

# MTUG / 15.9.2021

- 1 Introduction and test of technology.
- 2 What's been happening?
- 3 What's coming up?
- 4 Consultations
- 5 Santa and other specials and activities, inc publicity
- 6 Any other business
- 7 Date of next meeting

[http://www.mtug.org.uk/mtug\\_20210915.pdf](http://www.mtug.org.uk/mtug_20210915.pdf)

- 1.1 Introduction and test of technology.
- 1.2 Welcome
- 1.3 Apologies for absence
- 1.4 Notes of previous meeting and note-taker for this one



- 2.1 Train and bus running over the summer
- 2.2 Station and bus friends activities
- 2.3 Reports from partners (TransWilts, Council reps, WWRUG, Option 24/7, Coffee Shop, etc)
- 2.4 Treasurer's report

- 3.1 What's happening to Melksham and Wilshire train services in December?
- 3.2 What's changing on Bus services before next April?
- 3.3 Next steps for buses and trains

- 4.1 Consultation - Priority for People
- 4.2 Consultation - Wiltshire Climate Strategy

- 5.1 Santa - 5th December? Can we get a car parking concession?
- 5.2 Other "specials" and events
- 5.3 Publicity

- 6.1 Any other business

- 7.1 Date of next meeting

# Train performance - August

497 trains scheduled to call at Melksham in August 2021.  
339 ran on time and 84 were slightly late - that's 423  
"good" trains - an 85% performance measure, which is OK

A further 38 ran significantly late, and the final 36 were  
cancelled - that's a **7.2% cancellation rate** when the target is  
just 1%.

At least nine of the trains that ran were reported via online systems as being cancelled,  
but were later re-instated. As passengers are advised to "check before they travel", a  
train reported as "cancelled" but which then runs is as good as cancelled to the  
customer ... so that's really 45 cancelled - a cancellation rate of 9.1%

# Notes on loading ...

**Excellent to see buoyant passenger numbers at Melksham Station** on the occasions I have been there, in spite of an awful record that has lead MTUG to not market towards new customers. Bank Holiday Monday ... just under 20 people on and off the 10:02 call, for example - and the 2 car train, while not being full, would certainly have been tight in one-car days. Train manager told me of lots joining at Trowbridge. Station bins overflowing (MTUG dealt with this) - always a good sign that people are around. Also travelled on the 08:59 on Saturday 21st ... 2 cars, Lisa and I WERE able to find seats, but social distancing out the window now!

Saturday 28th August ... Lisa and I arrived at Westbury (from the south) on the 10:06 (scheduled time) at 10:44 - a few seconds after the 10:44 to Swindon had left from the neighbouring platform. Notable that lots of people were asking the staff there about the train for Chippenham and Swindon - we were far from the only ones disappointed and significantly delayed.

# Summer Publicity

- With awful performance in July, and no expectation of a quick recovery, we (officers) took a reluctant decision not to market train travel from Melksham this summer to new users. People could be put off far too easily.
- The August performance, sadly, vindicated our decision.



## Timetable and Journey Planner links

We have been asked for train and bus timetables for Melksham - "all in the same place" - amidst what is still an embryonic system for joining things together. Here are a couple of quick links

**For TRAINS - <http://melksh.am/traintimes>**

(takes you to [http://www.mtug.org.uk/B5\\_0521.pdf](http://www.mtug.org.uk/B5_0521.pdf) and that will change as future timetables change)

**For BUSES - <http://melksh.am/bustimes>**

(takes you to <https://bustimes.org/localities/melksham> - which they should update as needed. Scroll down for list of routes, or click on your stop for data by route.



# Cafe – tables, heaters, Defibrillator to come

Melksham  
Transport user group



# Can we help Sophie?

- George Brown – Community Transport?
- Steve Plummer – Holidays & Cruises?





# WWRUG

Melksham  
Transport user group

- The Waterloos
- Excursion to Avoncliff



# Option 24/7

- Working with Wiltshire on BBB and BSIP
- Local reps in 17 of 19 community areas
- Master document
- 34 bus improvements this year  
... with more to follow in next years

# Coffee Shop Forum



**Melksham**  
Transport user group

Dan Norris to speak on Bristol airport expansion plans

Charlton Halt Aqueduct

Melksham <-> Yatton - no tickets available on faster services!

"Waterloo Road" - 1945 film

St Budeaux to stations to become 'major interchange' hub

Charfield station

Should buses be banned from the Railway Village?

Vacancy - Chair of Transport Focus

London to Brighton Bike Ride, and not using the train to get your bike there

Big train, small stationer

Only connect

Alight Here for Kemble

Great Western Main Line electrification - ongoing discussion

Will "we" have capacity to handle traffic to Weymouth next summer?

Charfield station

Big train, small stationer

London to Brighton Bike Ride, and not using the train to get your bike there

Only connect

Royal Scot

Bristol to Birmingham Corridor Strategic Rail Study - June 21

St Budeaux to stations to become 'major interchange' hub



# Dec '21 train changes

## Melksham

- 19:15 terminates at Warminster
- Through Weymouth Sunday lunchtime only
- No later northbound service on Saturdays
- Other changes (improvements) “postponed”

## Elsewhere

- Loss of London direct trains (except one before 6 a.m.) from Trowbridge and B-o-A to London.
- Down to just one through train per day (07:50) London Waterloo to Warminster
- Two GWR round trips Westbury to Southampton removed from timetable
- Five SWR round trips Bristol to Salisbury removed; (one GWR added BRI to WSB only)

# Service from 12.12.2021

MELKSHAM ALL DAY									
-1 hour									
STP	Plan Arr	Act Arr	Origin	PI	ID	TOC	Destination	Plan Dep	Act Dep
WTT	0532		Westbury		2M09	GW	Swindon	0533	
WTT	0636		Swindon		2O20	GW	Southampton Central	0636	
WTT	0720		Salisbury		2G81	GW	Cheltenham Spa	0721	
WTT	0752		Westbury		2M13	GW	Swindon	0753	
WTT	0909		Swindon		2M22	GW	Westbury	0910	
WTT	1001		Westbury		2M15	GW	Swindon	1002	
WTT	1130		Swindon		2M24	GW	Westbury	1131	
WTT	1232		Westbury		2M17	GW	Swindon	1233	
WTT	1339		Swindon		2M26	GW	Westbury	1340	
WTT	1431		Westbury		2M19	GW	Swindon	1432	
WTT	1539		Swindon		2M28	GW	Westbury	1539	
WTT	1640		Westbury		2M21	GW	Swindon	1641	
WTT	1802		Swindon		2M30	GW	Westbury	1803	
WTT	1849		Westbury		2M23	GW	Swindon	1850	
WTT	1916		Gloucester		2B90	GW	Warminster	1917	
WTT	2021		Westbury		2G91	GW	Cheltenham Spa	2022	
WTT	2109		Swindon		2M34	GW	Westbury	2110	

MELKSHAM ALL DAY									
-1 hour									
STP	Plan Arr	Act Arr	Origin	PI	ID	TOC	Destination	Plan Dep	Act Dep
WTT	0800		Westbury		2M11	GW	Swindon	0800	
WTT	0849		Westbury		2M13	GW	Swindon	0850	
WTT	0906		Swindon		2M22	GW	Westbury	0906	
WTT	0959		Swindon		2M24	GW	Westbury	1000	
WTT	1022		Westbury		2M15	GW	Swindon	1023	
WTT	1130		Swindon		2M25	GW	Westbury	1130	
WTT	1220		Westbury		2M17	GW	Swindon	1221	
WTT	1330		Swindon		2M26	GW	Westbury	1330	
WTT	1422		Westbury		2M19	GW	Swindon	1425	
WTT	1520		Westbury		2M20	GW	Swindon	1521	
WTT	1536		Swindon		2M27	GW	Westbury	1537	
WTT	1627		Swindon		2M29	GW	Westbury	1628	
WTT	1651		Westbury		2M21	GW	Swindon	1652	
WTT	1759		Swindon		2M30	GW	Westbury	1800	
WTT	1850		Westbury		2M23	GW	Swindon	1851	
WTT	1959		Swindon		2M40	GW	Westbury	2000	
WTT	2131		Swindon		2M44	GW	Westbury	2132	

MELKSHAM ALL DAY									
-1 hour									
STP	Plan Arr	Act Arr	Origin	PI	ID	TOC	Destination	Plan Dep	Act Dep
WTT	0836		Warminster		2M05	GW	Swindon	0836	
WTT	0937		Swindon		2M06	GW	Westbury	0937	
WTT	1059		Westbury		2M07	GW	Swindon	1101	
WTT	1205		Swindon		2M08	GW	Westbury	1206	
WTT	1301		Weymouth		2V79	GW	Swindon	1301	
WTT	1404		Swindon		2O91	GW	Weymouth	1404	
WTT	1507		Frome		2M11	GW	Swindon	1508	
WTT	1608		Swindon		2M12	GW	Frome	1609	
WTT	1707		Frome		2M13	GW	Swindon	1708	
WTT	1808		Swindon		2M14	GW	Westbury	1809	
WTT	1850		Frome		2M15	GW	Swindon	1851	
WTT	1954		Swindon		2M16	GW	Westbury	1954	
WTT	2039		Westbury		2M17	GW	Swindon	2040	
WTT	2149		Swindon		2M18	GW	Westbury	2150	

M-F, Sat, Sun – little changes at Melksham

# Late '21 bus changes

## **Melksham**

- X34 evening service – planned to resume – WHAT SHOULD TIMETABLE BE?
- X34 sunday service – planned introduction – WHAT SHOULD TIMETABLE BE?
- Extra journey/ies on 69 Zigzag
- Still no buses to station “current operator of Town Bus does not have driver available”

## **Elsewhere**

- Total of 34 enhancements across Wiltshire



# X34 – evening and Sundays? Melksham Transport user group

- Chippenham – Trowbridge, perhaps to Frome?
- Just one vehicle, or more?
  - 2 hour cycle to Trowbridge
  - 3 hour cycle to Frome
- Major flows – early and late but not mid evening?

# X34 - evening

a PAD (18:10) (20:10) (22:10)  
CPM 18:14 20:14 22:14  
CPMstn 18:20 20:20 22:20  
MKM 18:45 20:45 22:45  
TRO 19:05 21:05 23:05  
TROstn 19:10 21:10 23:10

d BRI (19:18) (21:18) (23:42)

a PMH (19:18) (21:18) (22W48)

TROstn 19:25 21:25 23:10  
TRO 19:33 21:33 23:18  
MKM 19:52 21:52 23:40  
CPM 20:12 22:12 Q  
CPMstn 20:20 22:20 Q  
d PAD (20:26) (22:27)

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TROstn 18:33 20:25 22:25  
TRO 18V29 20:33 22:33  
MKM 18:52 20:52 22:52  
CPM 19:12 21:12 23:12  
CPMstn 19:20 21:20 23:20

CPM 19:14 21:14 23:14  
CPMstn 19:20 21:20 23:20  
MKM 19:45 21:45 23:45  
TRO 20:05 22:05 Q  
TROstn 20:10 22:10

## Evening x34 - Chippenham to Frome

Try 1 (vehicle at CPM at 18:14):

Chippenham	18:30	21:30
Melksham	19:00	22:00
Trowbridge	19:30	22:30
Frome	20:00	23:00

Frome	20:00	23:30
Trowbridge	20:30	00:00
Melksham	21:00	00:30
Chippenham	21:30	Q

Try 2:

Chippenham	18:30	23:30
Melksham	19:00	21:00 00:00
Trowbridge	19:30	21:30
Frome	20:00	22:00

Frome	20:00	22:00
Trowbridge	20:30	22:30
Melksham	21:00	23:00
Chippenham		23:30

Try 3 (vehicle at TRO at 18:29) :

Chippenham	19:30	22:30
Melksham	20:00	23:00
Trowbridge	20:30	23:30
Frome	21:00	

Frome	21:00	
Trowbridge	18:30 21:30	23:30
Melksham	19:00	22:00 00:00
Chippenham	19:30	22:30 Q

Try 4:

Chippenham		21:00	23:00
Melksham		21:30	23:30
Trowbridge	18:30	22:00	
Frome	19:00		

Frome	19:30		
Trowbridge	20:00	22:00	
Melksham	20:30	22:30	23:30
Chippenham	21:00	23:00	Q

# X34 - Sunday

SUNDAY - Initial principles - not yet tuned for Chippenham Station connections

Chippenham - Melksham - Trowbridge - Melksham - Chippenham (2 hour cycle)

Max 5 runs per diagram per day, split 2 + 3 or 3 + 2 with personal needs break

with 2 vehicles:

Diag	1	1	2	1	2	1	2	1	2	2
CPMstn	07:30	09:30	10:30	11:30	12:30	14:30	15:30	16:30	17:30	19:30

with 1 vehicle

Diag	1	1	1	1	1
CPMstn	08:30	10:30	14:30	16:30	18:30

Chippenham - Melksham - Trowbridge - Frome - Trowbridge - Melksham - Chippenham (3 hour cycle)

Max 4 runs per diagram per day, ideally split 2 + 2 (or 1+2+1) with personal needs break(s)

with 3 vehicles

Diag	1	2	1	3	2	1	3	2	1	3	2	3
CPMstn	07:00	09:00	10:00	11:00	12:00	13:30	14:30	15:30	16:30	17:30	18:30	21:00

with 2 vehicles

Diag	1	2	1	2	1	2	1	2
CPMstn	07:00	09:00	10:00	12:00	13:30	15:30	16:30	18:30

or

Diag	1	1	2	1	2	1	2	2
CPMstn	07:00	10:00	11:00	13:30	14:30	16:30	17:30	21:00

with 1 vehicle

Diag	1	1	1	1
CPMstn	08:00	11:00	14:30	17:30

# Wiltshire climate strategy

Melksham  
Transport user group





# Transport

The UK Government's recent Transport Decarbonisation Plan sets the scene for our approach to reaching net zero for transport. It is clear that in Wiltshire, a rural county where the car is currently the main travel mode, an important part of the picture will be electric or other zero emissions vehicles. We also want residents to be able to choose modes of travel such as cycling, walking, shared and public transport because they are convenient, affordable, green and inclusive.

Quick progress is essential, so we will need to act across all areas of focus simultaneously. The range of solutions available to us in Wiltshire means that buses will play a central role to our journeys, both in rural areas and more urban places. In towns and city the ideal is to be mostly car-free. Cycling and walking will increase and present us with a pleasant way to get around to shop, work, socialise, and enjoy improvements to our health, local environment and economy. Our Local Transport

Plan will work out the best mix of solutions to help us achieve zero emissions.

## Objectives

- To achieve a transport system in Wiltshire that has zero carbon emissions, acknowledging the different solutions for our towns and city versus rural villages.
- Creating the infrastructure for increased walking, cycling, shared and public transport and use of alternative fuels, including electric vehicle charging points
- Achieving high-quality, bus-based, public transport and transport hubs that offer a pleasant and convenient way to get around, and seamless combined journeys
- Locating and designing new developments to reduce the need to travel and provide more opportunities for people to travel by zero or low carbon transport modes, for work, leisure and errands

A zero carbon mobility and transport system will:

**Avoid unnecessary travel** – reducing the need to travel through digital options, rationalising & combining journeys and locating services, homes and jobs within reach

**Shift to more sustainable modes of transport** – achieving sustainable mobility and accessibility through public transport, walking and cycling, particularly in our towns and city

**Improve vehicles and infrastructure** – while hydrogen and other alternative fuels are being tested and developed, we know that electric vehicles need to be part of the immediate solution



## Our areas of focus

### Wiltshire Council will:

- ! Better understand our carbon baseline and the impact of different transport actions
- ! Develop a new Wiltshire Local Transport Plan, Local Plan and Green and Blue Infrastructure Strategy that will set out plans and policies to achieve the vision for sustainable mobility and transport in Wiltshire
- ! Explore how the council can best support charging infrastructure to encourage the uptake of electric vehicles by Wiltshire residents and businesses, through Wiltshire Council's Electric Vehicle Charging Infrastructure Strategy
- ! Produce Local Cycling and Walking Infrastructure Plans for Wiltshire and the three major settlements
- Use planning powers and regeneration programmes to increase accessibility to local services and facilities, creating places that enable local living, and explore the potential for '20 minute' neighbourhoods or similar concepts for Wiltshire
- Develop an ambitious Bus Service Improvement Plan as required under

the new National Bus Strategy. Central themes will be reducing carbon emissions through efficient buses and improved services

- Develop a Wiltshire Council travel plan: though commuting accounts for just 20% of journeys nationally, the council can address this for its 4,500 staff

### Using our influence and partnerships we will:

- ! Develop a vision for sustainable mobility and transport in Wiltshire as a basis for the changes needed to achieve zero carbon travel.
- ! Encourage town councils to support existing Town Cycle Networks
- Support schools to develop green travel plans
- Develop an active travel network that is inclusive, safe and enjoyable to use, meets the latest design guidance and embraces new modes such as e-bikes. Routes should coincide with the Rights of Way network, canals, green open spaces and wildlife corridors where appropriate
- Ensure that infrastructure is resilient to the impacts of climate change, such as flooding, extreme heat and power outages

- Use all tools available such as government funded initiatives, behaviour change campaigns, and existing planning policy and guidance for good design to deliver zero carbon transport in Wiltshire set out in the emerging Local Transport Plan
- Work to further increase access to high-speed broadband, to enable digital options including home working, and encourage businesses to embrace these options
- Encourage recovery and ongoing support of the local economy, building on trends to shop local during the pandemic
- Promote local tourism as well as having a 'green travel offer' available for our visitors
- Work with parish and town councils and community groups to support car clubs, car sharing and community and public transport
- Explore the potential for local delivery hubs, and coordinated, low-carbon forms of transport for the last mile of deliveries in towns
- Work with partners to move to ultra-low emissions vehicles for public transport, and to carbon neutral fuels for heavy fleet vehicles



# Headline response

- \* Lots of really good stuff there including buses
- \* An understanding - even though we are public transport campaigners - that's it's not always the answer
- \* Disappointment that there is no mention of rail.
- \* Transport section is also very light on talking about road building, even though WC has major ambitions
- \* Good so see talk of last mile and combined journey elements.

# In detail

\* Lots of really good stuff there including buses - embracing the government's Bus Back Better strategy, Bus Service Improvement Plan, etc. The Option 24/7 group looks forward to working further with Wiltshire Council on this - publication of the draft BSIP is imminent and we (speaking for that group) expect an ambitious and positive document; the devil will be in the detail of implementation.

\* An understanding - even though we are public transport campaigners - that's it's not always the answer - "Is your journey really necessary" and "do you have to go that far" stuff. Pleasure / quality of life journeys by all means, but let's access local services better, arrange our towns and cities to have such local services, and embrace the online economy and working from home, even where that lessens demand for buses or trains and may break their business case

\* Disappointment that there is no mention of rail. At present, every single rail journey starting at a Wiltshire station does so under diesel power. Network Rail's decarbonising strategy suggests the electrification of all current passenger rail routes in Wiltshire (mostly in their "core" set too) and it would be appropriate for strategic support for this strategy to be included in Wiltshire's strategy; partnership is mentioned though the WC document - just not this partnership as far as I can see.

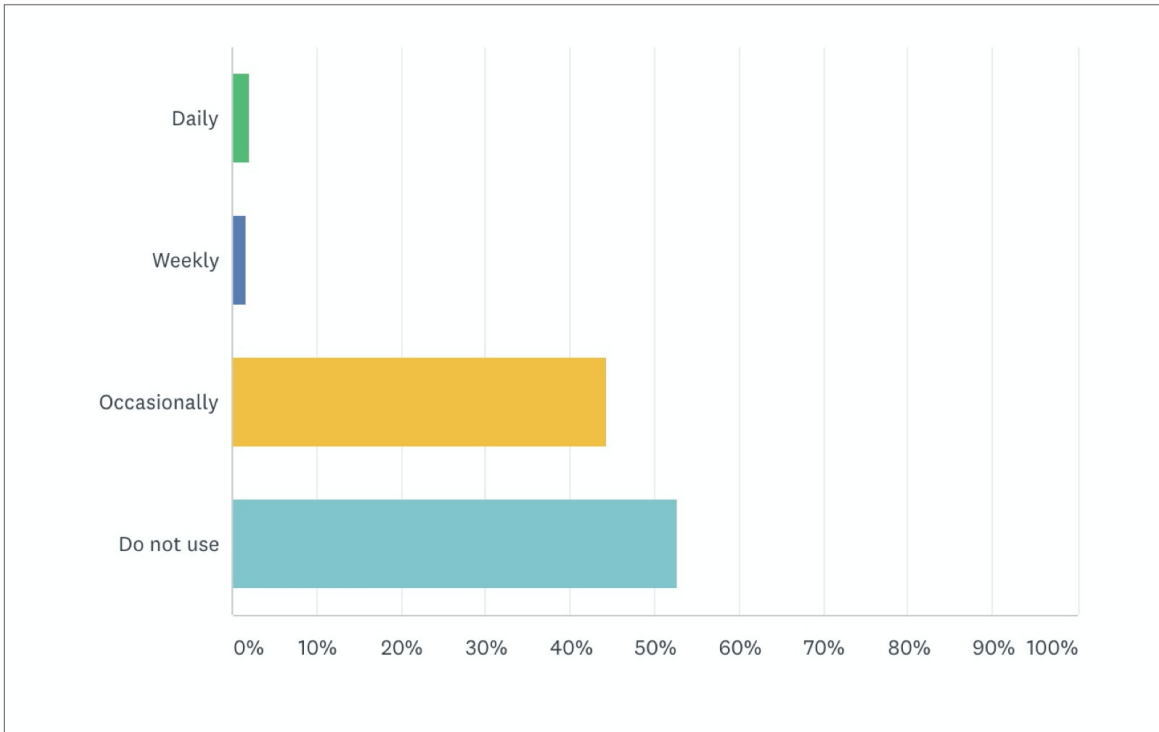
\* Transport section is also very light on talking about road building, even though WC has major ambitions relating to Melksham Bypass, Chippenham relief road, Yarnbrook, Stonehenge, and Westbury that I can think of.

\* Good so see talk of last mile and combined journey elements. Looks good for a network to meet wide needs rather than a series of isolated routes which only join in a haphazard way. This "Good to see" extends to the cycle and walking comments. I note e-bikes (I have one and very useful!) mentioned as the future. Somewhat controversial, I would like to see e-scooters in there; there are short term issues with their current use and regulation, but they offer a potentially fast and efficient way of getting around which should not be discounted based on early version issues.

\* There is a section in the document - "How National Policy Supports our Strategy" and includes "national policy and legislation are a crucial enablers of action at a local level ..." excellent; we are to be team players and partnerships all headed (or at least planned!) to be headed in the same direction, working together.

# Pfp – Station use

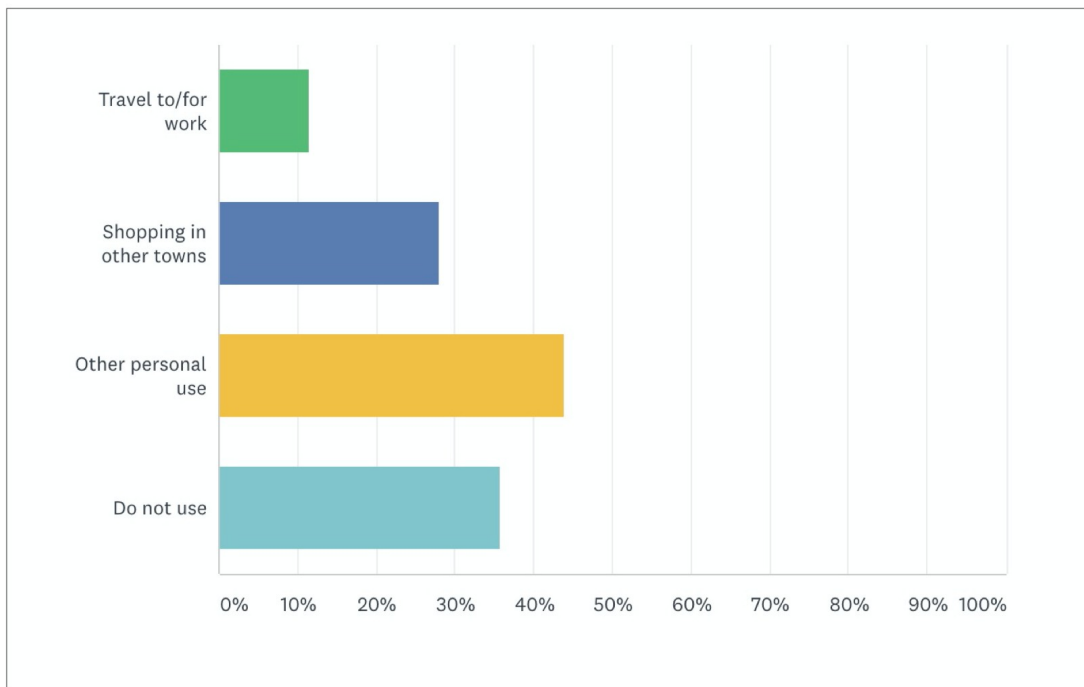
## DO YOU USE MELKSHAM RAILWAY STATION? (PRE-COVID)



Comments:

# PfP – do you use the train?

## WHY DO YOU USE THE RAILWAY STATION? (PRE-COVID)



Comments:

# PfP – What would encourage you to use the train more often?

- 139 responses ... starting with
  - 8 More trains.
  - 8 Cheaper fares.
  - 3 More frequent trains.
  - 2 More services.
  - 2 Cheaper tickets.
  - 2 Better destinations.
  - 1 Will definitely use it more now that COVID is settling down, and feel safe knowing trains are regularly sanitised.
  - 1 Train choice wider destinations.
  - 1 Time.
  - 1 Ticket prices – discounts for travel at off peak times.

# Melksham

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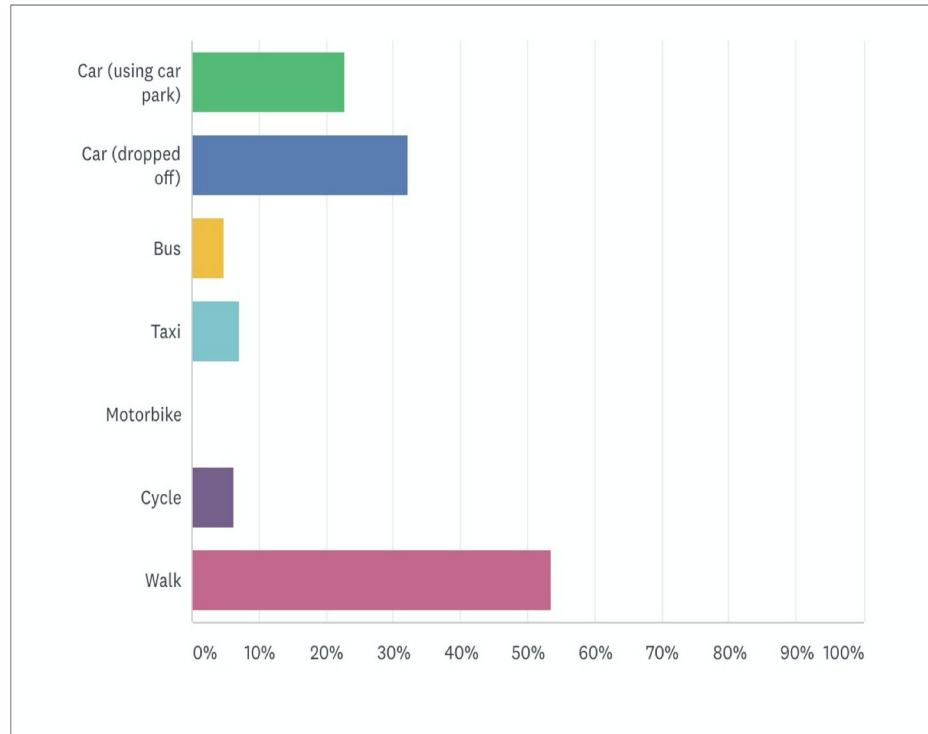
Transport user group

[illegible]



# Pfp – Station Access

## HOW DO YOU GET TO THE RAILWAY STATION? (PRE-COVID)



Comments:

# PfP – on Station Access

- Not well sign posted. Would benefit from a bus.
- Better parking facilities and lower prices would be great.
- Signage poor. Route not very nice as soon as you cross the Avon bridge.
- Need to prioritise opening up access via Foundry Close.
- I wouldn't feel safe using the underpass.
- No bus stops close by not sure car parking will be big enough once vivid has finished.
- I used to drive and park at the station when it was free parking but now it is charged I do not bother to use station.
- I do not use the trains but have started doing occasional voluntary work at the Hub cafe there. I cycle but do not enjoy cycling across the town bridge as it often feels unsafe.
- It's generally good, but the cycle route isn't gritted during the winter and the underpass isn't swept of leaves often enough during November. I've come off my bike before due to ice. But very ugly - especially for those arriving in Melksham for the first time.
- It is hard to find, hard to cycle to and from. The cycle parking stand unit is not securely fastened to the ground and is cramped.

# PfP – to use bus more ...

108 responses ...

4 • Cheaper fares.

2 • Routes and times more convenient to me.

2 • More local services from near my home – not having to go to town to catch bus Reasonable fares return buses during the evening – increase availability.

1 • Would use bus to Corsham if there were buses back in afternoon.

1 • There are no direct buses from Seend to Melksham. So I do not use this service. Nothing as I have no real need to use a bus.

1 • Service from Seend.

1 • Rolling updates on next buses at main stops, more flexible ticket use policies, friendlier drivers.

# PfP – to use buses more

- A bus hub with information in the town center.
- A bus stop within walking distance of my home and a frequent service.
- A local hopper bus for Melksham Town and Without.
- Being unable to drive my own car.
- Better bus service from Keevil, maybe with mini buses rather than large buses, and then encouraging people to use it.
- Better information about the bus routes.
- Better local service.
- Better times - ones to bath the times are ridiculously sparse! And end too early.
- Bowerhill only has Bath buses, have to bus to town & then get different bus if going Trowbridge – makes it too expensive.
- Bus stop nearer.
- Cheaper and better service wiry later running times.
- Cheaper buses that run more frequently to Trowbridge would encourage me to use it for work.
- Cheaper fairs, more routes.
- Cheaper fares.
- Cheaper fares.
- Cheaper fares.
- Cheaper fares.
- Cheaper price and more often buses as a lot of the time i had to wait an hour for one.
- Cheaper tickets later services back from Bath on a weekend.
- Cheaper, more availability.
- Better destinations.
- Cheaper.
- Competitive pricing.
- Publicised trips.
- Contact less payments, I never have change on me.
- Prices on the timetables so I can see what it will cost me before I'm on the bus without enough money!
- Cost reduction – far too expensive.
- Covered bus stops.
- Definitely if sanitised etc re COVID and to carry on with the cleanliness within in the buses.
- Direct connection to train station and schedule; more frequent service; better information at stops.
- Evening service on the X34.
- Frequency.
- I might catch one to the train station if they would only stop there.
- I now have bus pass and use bus more frequently to go to Bath and Melksham, but your questions are pre-Covid.
- I use when necessary.
- I will probably start to go into Bath on the bus since they've introduced the clean air zone. Otherwise I find the car more convenient.
- I wouldn't.
- If I was unable to drive.
- If the buses went to the station would use town bus.
- If hourly or better, earlier start, into evening would use Sunday buses.
- If there were evening and Sunday service to Trowbridge and Chippenham.
- If they were cheaper than using the car.
- Increased service times.
- Contactless payments on all buses.
- Later buses back from Bath.
- Later night buses.
- Later services.
- Lowering the fares.
- More accessibility to home.
- More bus stops around town, not just access from town centre.
- More buses more often going more routes.
- More buses to and from Bradford on Avon to access the train station there.
- More direct route to destination.
- They don't run at times I would need them.
- Early morning or late evening.
- More direct routes to places I need to go.
- More disability friendly buses to allow access for my scooter.
- The last time I went to Bath I was told to lift my scooter onto the luggage rack! I refused as it's too heavy.
- An older gentleman was made to move for me to sit with my folded scooter.
- It put me off bus travel, not enough room for scooters or pushchairs.
- More frequent & later services.
- More frequent service - perhaps a circular bus to supermarkets.
- More frequent services spread out over the day, not all arriving within 10 minutes of each other.
- No bus back from Corsham after 1.30 during week.
- More frequent services.
- More frequently and cheaper public transport.
- More local services from near my home – not having to go to town to catch bus
- Reasonable fares return buses during the evening – increase availability.
- More local services from near my home – not having to go to town to catch bus
- Reasonable fares return buses during the evening – increase availability.
- More routes to other places and more frequently.
- More routes.
- More services and cheaper fares, less need to change buses.
- More services esp in evening and to Corsham/Bradford.
- More social time.
- More stops.
- Not necessary.
- Nothing - unreliable and slow.
- Nothing – not interested in using.
- Nothing.
- Just not convenient.
- Nothing.
- The services are too infrequent to make it convenient.
- Once Covid restrictions are lifted.
- Price.
- Regular.
- More reliable at arriving on time.
- Reduced price.
- If the routes didn't take so long.
- Regular service.
- Rolling updates on next buses at main stops, more flexible ticket use policies, friendlier drivers.
- Routes and times more convenient to me.
- Routes and times more convenient to me.
- Service from Seend.
- There are no direct buses from Seend to Melksham. So I do not use this service.
- Nothing as I have no real need to use a bus.
- Would use bus to Corsham if there were buses back in afternoon.

# PfP – what next

- October 7<sup>th</sup> Workshop
  - by invite only – experts, official body and council reps
- Public meeting thereafter
- Then final report and action items

Is it worth asking for correlations ( station access mode v distance from station, for example?

# And so

- Autumn Marketing and station adoption
- Next stage of buses
- Santa and other events
- Train service progression requests / campaign
- Web site
- Next meeting