

Appendix B

Bus Strategy Consultation headlines

Responses received

- 1289 total
- 42% people aged 65+
- 22% people who consider themselves to have a disability or long-term illness
- 47% free bus pass holders

By District/Borough:

| | |
|-----------------|-----|
| Adur & Worthing | 183 |
| Arun | 243 |
| Chichester | 362 |
| Crawley | 70 |
| Horsham | 200 |
| Mid Sussex | 199 |
| Out of county | 11 |
| Not given | 21 |

Objectives (overall averages)

- 87% agree
- 7.8% disagree
- 5.2% not answered

Priorities

Top three ranked by importance:

1. Prioritise investment in good accessible bus infrastructure for bus users
2. Give buses priority over other travel modes when congestion occurs
3. Work with all tiers of Local Government in seeking funding for prioritised local bus and community transport services.

Sample comments:

- *I feel the first thing to do if you want people to use public transport over cars is to invest in the infrastructure - provide a good viable public transport system first!! This gives people a choice.*
- *Establishing robust infrastructure for bus services is key. Good accessibility infrastructure such as shelters and RTI are vital when trying to encourage a shift from car use - especially for access to employment and education.*

- *It is important that buses have priority on the road so they can keep to their timetable. Too many buses are running late because of congestion on the roads.*
- *By giving buses priority on some routes they would be an attractive alternative to car use as commuters weigh up cost and time considerations.*
- *Ultimately bus transport needs to be subsidised. When prices are affordable, reliable and a viable network exists then buses will provide a solution to congestion and pollution.*
- *The County Council should continue to subsidize the bus service to ensure that there is no discrimination for older, less able members of the community and to ensure that young people can have access to the larger towns during term and half term breaks.*

Other key concerns (with sample comments)

Isolation of rural communities

- *My principle concern is that buses to villages are not cut, or bus times further reduced in number. They are a life-blood.*
- *Communities would be devastated without a local and regular bus service.*
- *Ensure that rural communities' bus routes are not sacrificed in the quest to save cost. Integrate them with nearby routes so villages are still served.*
- *The strategy should include an objective to reduce and reverse the isolation of rural communities that have either had their only bus service removed or have it under threat.*
- *We need a bus back at Westbourne. I cannot walk very far and have breathing problems. I moved to Westbourne 4½ years ago because there was a bus service to Havant and now we have none, and I can't live independently anymore. I feel trapped.*

Infrequent/unreliable services

- *If you are serious about encouraging people out of their cars you need to make buses quicker and more reliable especially at peak times.*
- *Frequent and regular services attract customers. Last bus at 6pm will never attract anyone.*
- *Ensuring buses run more frequently and start and finish earlier and later for people who work outside 9-5 and buses 7 days a week*
- *I haven't seen any mention of late evening buses. Demand for these by older users is probably limited but younger users would surely benefit from buses to get home from town later than 8 pm?*

Bus fares too expensive

- *If you really want people out of their cars, you need fares that they will find attractive.*

- *I would like to see a national policy where public transport is provided cheaply, and to an extent where most car journeys can be replaced by public transport; sadly, in most cases car travel is much quicker, more convenient, and/or much cheaper.*
- *Find a way of reducing fares for ordinary working people, at the moment it's cheaper and more convenient to use the car.*
- *Most young people don't have much spare money and they won't use any bus service if they can't afford it.*

Need for integrated travel system

- *Look at how many European countries manage their bus / train / tram / car share systems to provide a "joined up" public transport system.*
- *Ensure buses and trains can be joined up where possible to provide viable alternatives to the car.*
- *Buses must be seen as part of the solution and therefore used in an integrated strategy so they must be routed to railway stations and tie into train timetables.*
- *Government needs to lead the way in developing a national viable public transport system that people want to use and not feel they are second class when using it.*