel.

Q45 Top 20 Bus destinations



Bus Destinations	Existing Bus Service	Demand: Number of Responses	Estimated average passengers per day	Bus Destinations	Existing Bus Service	Demand: Number of Responses	Estimated average passengers per day
			0 50 100				0 50 100
1 Bristol Central	689	450 35%	102	11 Bristol Parkway		155 12%	27
2 Emerson's Green		308 24%	95	12 Park & Ride (Brislington)	904	98 8%	27
3 Yate/Yate railway station	620 & 689*	271 21%	64	13 Southmead Hospital		104 8%	24
4 Bath/Bath Bus Station	620	274 22%	53	14 Keynsham area & Station		79 6%	20
5 Fishponds/Staple Hill	689	228 18%	52	15 Filton and Filton College		44 3%	17
6 Longwell Green (Aspects		226 18%	49	16 U.W.E. (Frenchay		53 4%	17
7 Park & Ride (Lansdown)	31	233 18%	44	17 Parkfield		51 4%	15
8 Kingswood		147 12%	36	18 Wick		64 5%	15
9 Frenchay Hospital		143 11%	35	19 Westerleigh	620 & 689	49 4%	12
10 Chipping Sodbury	620 + 29	156 12%	32	20 Soundwell College		41 3%	12

* Neither bus route 620 or 689 includes Yate railway station.

770 people answered this question
61%

All %s are of the 1273 Individual questionnaires returned

Other destinations: 21 (1.6%) mentioned the Mall / Cribbs Causeway

Pucklechurch Community Plan

Q45 Top 20 Bus destinations



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* Neither bus route 620 or 689 includes Yate railway station.

Destinations in red were more popular with the 60+ age group

770 people answered this question
61%

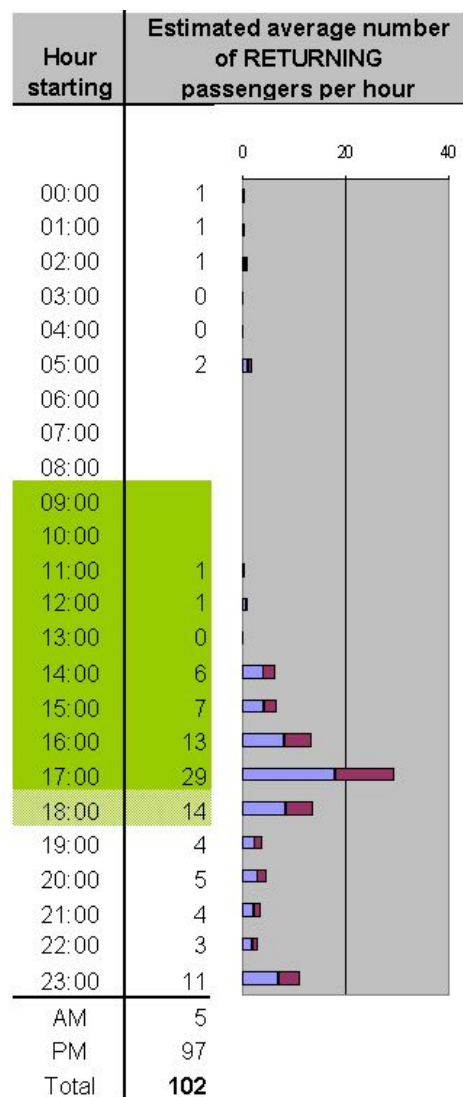
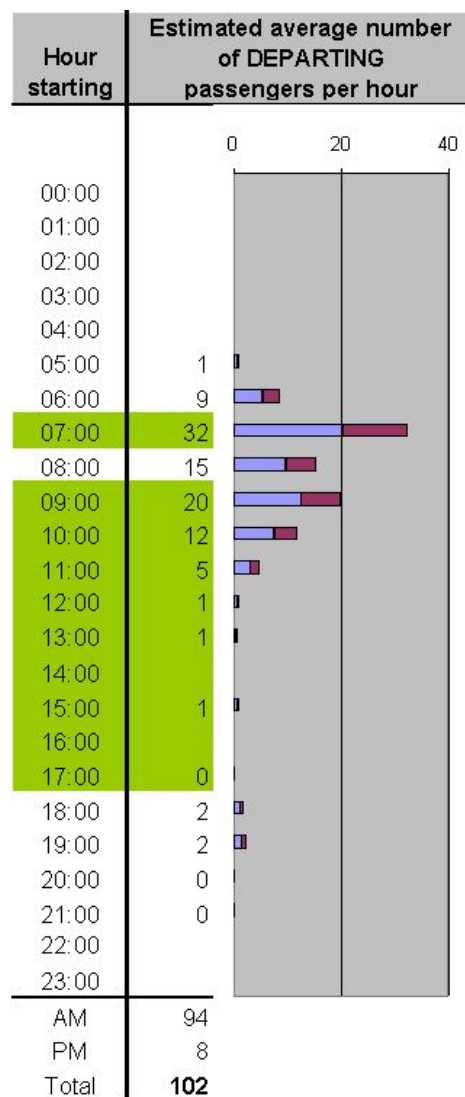
Age 60+
Age blank & 5 - 59 years

All %s are of the 1273 Individual questionnaires returned

Other destinations: 21 (1.6%) mentioned the Mall / Cribbs Causeway

Pucklechurch Community Plan

Q45 Bristol Central

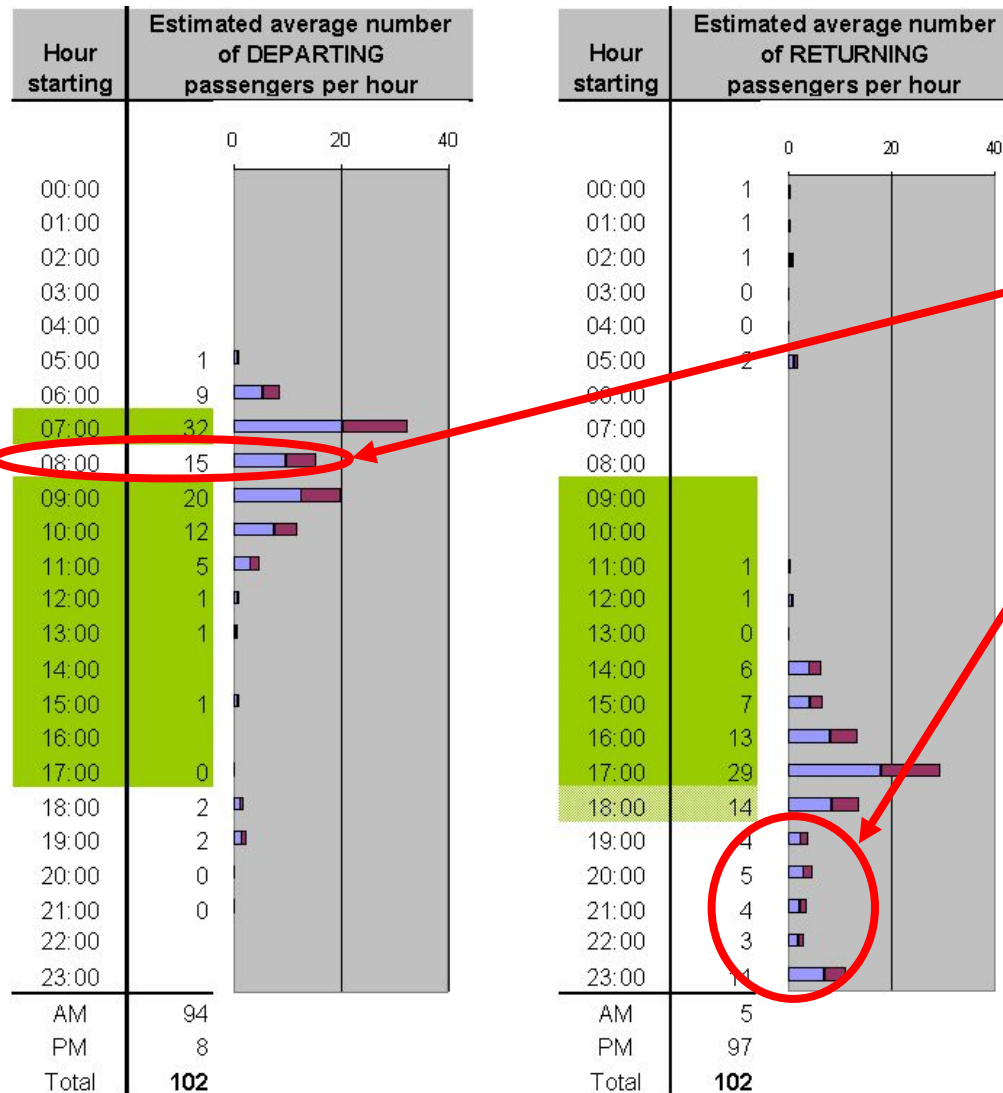


Hours of 689 bus service excluding bank holidays:

- Mondays to Fridays
- Mondays to Saturdays
- Passengers based on people specifying times
- Unspecific time passengers distributed proportionately

450 (35%) responded on this destination (148 aged 60+)

Q45 Bristol Central



Reduce gap between buses at commuting times

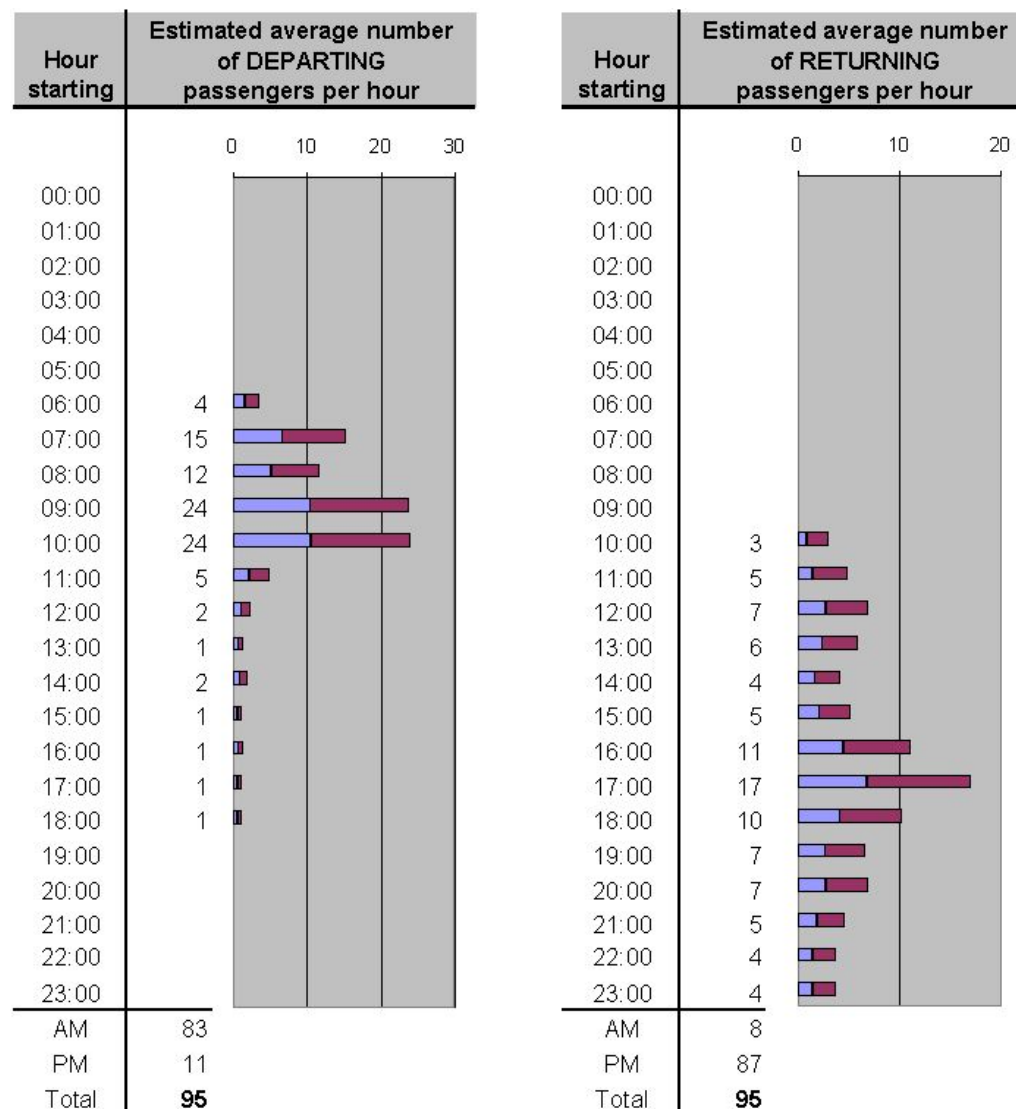
26% of the demand is for later buses



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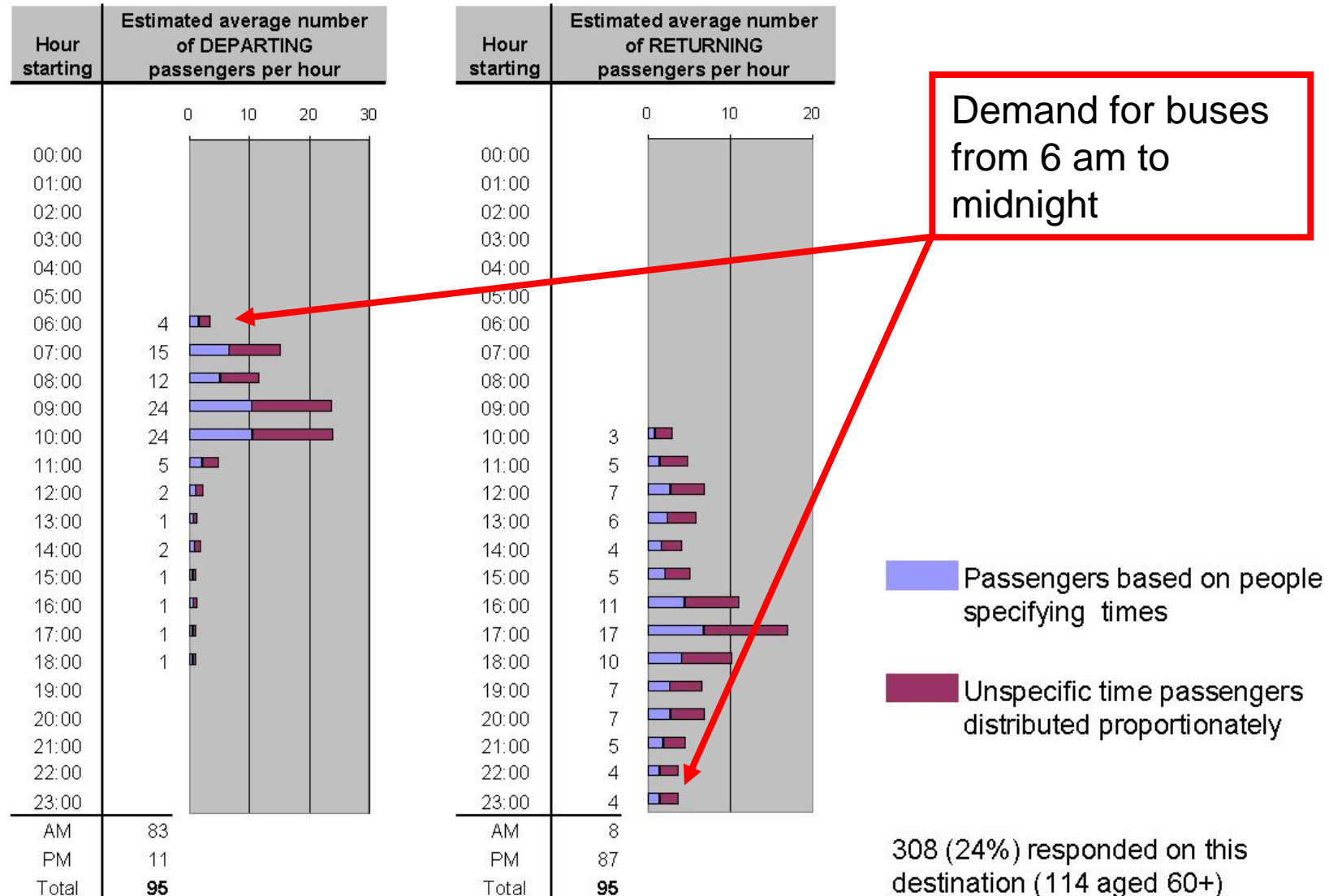
Q45 Emerson's Green



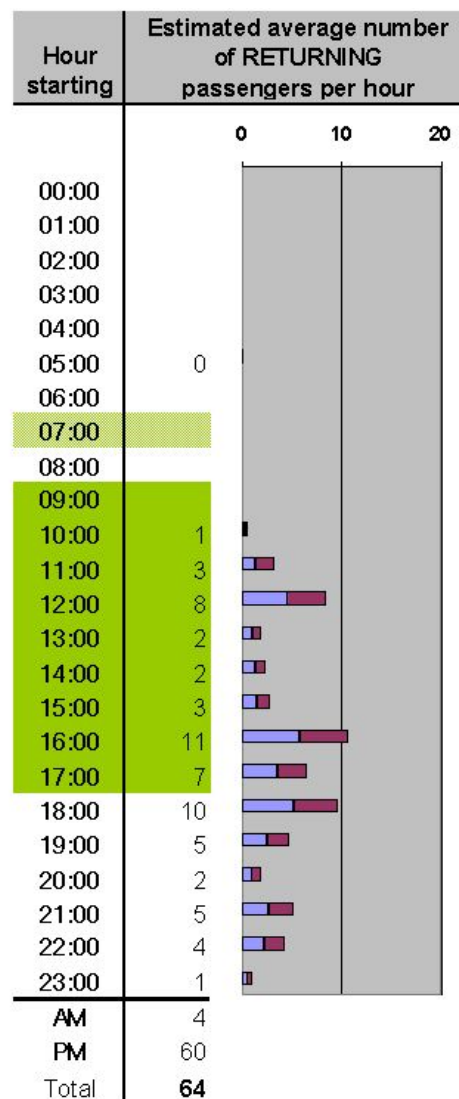
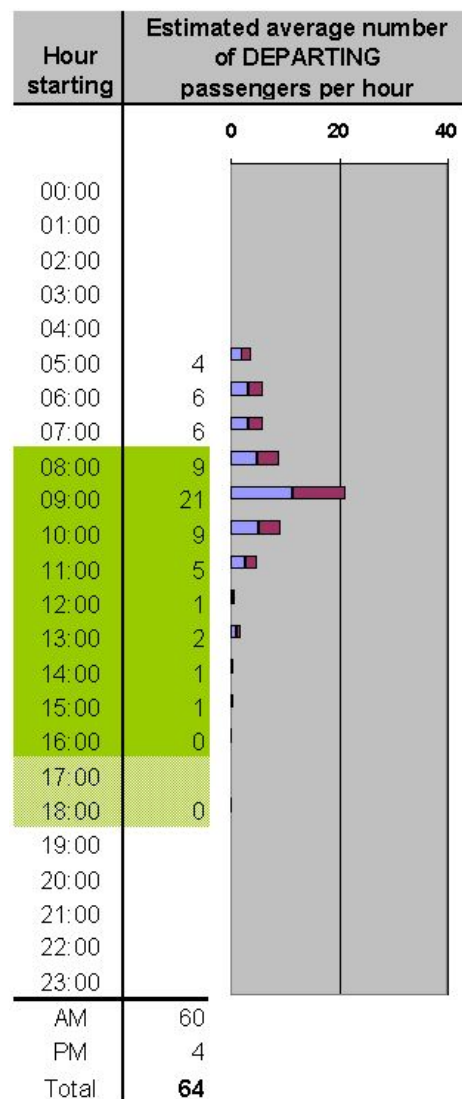
 Passengers based on people specifying times
 Unspecific time passengers distributed proportionately

308 (24%) responded on this destination (114 aged 60+)

Q45 Emerson's Green



Q45 Yate/Yate railway station



Hours of 620 or 689 bus services, excluding bank holidays:

Mondays to Fridays

Mondays to Saturdays

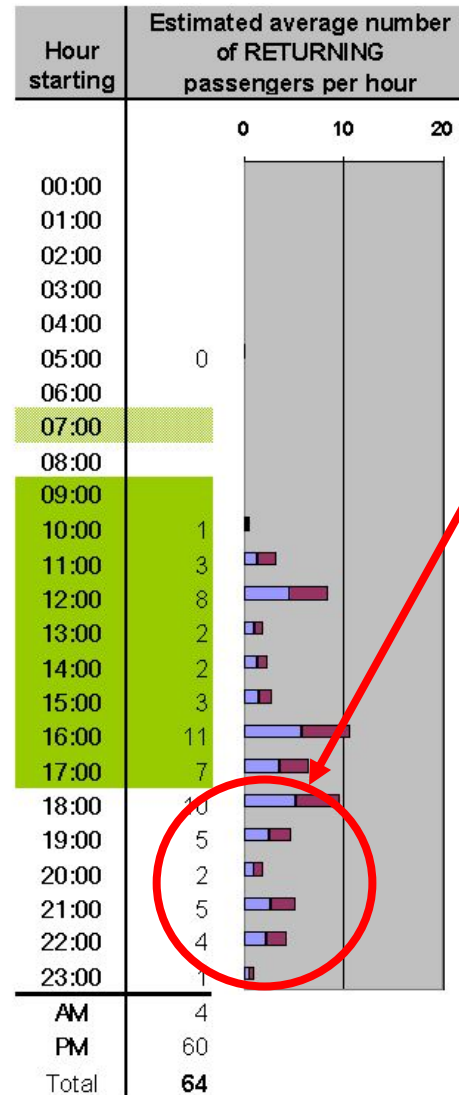
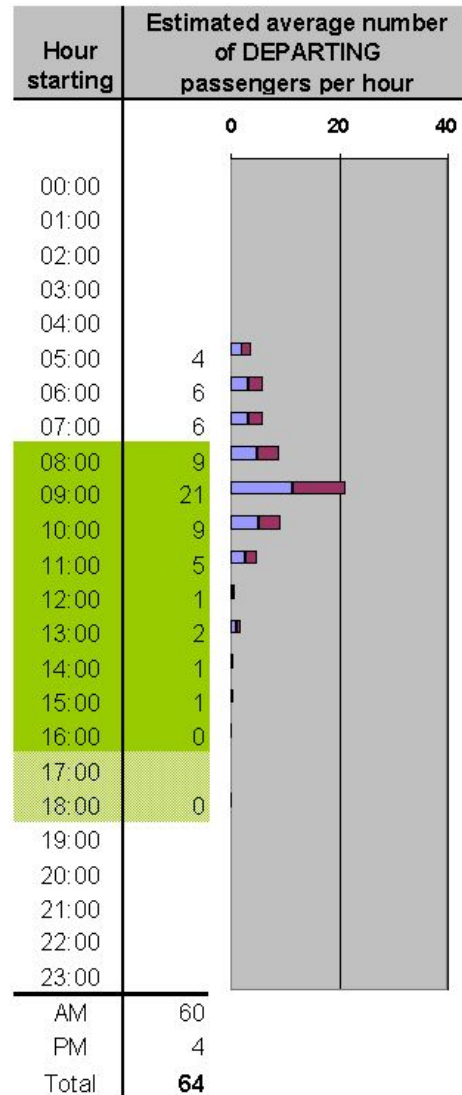
but need to change for Yate railway station.

Passengers based on people specifying times.

Unspecific time passengers distributed proportionately.

271 (21%) responded on this destination (92 aged 60+)

Q45 Yate/Yate railway station



45% of the demand is for later buses

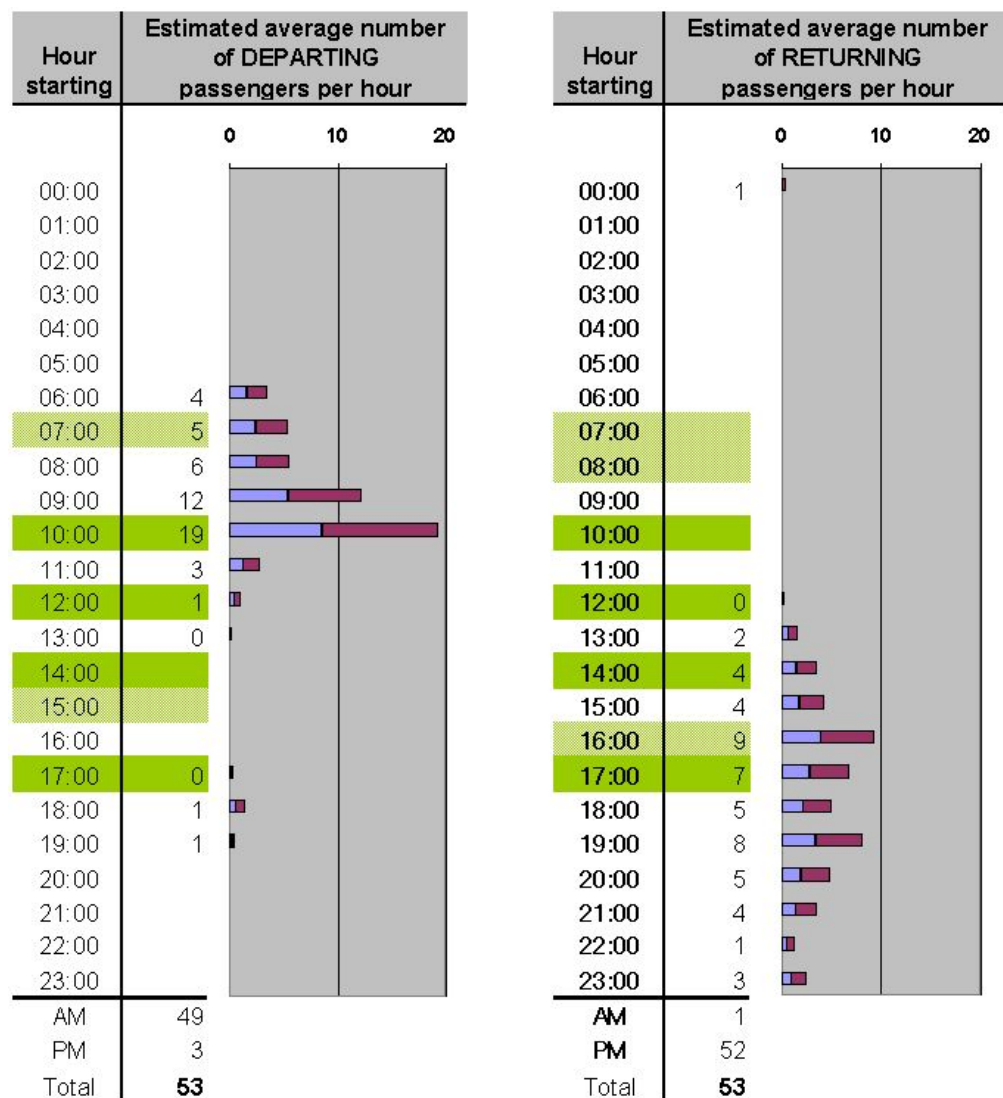
Hours of 620 or 689 bus services, excluding bank holidays:
 Mondays to Fridays
 Mondays to Saturdays
 but need to change for Yate railway station.

Passengers based on people specifying times.

Unspecific time passengers distributed proportionately.

271 (21%) responded on this destination (92 aged 60+)

Q45 Bath/Bath Bus Station



Over half of the demand is for more frequent and later buses

Hours of 620 bus service excluding bank holidays:

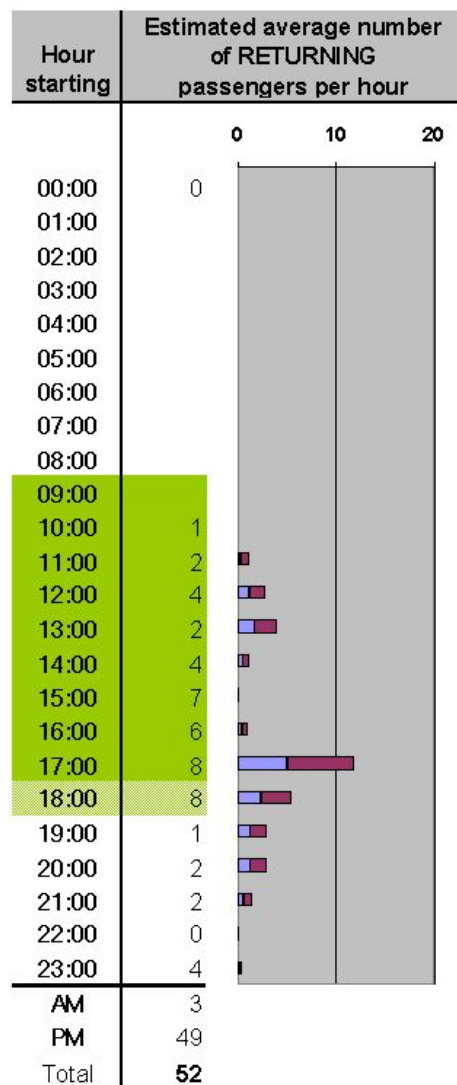
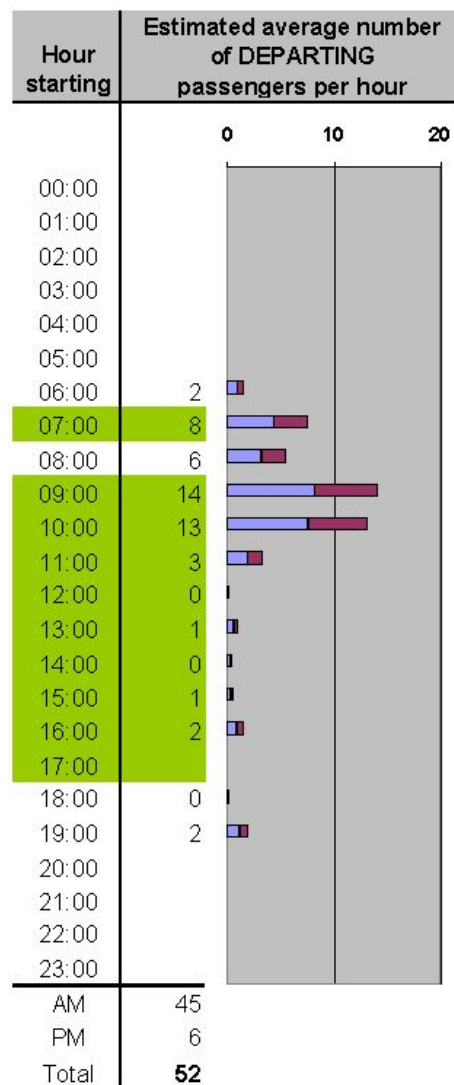
- Mondays to Fridays
- Mondays to Saturdays

Passengers based on people specifying times

Unspecific time passengers distributed proportionately

274 (22%) responded on this destination (103 aged 60+)

Q45 Fishponds/Staple Hill

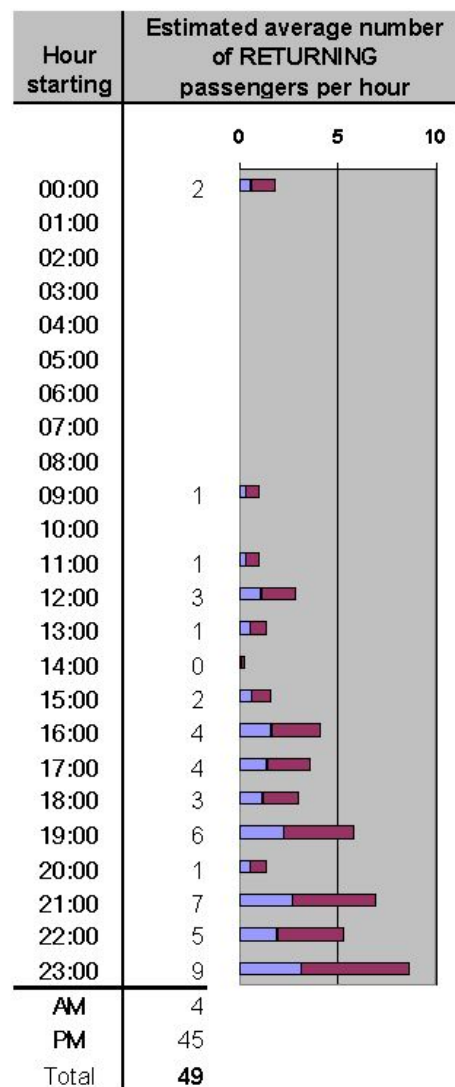
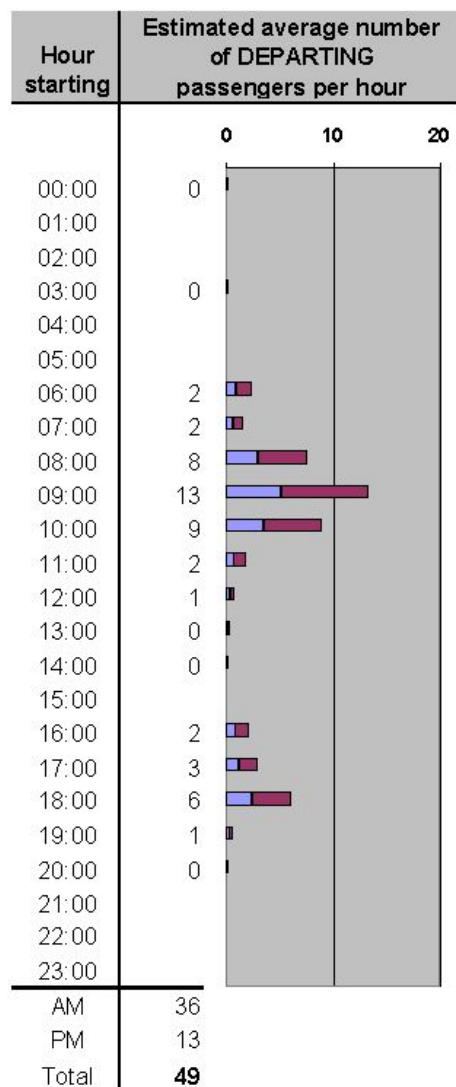




Hours of 689 bus service excluding bank holidays:

- Mondays to Fridays
- Mondays to Saturdays
- Passengers based on people specifying times
- Unspecific time passengers distributed proportionately

228 (18%) responded on this destination (86 aged 60+)

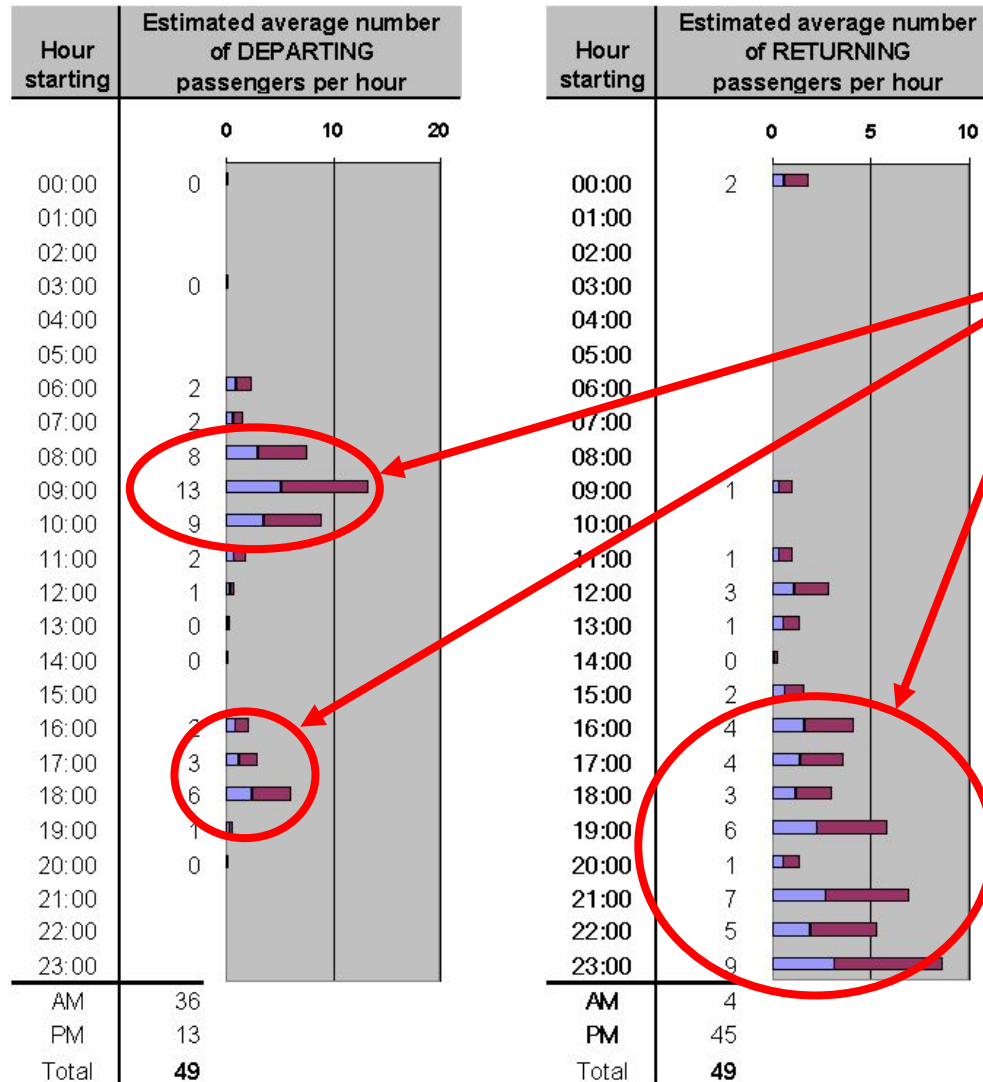
Q45 Longwell Green (Aspects L



 Passengers based on people specifying times
 Unspecific time passengers distributed proportionately

226 (18%) responded on this destination (45 aged 60+)

Q45 Longwell Green (Aspects L



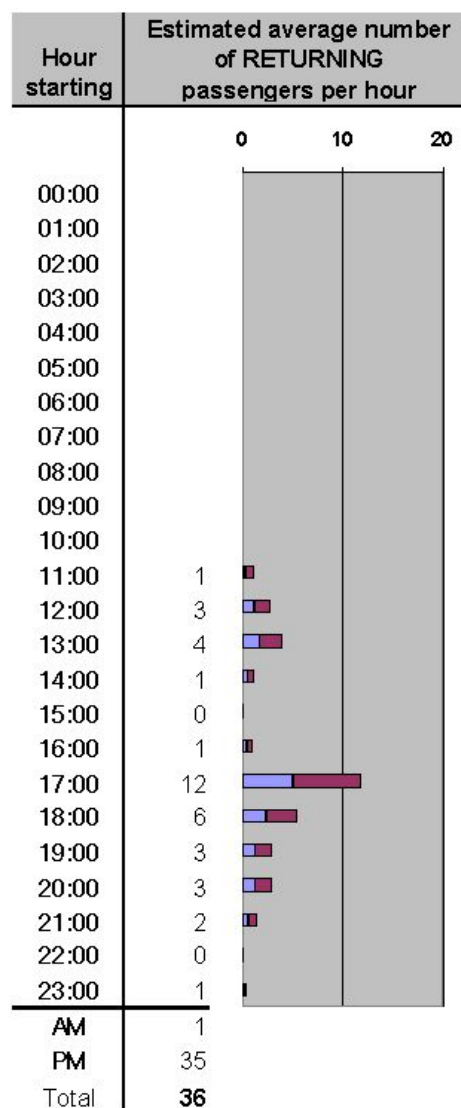
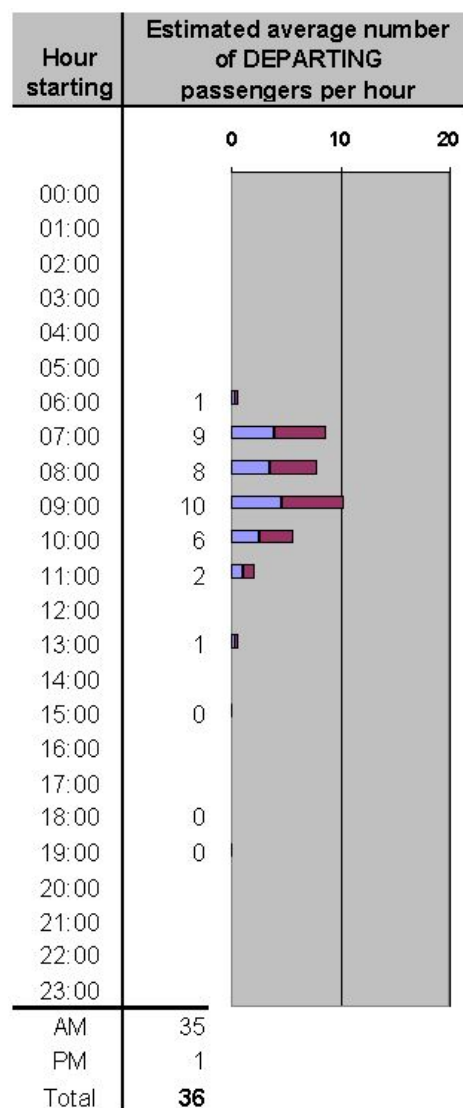
Demand for buses at commuting times and for evening leisure with late return (probably augmented since the survey during the day for shopping at the recently developed retail complex)

Passengers based on people specifying times

Unspecific time passengers distributed proportionately

226 (18%) responded on this destination (45 aged 60+)

Q45 Kingswood

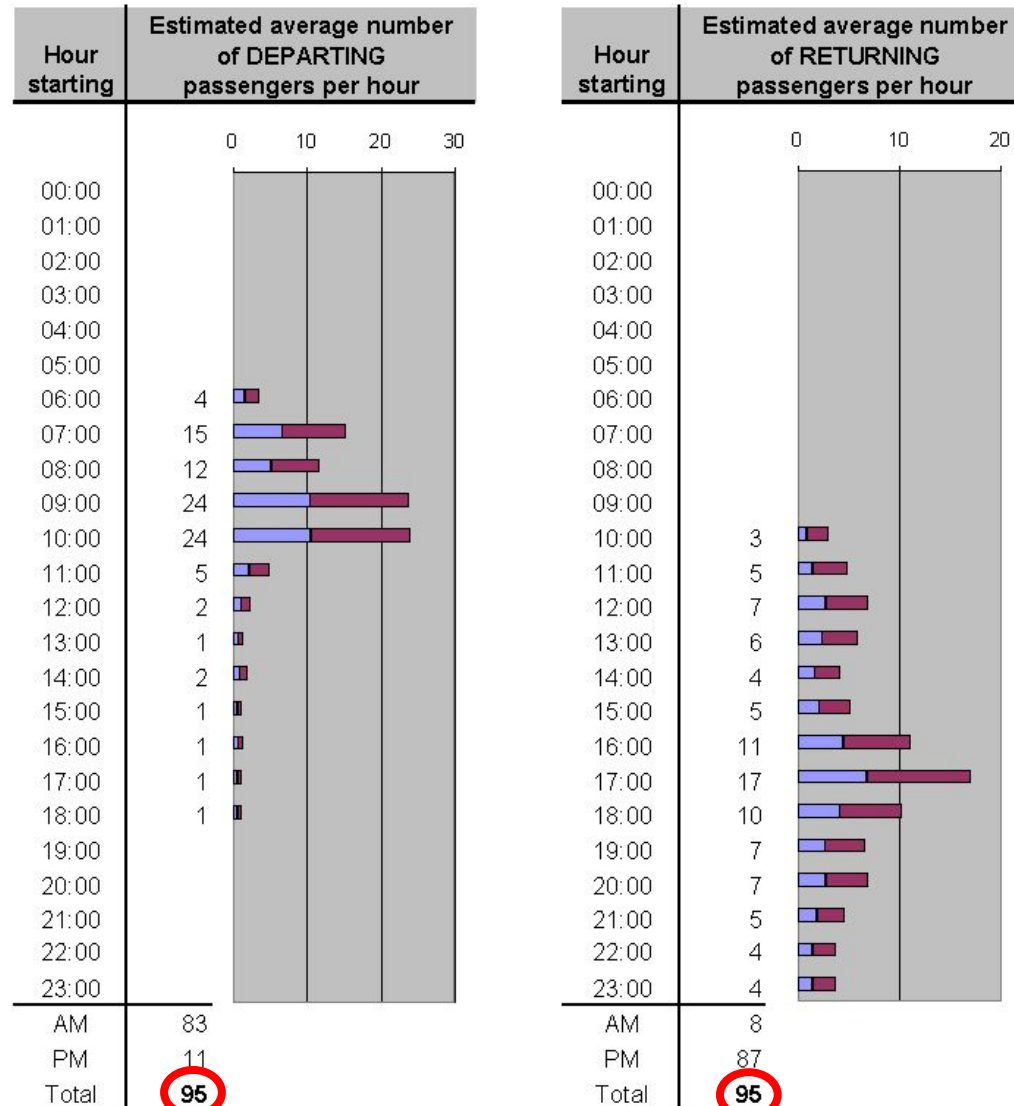




Passengers based on people specifying times

Unspecific time passengers distributed proportionately

147 (12%) responded on this destination (48 aged 60+)

Q45 Emerson's Green



 Passengers based on people specifying times
 Unspecific time passengers distributed proportionately

308 (24%) responded on this destination (114 aged 60+)

Q45 - Key Findings



- Most popular destinations were:
 - Bristol Centre
 - Emerson's Green
 - Yate, Bath, Fishponds and Longwell Green
- Most demand on existing routes was during existing service times but clear clusters were identified for:
 - later commuting
 - night time leisure activities
- Frequency of Service
 - 620 Bath service was an issue
 - Some indication there is an issue with early morning 689 to Bristol service



How do we get there?



- What are the options?
 - Bus Link between Pucklechurch and Emerson's Green
 - Provides additional Destinations
 - Improved Service to Bath
 - Link to Longwell Green
- Funding
 - Can we make changes to existing service without increasing the budget?
 - What are the options to get additional funding?

Emerson's Green



- Emerson's Green is a popular destination requested in the survey
- It is considered by many to have good services to many other destinations
- The idea of a shuttle bus between Pucklechurch and Emerson's Green was not part of the survey but has been proposed by several people

Routes from/to Emerson's Green



- 48 Emersons Green - Downend - Bristol City Centre
- 49 Emersons Green - Staple Hill - Bristol City Centre
- 459 Emersons Green - The Ridings School
- 462/462A Emersons Green - Temple Meads or Clifton
- 517/518 Emersons Green - Bristol Parkway - Avonmouth (517)
or Shirehampton (518)
- 686 Wooton-u-Edge – Yate – Emerson's Green –
Soundwell Coll. - Kingswood

Route 48/49 and 462



48 49 Emersons Green – City Centre

BUS FREQUENCIES IN MINUTES

48 49

	Daytime	Evenings
Mon-Fri	10	15
Saturday	10	15
Sunday	15	15

Operated by First Bristol



462 Emersons Green – Temple Meads

BUS FREQUENCIES IN MINUTES

	Daytime	Evenings
Mon-Fri	4-6 jnys	—
Saturday	—	—
Sunday	—	—

Operated by South Gloucestershire Bus & Coach

Peak hours only; morning into Bristol, afternoon from Bristol



Route 686 & 517/518



686 Wotton-under-Edge – Kingswood

BUS FREQUENCIES IN MINUTES

	Daytime	Evenings
Mon-Fri	5 mins	—
Saturday	5 mins	—
Sunday	—	—

Operated by Wessex Connect

Did you know?

Those aged 60 and over and registered disabled are entitled to free local bus travel.
For more information call (01454) 868004

- Wotton-under-Edge
(Certain journeys only)
- Hawkesbury Upton
(Certain journeys only)
- Chipping Sodbury
- Yate Shopping Centre
- Yate Station ➡
- Coalpit Heath
- Emersons Green
- Mangotsfield
- Siston Common
- Kingswood

517 Emersons Green – Avonmouth 518 Emersons Green – Shirehampton

BUS FREQUENCIES IN MINUTES

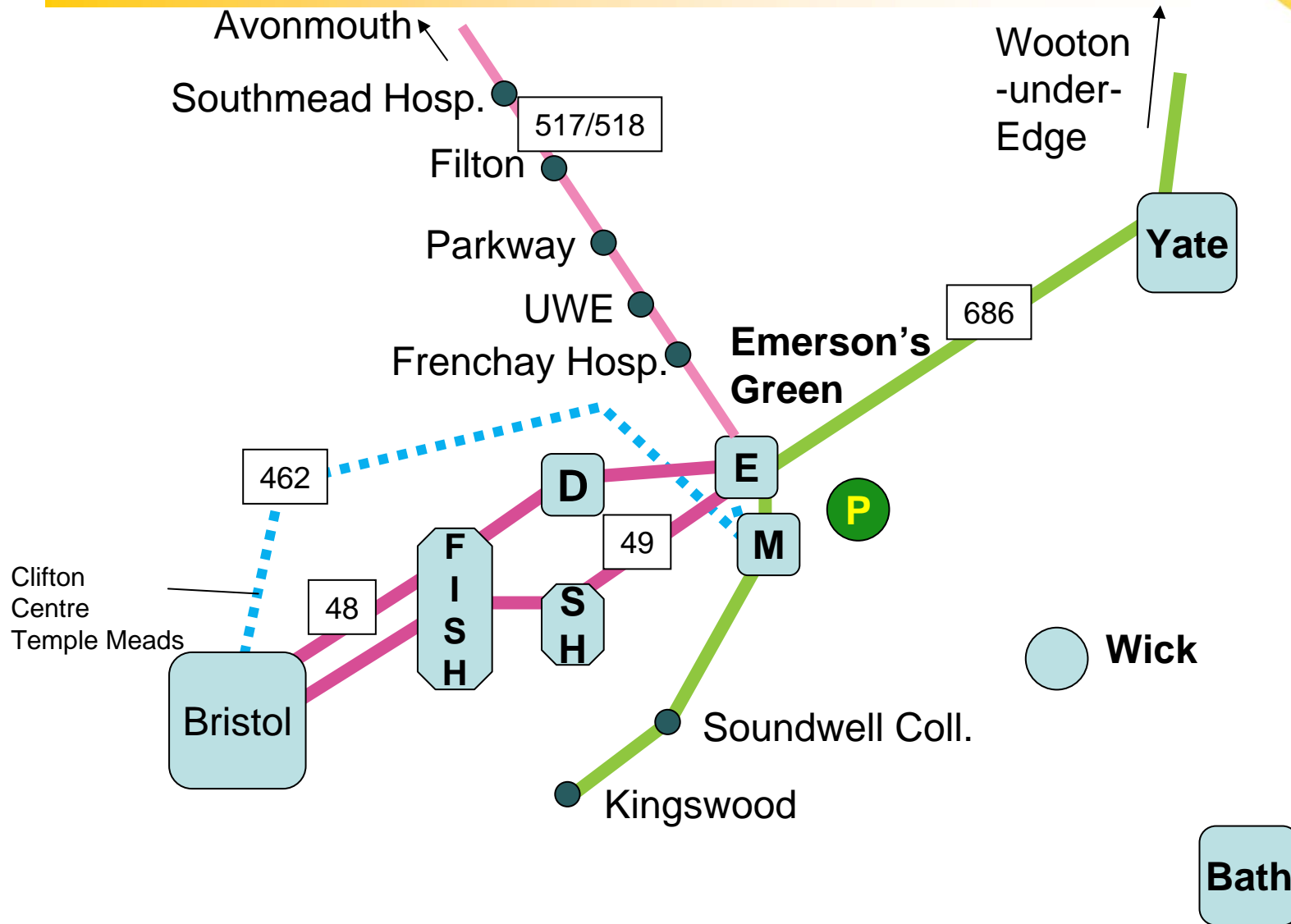
	Daytime	Evenings
Mon-Fri	30	60#
Saturday	30	60#
Sunday	60#	60#

Operated by Wessex Connect

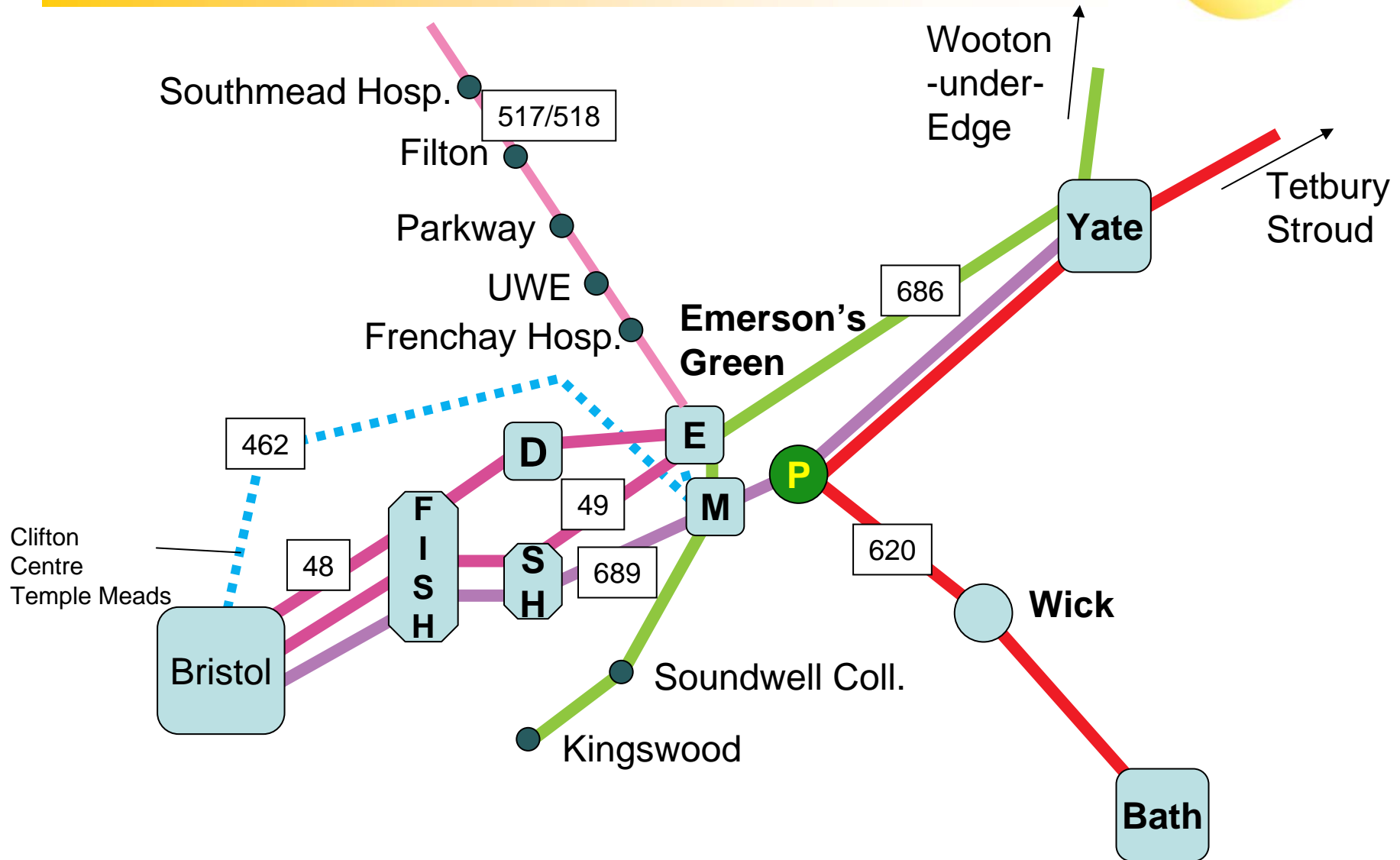
Service 518 operates between Downend and Shirehampton only

- Emersons Green
(Certain journeys only)
- Downend
- Frenchay Hospital H
- UWE,
Frenchay Campus
- Abbey Wood, MOD
(Peak times only)
- Bristol Parkway ➡
- Filton
- Southmead Hospital H
- Shirehampton
- Avonmouth
(517 only)

Emerson's Green Services



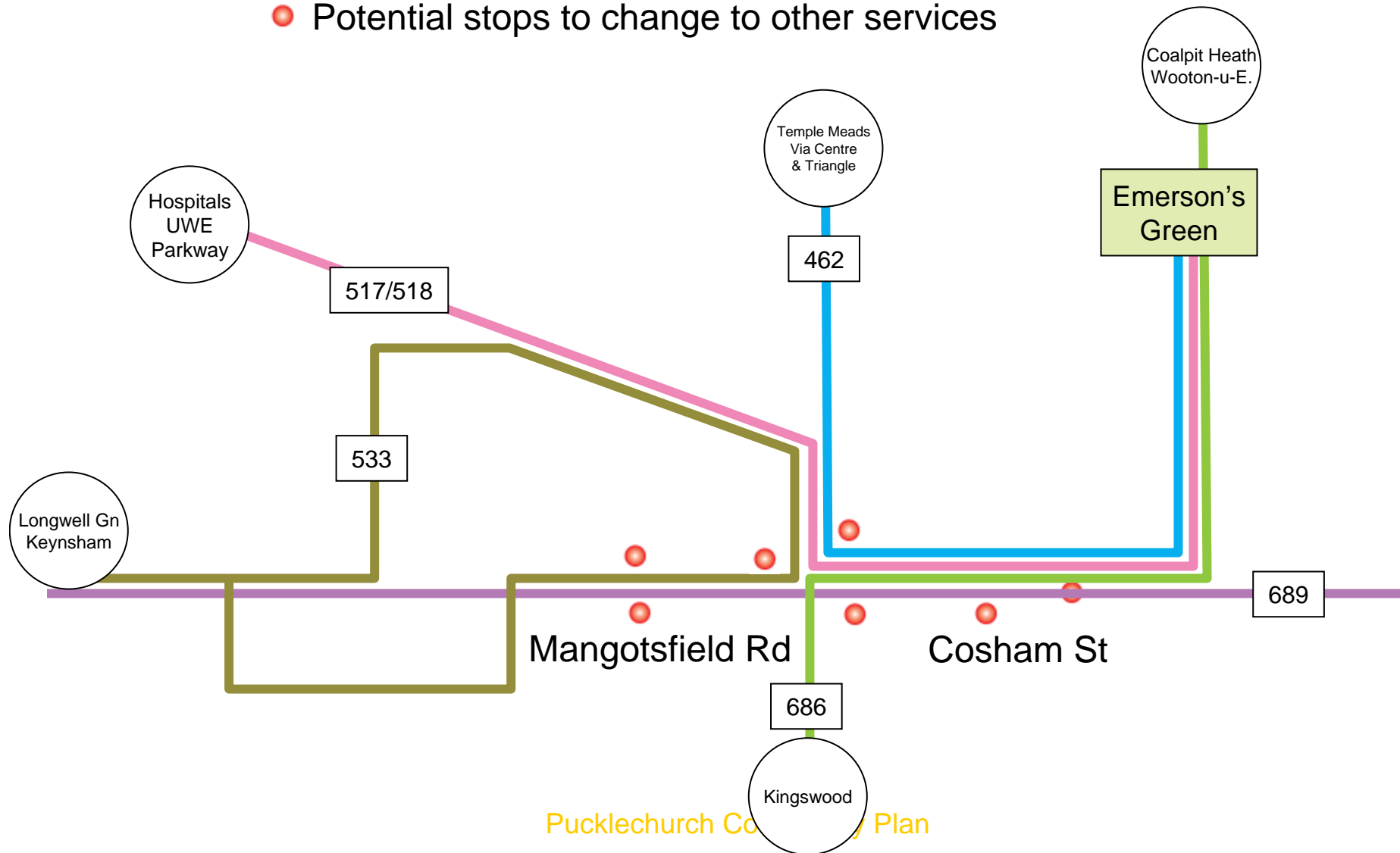
Combined Service



Existing link to Emerson's Green - But few good connections and not well known



- Potential stops to change to other services



Some Assumptions



- In the short term no additional funding will be available from government
- Any increase in service will have to be paid for from
 - Increased income (fares)
 - Outside funding
 - Local residents
 - Commercial Business Case

Priorities



- Short Term
 - More destinations including Emerson's Green
 - More frequent service
 - Increased reliability
 - Better Information
- Medium to Long Term
 - Further Extensions to the service
 - Improve Bath service

Options for a Service to Emerson's Green



- To meet the main identified requirement from survey of:
 - More destinations (via change at Emerson's Green)
 - Increased Frequency through Pucklechurch
 - Better Reliability
- Minimise Impact on existing Services

Bus Options	Destinat-ions	Frequency	Reliability	Funding	
1. Re-route 689 via Emerson's Green	Yes	Reduced	No change	Yes	Bus frequency reduced to 70+min intervals
2. Add Shuttle Bus between Pucklechurch and Emerson's Green	Yes	Yes	Yes	No (4)	4. See funding options
3. Replace 689 with shuttle bus	(Yes)	Yes	Yes	Yes	No service to/from Yate!
4. Run 689 between Yate and Emerson's Green	Yes	Yes	Yes (2)	Yes (1)	1. Reduced cost by not running buses to Centre 2. Increased reliability due to avoiding traffic in Bristol
5. Run 689 between Yate and Fishponds	Yes	No Change	Yes (2)	Yes (1)	
6. Run 689 to centre in peak periods and Fishponds off-peak	Yes(3)	No Change	Yes (3)	Yes (3)	3. Off-peak only

Additional Destinations with Emerson's Gn Link



High

Med

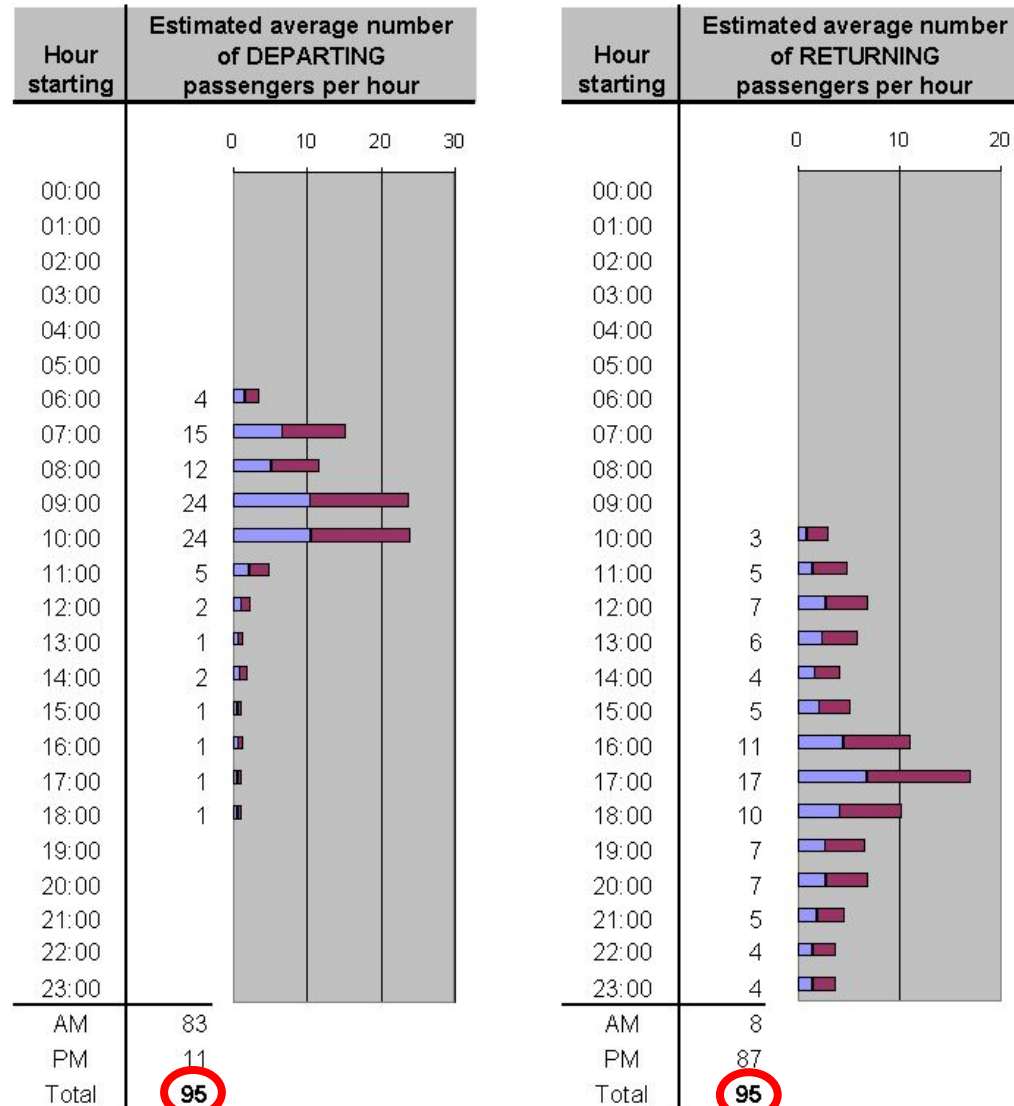
Low

Destination	Existing Service	Link to Emerson's
Parkfield	No	No
Fishponds/Staple Hill	Yes	Yes*
Bristol Central	Yes	Yes – more frequent
Westerleigh	Yes	Yes – more frequent
Chipping Sodbury	No	No
Yate/Yate railway station	Yes/No**	Yes/No**
Emerson's Green	No	Yes
Frenchay hospital	No	Yes
U.W.E. (Frenchay Campus)	No	Yes
Bristol Parkway Station	No	Yes
Filton and Filton College	No/No	Yes/No
Southmead hospital	No	Yes
Soundwell College	No	Yes
Kingswood	No	Yes
Longwell Green (Aspects Leisure Complex)	No	No
Keynsham area & Station	No	No
Park & ride (Brislington)	No	No
Wick	Yes	No Change to 620
Park & ride (Lansdown)	Yes	No Change to 620
Bath/Bath Bus Station	Yes	No Change to 620

* Assumes 689 goes via Staple Hill / Fishponds

**Many buses from Yate shopping ctr to Yate station

Q45 Emerson's Green



Let's add to Emerson's Green the demand for destinations served by buses that call there ...

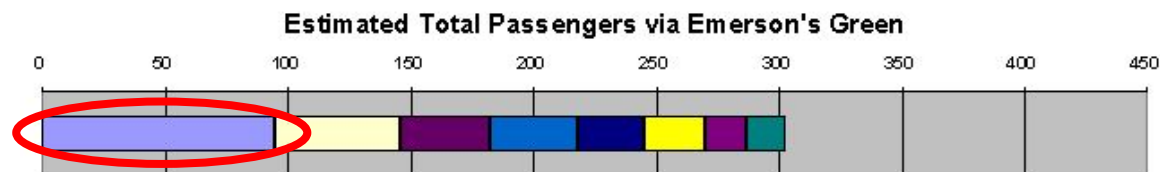
- Passengers based on people specifying times
- Unspecific time passengers distributed proportionately

308 (24%) responded on this destination (114 aged 60+)

Q45 Emerson's Green +



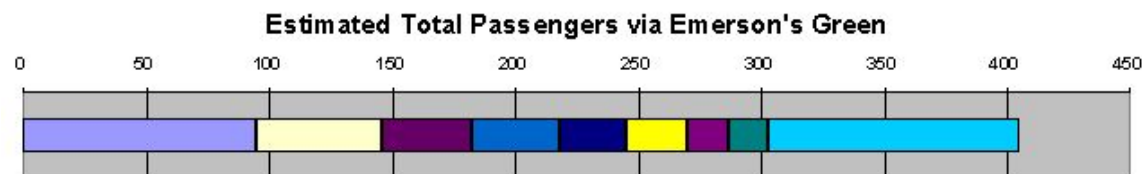
Bus Destinations via Emerson's Green	Bus Service from Emerson's Green	Demand: Number of Responses	Estimated average passengers per day	% of Estimated Increased Total Passengers per day
Emerson's Green		308	95	26%
Fishponds/ Staple Hill	49	228	52	19%
Kingswood	686	147	36	12%
Frenchay Hospital	517/518	143	35	12%
Bristol Parkway Station	517/518	155	27	13%
Southmead Hospital	517/518	104	24	9%
Filton and Filton College	517/518	44	17	4%
U.W.E. (Frenchay Campus)	517/518	53	17	4%
Increased Estimated Totals		1182	303	100%



Q45 Emerson's Green + +



Bus Destinations via Emerson's Green	Bus Service from Emerson's Green	Demand: Number of Responses	Estimated average passengers per day	% of Estimated Increased Total Passengers per day
Emerson's Green		308	95	19%
Fishponds/ Staple Hill	49	228	52	14%
Kingswood	686	147	36	9%
Frenchay Hospital	517/518	143	35	9%
Bristol Parkway Station	517/518	155	27	9%
Southmead Hospital	517/518	104	24	6%
Filton and Filton College	517/518	44	17	3%
U.W.E. (Frenchay Campus)	517/518	53	17	3%
Bristol Central	48/49	450	102	35%
Increased Estimated Totals		1632	405	100%



Timetable Implications for Bristol

If a change is needed at Emerson's



- More frequent buses from Pucklechurch (40 minutes)
 - We tried for a 30 minute service but timetable doesn't allow it
- Journey times to Bristol will go up
 - Due to extra route time for 48 & 49 services
 - Peak (am) to Bristol: 9 to 16 minutes
 - Peak (pm) from Bristol: 24 to 30+ mins (due to fast time of last bus!)
 - Off-peak up to 30 minutes
- Waiting time at Emerson's Green usually 3 to 5 minutes going to Bristol
- In event of missed connection extra waiting time is
 - To Bristol is between 6 and 10 minutes
 - From Bristol 40 minutes (but can minimise risk by taking slightly earlier bus from Bristol)
- 689 service should be reliable as little traffic between Yate and Emerson's Green

Option - Community Car Scheme



- Run by Volunteers from Pucklechurch
 - Organisation
 - Drivers from Community
- Car supplied by South Glos. (Possibly)
- Scheme management decides on
 - Operating hours
 - Destinations served
 - Booking and “on-demand” service levels (if applicable)
- Cost is governed by Inland Revenue – currently 40p/mile (for the vehicle – so multiple users share cost)
- Some schemes have a minimum charge

For example (Not Confirmed)



- Only operates to destinations not covered by bus service
 - Destinations without a service
 - Evenings (up to certain time) and Sundays
- Booking in advance
- On demand
 - only at certain times
 - Try and respond within 30 minutes
 - Meet a bus to Emerson's Green

- Costs

Destination	Cost
Emerson's Green Bus/Sainsbury's	£2
Emerson's Green other destinations	£2.5
Staple Hill	£2.75
Fishponds	£3.5
Longwell Green	£4.25
Frenchay Hospital	£4.5
Yate	£5
Bath	£9.5
Kingswood	£4
Chipping Sodbury	£4
Bristol Parkway	£6

Funding Options



- Spread cost between local villages (Wick, Abson, Doynton, Dyrham and Hinton)
 - Would require new service
 - Raise funds through Precept (Parish Council)
- Seek funding from developers
- Provide business case to support a commercial service
- Raise fares
- Get Support and funding for a Community Car Scheme

Option: Route Information



- Forty-eight percent of people said that better route and timetable information would be highly likely (29%) or likely (19%) to attract them to using buses more.
- The routing of buses through Pucklechurch is not clear to the uninitiated!
 - A bus to Yate can leave from either side of Abson Road in the village centre
 - 689 operates one way round Oaktree Ave bit the 620 operates two ways
 - The 620 uses Westerleigh Road past the church but the 689 uses Castle Road

Options for Discussion



- Erecting signs at each stop clearly stating the destinations that each stop serves and possible connections.
- Would it help to have Yate buses always use the same side of the road in the centre of the village
 - But this would not be easy!
- Run buses one-way round Oaktree Ave
 - Remove the need for bus stops on the trading estate side

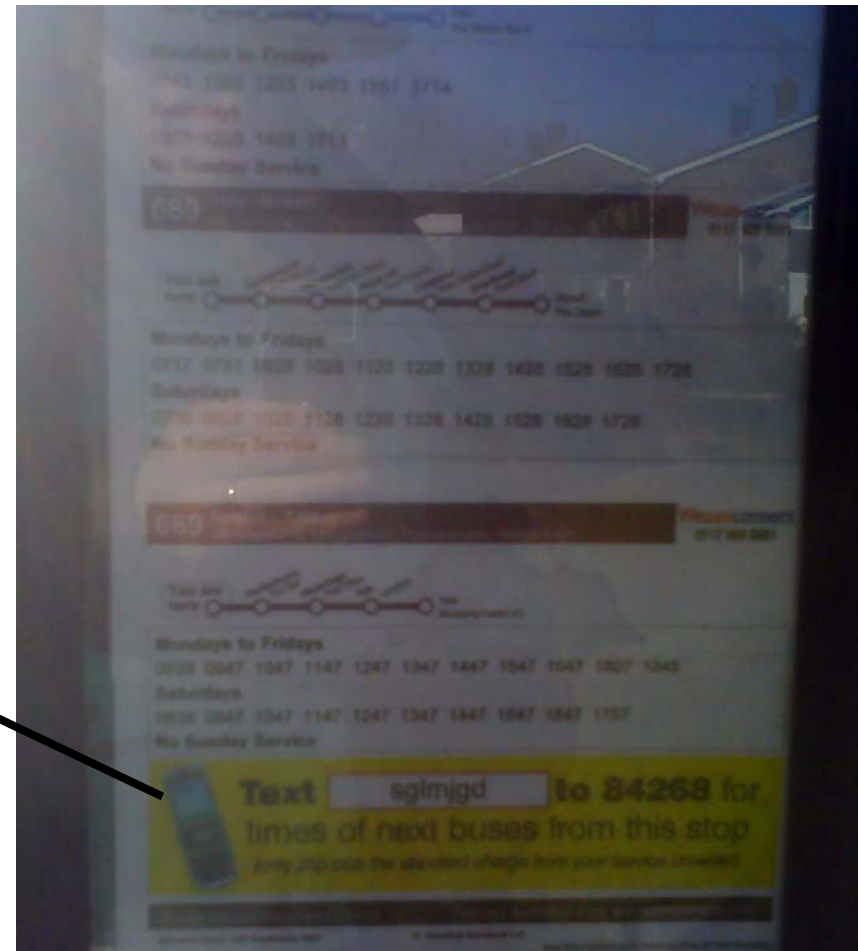
Information at Bus Stops



- Not easy for new bus user
- What do people think about the new signs?

@ 12:21 Next buses from:
Goldfinch Way
689 @ 12:28
689 @ 12:47
689 @ 13:28
Thanx 4 txtng traveline

Where is the destination?
Only gives timetable not actual situation



Options – Medium/Long Term



- Extending the Emerson's Green link will make the following extensions to the service more attractive (less cost)
 - Later return from Bristol for commuters
 - Sunday Service
 - Night buses for leisure activities in Bristol
- Need to look at additional services for:
 - Longwell Green (including late evening service)
 - Improve Service to Bath

Questions



Pucklechurch Community Plan