



**UK best practice which we would like to see adopted in Shropshire**

## **Cornwall Council and the Bus Services Act (2017)**

### **Find out more about Cornwall's support for bus travel**

You can find out about other parts of the project below.

- [One Brand](#)
- [One Customer Focus](#)
- [One Network](#)
- [One Ticket](#)
- [One Timetable](#)

<https://www.cornwall.gov.uk/transport-and-streets/public-transport/ongoing-developments/one-standard/new-and-improved-buses/>

## **West Oxfordshire Community Transport**

[http://www.woct.org.uk/#xl\\_xr\\_page\\_index](http://www.woct.org.uk/#xl_xr_page_index)

West Oxfordshire Community Transport Limited (WOCT) is a charitable Community Benefit Society registered under the Co-operative and Community Benefit Societies Act 2014 by the Financial Conduct Authority (FCA) registration No. 7458.

A Community Benefit Society is an organisation that conducts business for the benefit of the community. Any surpluses are not distributed among members or external shareholders, but returned to the organisation for further investment in its objectives.

Anyone can become a member and help keep local bus services running on people power. To find out more and get a membership form, please email [members@woct.org.uk](mailto:members@woct.org.uk)

West Oxfordshire Community Transport Limited aims to work with our community to deliver sustainable public transport services through a not-for-profit organisation. We believe that local bus services have an important role in maintaining an active and engaged community by providing the necessary links for all residents.

We currently operate the Witney 213/214/215 town services, enabling residents from surrounding estates to easily access the town centre and the 210 service linking the Wychwood villages, Leafield and Crawley with Witney and Chipping Norton.

## Arriva Click

<https://www.arrivabus.co.uk/arrivaclick/>

# ***About ArrivaClick***

***ArrivaClick is the smart new way to travel***

***Complete control. In the palm of your hand.***

A **flexible** minibus service that takes **multiple passengers** all heading in the **same direction**. Using our app, simply register your details and credit/debit card information, select your pick up and drop off and we'll do the rest.

You'll always be **guaranteed a comfortable seat**, along with **wifi and charging points**, in one of our **brand new, luxurious, Mercedes minibuses**.

**No cash** needed either: simply pay on your phone once your ride is confirmed.

**Just Click, Pay & Go!**

## Resources

**The Greater Manchester Better Buses organisation campaigns for improvements in Manchester's bus services and focusses on the problems associated with privatisation and the need for a regulated network**

<https://betterbusesgm.org.uk/better-buses-manchester-homepage>

### How are buses run now and what does regulating mean?

Currently, local authorities have no control over commercial bus services.

This means that bus operators only run services if they make a profit, and they charge you whatever they like. There is little integration across different companies and some communities have few or no buses at all.

Under a regulated network, the local authority would have planning powers to coordinate the network and demand bus companies follow certain standards through contracts.

The key difference is that companies compete for contracts, given by the local authority, to run specified services. Through bus regulation or franchising, local authorities decide the routes, frequencies, fares and quality standards for all buses. This is how services are run in London and across a lot of Europe.

We're not campaigning for publicly owned buses. It was made illegal to set up new municipally owned bus companies in 2017.

### What does regulating allow us to do?

- Properly plan and expand the network - *It will mean surplus profit from busy routes can be used to subsidise less busy but needed services. Right now, bus companies cherry pick only profitable routes and make a killing (Oxford road anyone?), but local authorities could use profits to give everyone a service.*
- Make buses easy and affordable - *They could also use income to lower fares, which have increased 55% above inflation in the last ten years. With one body running the network, we can finally have one, single, affordable ticket which can be used on any bus or tram across Greater Manchester (like the oyster card but Mancunian!)*
- Make buses reliable - *Bus companies will have to share data - meaning buses don't disappear from the timetable or app.*
- Make buses frequent - *Regulation means managed (reduced) profits for bus companies. We can use this money better for evening and weekend services.*

# Community Transport Association

<https://ctauk.org/>

The Community Transport Association (CTA) is a national charity that represents and supports providers of community transport: thousands of local charities and community groups across the UK that all provide transport services that fulfil a social purpose and community benefit.

## **We are for, and about, accessible and inclusive transport.**

Our vision is of a world where people can shape and create their own accessible and inclusive transport solutions and our mission is to achieve this through championing accessible and inclusive transport, connecting people and ideas, and by strengthening our members and raising standards.

- We do this through contributing to the formation of public policy that affects our members and our sector.
- We show how better outcomes are achieved for people and communities when they have access to accessible and inclusive transport.
- We create partnerships with likeminded organisations across all sectors.
- We manage a national programme of quality assured education and training.
- We provide comprehensive advice and guidance to those delivering community transport, and we take every opportunity to champion the vital and indispensable work that our members do.

## **The House of Commons Transport Committee Report on buses. Bus services in England outside London**

<https://publications.parliament.uk/pa/cm201719/cmselect/cmtrans/1425/report-files/142502.htm>

### Summary

Without buses people would not be able to get to work places of education, healthcare appointments or travel for leisure or social reasons. Nearly three in every five journeys by public transport in Great Britain were by bus in 2017/18. However, in most parts of England bus use is falling and hundreds of bus routes have been withdrawn. This has direct consequences for people's lives. Without buses people face the unpalatable choice of using cars and taxis or giving up work or educational opportunities entirely. This also narrows their choice around such opportunities. We heard that buses are not reliable, making it difficult for people to get to work or medical appointments on time. We also heard that routes are often too far from people's work, home, school, college or other places they need to visit.

If this trend continues not only will it make it difficult for those who use the bus the most—and particularly those who, for economic, social or health reasons, have no alternative—it will have both economic and environmental impacts. It would reduce economic growth and make congestion and air quality worse as people move from buses to cars and taxis.