

APPENDIX 4B

North West Wiltshire bus service review - summary of main points raised in bus user questionnaires

Service 30, Malmesbury town bus

<i>Issues identified</i>	<i>supporting evidence / additional comments</i>	<i>number of comments</i>	<i>response</i>
Cowbridge Crescent	No direct service from Cowbridge Crescent to the Health Centre (1); link from West St to Cowbridge broken (1); ability to catch bus from Cowbridge and connect at Police Station for Chippenham bus ended (1)	2 from Cowbridge, 1 from Malmesbury	Revised proposal reinstates town service to Cowbridge Crescent.
Orchard Court	Service less frequent and less convenient (3); need earlier bus to health centre (approx 0915) (1); need at least 1 afternoon bus (3); cant cross A429 to walk to health centre (1);	7 from Orchard Court	Revised proposals include improved service to Orchard Court which addresses the issues raised.
Long journey times	Could still make journeys but would take longer.	1 from Malmesbury	Addressed by revised proposals.
Lunchtime gap in service	Inconvenient for current journeys, including to health centre.	2 from Malmesbury	A gap in service is needed to allow for the driver's break without incurring additional cost.
Bristol Street to Health Centre	Bus to Health Centre at 0900 no longer runs.	1 from Malmesbury	Addressed by revised proposals.
Milbourne connections to Swindon service	Run a loop via Milbourne and Lea, with journeys timed to connect with service 31 which would run direct to Swindon. Retime Milbourne journeys so they connect with Swindon buses (and Chippenham and Cirencester services) - could achieve this by swapping timings with other leg of town service.	see service 31 responses	Service 30 no longer runs to Milbourne in the revised proposal, as Milbourne will be served by service 31.
Access to town bus for Milbourne Lane and Milbourne Park	instal new bus stop at BP garage / water tower on Crudwell Rd so that Milbourne Lane and Milbourne Park residents can access town bus and service 93	1 from Milbourne	Suggestion investigated but unable to identify a suitable and safe location for a stop.

Service 31, Malmesbury - Swindon

<i>Issues identified</i>	<i>supporting evidence / additional comments</i>	<i>number of comments</i>	<i>response</i>
Withdrawal of diversion via Lea and Milbourne	Loss of travel opportunity from Lea, Milbourne and Garsdon to Swindon; would have to walk a mile from Lea to main road bus stops (1), connections from Milbourne on service 30 to Swindon require long wait (9), no connecting buses from Milbourne at times suitable for travel to / from work in Swindon (3), train connections in Swindon (4), visiting family who live in Lea (1), caring for elderly relative in Swindon (3), young people visiting friends in Brinkworth (1).	19 from Lea, 21 from Milbourne, 1 from Swindon, 2 from Msby	Revised proposal includes diversion of alternate journeys to serve Lea and Milbourne (similar to suggestion put forward by both parish councils). Journeys which run into Malmesbury via Lea will continue to Swindon via Cowbridge (and vice versa), so in the hours when there is no direct bus, passengers will be able to travel to and from Swindon via Malmesbury. They will also be able to board / alight at the stops on Cowbridge Rd to travel to / from the Health Centre.
	Loss of travel opportunity to Royal Wootton Bassett; goes to/from school in RWB (2), for supermarket in RWB (2), visiting 3/4 times a week (1).	2 from Lea, 3 from Milbourne	
	Travel from Milbourne to Lea (travels on Saturdays).	1 from Milbourne	
	Less frequent service to Malmesbury; cant go in afternoon and return before 1600(1), less flexible for doctor / dentist appointments (1); no bus into town before 1109 for young people; poor connections from Milbourne to Chippenham buses (1).	4 from Lea, 1 from Milbourne	

	Divert some (specified work time buses, "a few journeys", or alternate journeys) via Milbourne and Lea; omit Wootton Bassett and Little Somerford on some journeys to allow them to serve Milbourne and Lea.		Revised proposal serves Milbourne and Lea on alternate journeys (and omits Little Somerford to allow this to happen).
Welcome routeing of service via Cowbridge along main road	Provides link from Brinkworth to Medical Centre in Malmesbury.	4 from Brinkworth	Still provided under revised proposals.
	Likes faster direct journey.	2 from Brinkworth / RWB	Noted, but proposals revised to address concerns of users in Lea and Milbourne.
Cowbridge Crescent	Inbound journeys should run via Cowbridge Crescent as stop on the main road is too dangerous.	3 from Cowbridge	Revised proposals reinstate Cowbridge Crescent stops on the town service.
Timings not convenient	Timings would clash with morning appointments and the school run.	1 from Brinkworth	Timings are almost at same time as present timetable.
	0749 Brinkworth - Swindon too early; cant see children to school before catching it.	2 from Brinkworth	
	Would prefer 0650 ex Malmesbury to leave Wootton Bassett at same time as now.	1 from RWB	Incorporated into revised timetable.
Morning bus to Wootton Bassett	Request for bus arriving before 0900 for workers.	1 from Brinkworth	there are two buses before 0900 (as in the current timetable); not possible to provide a journey closer to 0900 without additional cost
More frequent service from Wootton Bassett to Swindon		1 from RWB	Wootton Bassett has 3 buses an hour into Swindon on service 55.
Evening bus to Malmesbury	1850 ex Swindon should pick up at Brinkworth and continue to Malmesbury.	1 from Brinkworth	Incorporated into revised timetable.
Request for evening buses	Mid evening or later buses back from Swindon; later journey on Saturday as early finish difficult for train connections.	6 from Brinkworth	Unfortunately it is not affordable to provide journeys in the evenings and on Sundays without additional cost.
Request for Sunday buses		1 from Brinkworth, 1 Salisbury	
Must continue to connect with other buses (eg to Chippenham) in Malmesbury		1	Connections will be maintained.
Poor connections from service 91 to Swindon		2 from Gt Somerford	See responses to service 91.
Early journeys do not serve Corn Gastons	Uses bus to get to work.	4 from Corn Gastons	Revised proposals route all morning journeys via Corn Gastons.

Service 35 - Castle Combe - Chippenham

<i>Issues identified</i>	<i>supporting evidence / additional comments</i>	<i>number of comments</i>	<i>response</i>
Cepen Park timings	No journey to Chippenham before 1114 on Saturdays (currently uses service 91 at 0807) for shops and library.	1	Revised proposal includes an arrival in Chippenham at 0926.
Castle Combe timings	Request for 0900 from Whitegates to Chippenham (1).	1	

No service to Frogwell		1	Surveys indicate no regular users from Frogwell (current timetable only serves Frogwell in the late afternoon).
Yatton Keynell	Needs afternoon return from Yatton Keynell (c 1500) to Chippenham; travels 2 x week to care for elderly relative.	1	Revised timetable reinstates a journey into Chippenham at 1512; not possible to reinstate on weekdays as the bus is required for a school run.

Service 36 - Colerne - Chippenham

<i>Issues identified</i>	<i>supporting evidence / additional comments</i>	<i>number of comments</i>	<i>response</i>
Answers to question "how could service meet your needs better"	OK as it is (4); more frequent (1); extra midweek bus to Chippenham (1); longer time to shop in Chippenham (3); earlier start from Colerne (2);	1	Proposed timetable will provide a Friday mornings only shopping service into Chippenham, allowing slightly longer in town.
Answers to question "comments for suggestions on how service might be provided in future"	Approach community transport groups (1); withdraw afternoon journey (5); withdraw extra journey to Sainsburys and just call on way in and back (3); provide a small car to connect at Bannerdown with buses to Chippenham via Box surgery (1); withdraw sections of route with no regular passengers (1); withdraw Tuesday service (2); using voluntary car scheme would not work as not enough volunteer drivers (1); withdraw Hartham pickup as not used (but retain Biddestone) (2); charge a £1 fare for bus pass holders (1).	1	

Service 41, Malmesbury - Yate

<i>Issues identified</i>	<i>supporting evidence / additional comments</i>	<i>number of comments</i>	<i>response</i>
Withdrawal of early bus to Yate	2 travel to work 3/4 times a week, 3 travel 1/2/3 times a week (shopping, visiting), 3 for appointments (doctor / physio could be difficult if no bus before 1030), 3 for longer journeys eg Bristol / Bath, including Saturdays, which will be difficult if cant start early. 1 from Chippenham who uses early bus 4 x week from Malmesbury to work in Easton Grey.	4 from Sherston, 2 Luckington, 2 Badminton, 1 Acton T., 2 Tormarton, 1 Chippenham	Recent survey shows no regular passengers from Malmesbury, Sherston or Luckington to Yate on this journey. South Gloucestershire Council are considering alternative arrangements for Acton Turville and Tormarton.
Withdrawal of early bus from Yate	2 use for work in Luckington (3-4x week), 1 for work in Malmesbury when car not available, 1 for shopping in Malmesbury, 3 for ongoing travel to Swindon / Chippenham, 1 visiting sick relative in Oaksey. Loss of early journey will make difficult to visit Swindon / Oaksey and spend time there.	8 from Yate / C Sodbury	Unfortunately not possible to provide an early journey without using an additional vehicle at significant extra cost.
Request for early evening bus	To allow return from longer day out.	1	Unfortunately it is not affordable to provide a more frequent service or additional journeys in the evenings.
Request for more frequent buses		1	

Service 50/52, Ashton Keynes / Minety to Swindon and Cirencester

<i>Issues identified</i>	<i>supporting evidence / additional comments</i>	<i>number of comments</i>	<i>response</i>

Retain school bus to / from Kingshill school and Cirencester College from Leigh	14 children / students use the bus from Leigh (too far to walk to Ashton Keynes for the bus, some parents unable to take children there as work or have to take other children; proposed 1510 is too early as school does not finish until then); 1 adult uses early bus for hospital appointments in Cirencester.	14 from Leigh	Revised proposal reinstates the morning bus from Leigh to Cirencester and Kingshill school, and in the afternoon provides a return journey from Kingshill to Leigh for students only.
Welcomes proposed 1640 from Cirencester	Much better for students returning from College than current timetable (1600 finish on some days).	2 from Ashton Keynes	Noted.
Retain morning school bus to Kingshill from Cricklade	Gets to school on time whereas Stagecoach is too late (2); used by 1 adult to visit sick parent in S Cerney.	3 from Cricklade	Not able to fund a service as Stagecoach provide a commercial alternative.
No return to Minety from Kingshill school or Cirencester College	Would have to wait until 1805 for bus home after school (1) or college (1)(have already taken off school bus; now use 1555 dep.).	2 from Minety	Will investigate whether is possible to divert the 1640 departure via Minety.
No Saturday afternoon service to Cirencester	Young person wanting a social life. As are so few buses, should all call at every village on route.	1 from Upper Minety; 1 from Ashton Keynes	Insufficient passengers to justify continuing to provide a Saturday afternoon service or to run all journeys via every village except on request.
Retain midday bus from Minety to Wootton Bassett and Swindon	Uses 1200 to Swindon on Tuesdays for shops and visiting (1); travels 2-3 x week to Wootton Bassett for shops (1).	2 from Upper Minety, 1 from Minety	Unfortunately it is not affordable to provide an afternoon shopping opportunity in Swindon / Wootton Bassett as well as the mornings.
No afternoon return to Minety from Wootton Bassett	Would like afternoon bus so can travel back from Chippenham (by connection).	1 from Minety	
Retain 1730 from Swindon	Uses 2 x week for shopping and medical appointments.	1 from Ashton Keynes	
Need to clarify routes in Purton	Should distinguish between Upper and Lower Square, and which buses run via Pavenhill and which via High St.	1 from Purton	All buses will run via Lower Square, High St and Upper Square; none will run via Pavenhill.

Service 60 Castle Combe - Bradenstoke - Swindon

<i>Issues identified</i>	<i>supporting evidence / additional comments</i>	<i>number of comments</i>	<i>response</i>
User survey (on bus)	10 passengers on bus, of whom 9 were adamant must continue to run on Fridays.		Will continue to run on Fridays.

Service 91, Malmesbury - Chippenham via Dauntsey Vale

<i>Issues identified</i>	<i>supporting evidence / additional comments</i>	<i>number of comments</i>	<i>response</i>
Reduced frequency of Malmesbury - Chippenham service	Currently 91 and 92 provide a half hourly frequency - proposals will reduce this to hourly (92 only). This will limit flexibility of travel. 3 use the 0925 ex Malmesbury , including to connect with Bath buses at Chippenham.	6 from Malmesbury	Unaffordable to retain an hourly service on both routes.
Uses 1625 ex Malmesbury	For work, returning home to Chippenham.	1 from Chippenham	Unaffordable to provide a 1625 Malmesbury - Chippenham journey as well as the 1610 and 1710 buses on service 92.

Big gap in afternoon service from Chippenham (1325 - 1640)	Uses 1430 3-4 x week for visiting in Sutton Benger (1); requests that 1515 school bus starts in town (1 for daily; 1 for Saturdays); too long to wait (2).	1 from Chippenham; 2 K Langley; 4 S Benger, 1 C Malford	Timetable has been revised and an additional journey added at 1430 from Chippenham on certain days (not Friday or Saturday).
0817 arr Chippenham via rail station	Need the bus to go to rail station to connect with trains to college (daily).	2 from S Benger	Addressed by revised proposals.
0817 arr Chippenham to start at Seagry	Used daily to get to work (inc using bus / train connections) (3); for college / school 3 x wk (1); for hospital visits in Swindon / Bath (2).	6 from Seagry	Addressed by revised proposals.
0840 from Chippenham withdrawn	Uses daily to go to work in Kington Langley (Great House) , returning on 1755.	4 from Chippenham	Addressed by revised proposals.
No 0930 from Chippenham	Uses 2x wk for visiting in K Langley.	1 from Chippenham	Not possible to provide a journey at this time, but could use proposed 0835 or 1030 journeys.
No 0900 into Chippenham	Uses for train connections, for work or visiting / hospital (3); for voluntary work 2 x wk (1); earlier school bus already overcrowded and would be even busier; uses for medical appointments (2).	2 from K Langley; 5 S Benger	Revised proposal includes an 0923 arrival in Chippenham.
No 1830 from Chippenham	Uses daily back from work (1800 finish)	1 from K Langley	Service 92 from Chippenham at 1845 will also call at Kington Langley on request.
Poor connections with Swindon bus at L Somerford	For occasional visits; essential for hospital appointments (3); for shopping in Swindon and Wootton Bassett (2); to Swindon and Malmesbury for various purposes (4); prefer early start so can visit Swindon and RWB and return before afternoon (1).	1 from C Malford, 7 Gt Somerford, 2 Dauntsey	Revised proposal includes connecting journeys to Swindon and Wootton Bassett at 0907/0918 and 1114/1123, and from Swindon at 1437/1438 and 1837/1841. Also includes a Friday shoppers bus direct to Swindon (from Sutton Benger, Upper Seagry, Startley, Gt Somerford and Dauntsey) by diverting service 60.
No service from Lower Seagry (Thorn Lane / Somerford junction)	Would like 1 1/2 hr visit to Chippenham at least 2 x wk and to Malmesbury 1 x wk, plus rail connecting journeys at 1000 in and 1700 out.	2 from Lwr Seagry	New service 97 will run daily through Lower Seagry to Malmesbury; unfortunately not able to divert service 91 to Lower Seagry.
Startley - Malmesbury	Request for service once or twice a week, for shops, appointments, visiting. Preferred days Friday (5), Wed (2), Tue (1). Preferred time in 1000, return 1125 (4).	7 from Startley	Revised proposal includes a daily service of one bus in each direction to Malmesbury from Dauntsey, Gt Somerford, Seagry, Startley and Rodbourne.
Rodbourne - Malmesbury	Request for service once or twice a week, for shops, appointments, visiting. Preferred days Monday and Thursday (2). Preferred time in 1000, return 1125 (2).	2 from Rodbourne	
Great Somerford - Malmesbury	8 requests for service on 1/2/3 days a week for shopping, appointments and visiting - preferred days Tues, Fri, Sat (2 each), Mon, Wed (1 each), preferred times morning, in c 1000 with 1 1/2 - 2 hours in town, 2 requests for afternoon as well. 3 requests for 'regular' daily service; 1 for hourly service but only on 3 days / week; 4 requests for daily journey in at c 0900 with returns late morning for shopping / doctors, and afternoon (variously 1430 or 1630 or 1800) for appointments and work / voluntary work. 5 others needed occasional visits to health centre, so wanted regular service or good connections.	22 from G Somerford	

Dauntsey - Malmesbury	1 request for service with range of journey times (inc evenings) so can attend medical appointments, shop, visit elderly relative; 1 request for two days a week (Mon & Thurs, in 1000, rtn late afternoon, for voluntary work); 2 requests for service on two days a week (Mon -1, Wed- 2, Thurs - 1, dep 0900); 1 request for service 3 days a week (Mon, Wed, Fri for nursery and medical appointments); 3 request for service but can not specify times as depends on doctors appointments (surgery only takes same day bookings).	8 from Dauntsey	
Lt Somerford to Gt Somerford	Travels every Thursday, arr for 1000 returning after 1300.	1 from Lt Somerford	Revised timetable includes buses arriving in Gt Somerford at 0914 and 1120, returning at 1259 and 1430.
Long journey times round the 'loop'	Takes too long to get to Dauntsey if have to go via the Somerfords.	1 from Dauntsey	Some journeys run round the loop in the opposite direction to equalise the impact on the communities served.

Service 92, Malmesbury - Chippenham

<i>Issues identified</i>	<i>supporting evidence / additional comments</i>	<i>number of comments</i>	<i>response</i>
Loss of hourly buses to Stanton St Quintin and Hullavington	Loss of flexibility including ability to plan appointments or connect with trains or other buses; longer waits / less convenient times in town; will need to plan travel in advance so less likely to use bus.	18 from SSQ / Hullavington	Revised proposal retains an hourly service to Stanton St Quintin and Hullavington, at the expense of longer journey times for end to end passengers.
Kington St Michael	Welcomes much faster journey direct into town.	2 from KSM	Noted.
Kington St Michael timings not convenient	Requests journey into Chippenham between 0822 and 0947 (1), and return at 1010 (2). Would prefer 1210 return instead of 1310(1).	3 from KSM	Revised proposal provides an hourly service to Kington St Michael.
Kington St Michael to Hathaway surgery (Bristol Rd)	Will be difficult as 92 follows different route to 99.	1 from KSM	Will still be possible to make this journey by changing bus in Chippenham.
Connections to Swindon buses	Concern that if 92 and 31 are not operated by same bus, will mean missed connections if one bus is running late.	1 from Hullavington	Drivers will be instructed to wait for connections.
Connections with trains	Poor connections with trains to Bath / Bristol and Swindon.	2 from Hullavington	Timetable is designed so that buses connect with other services at Malmesbury, so difficult to also match train departures at Chippenham.
School journey back to Stanton / Hullavington from Sheldon school	1510 from Sheldon school used by 5-6 pupils from Hullavington and Stanton St Quintin (out of catchment).	Sheldon School, 2 from Hullavington	Addressed by revised proposals.
School journeys from Stanton St Quintin to Malmesbury school	Uses 1500 ex Malmesbury 3-4 x week, and 1300 1-2 days/wk (sixth former).	1 from SSQ	Addressed by revised proposals.
Prefer direct buses	1700 ex Chippenham should miss out the villages (5 day/week commuter)	1 from Malmesbury	This journey will only divert via Hullavington and Stanton St Quintin if requested by passengers on board.
Extend to Tetbury Hill (Coop)	Request for service to run via Dysons, Tetbury Hill and Co-op on return.	2 from Malmesbury	Not able to extend this service, but can make this journey by changing bus in the town centre.
request' times should be fixed	So that people can board in the villages to travel to Malmesbury.	2 from Hullavington, 1 from Corston	Not enough passengers to justify the diversion on every journey.

Request for evening service		1 from Hullavington	Unfortunately it is not affordable to provide additional journeys in the evenings or on Sundays.
Request for Sunday service		1 from Chippenham	

Service 93, Malmesbury - Cirencester

<i>Issues identified</i>	<i>supporting evidence / additional comments</i>	<i>number of comments</i>	<i>response</i>
No longer serves Tetbury Hill / Co-op in Malmesbury	People from the north of Malmesbury use these stops to travel towards Cirencester - would have long walk into town centre or inconvenient bus connections.	11 from Malmesbury	Revised proposal includes some journeys running via Tetbury Hill to provide the opportunity to travel to Cirencester.
No longer serves Milbourne	Regularly travels to Cirencester (1-2 x week).	1 from Milbourne	Buses can not serve both Milbourne and Cowbridge / Lea; most are routed via Cowbridge / Lea to serve these places.
Pleased that runs via Cowbridge	Wants all buses to go that way.	1 from Cirencester	
Retiming of timetable inconvenient	No 1400 ex Malmesbury (2); no arrival in Cirencester for 0930 (1); no 1300 ex Cirencester (4); no arrival in Cirencester for 1100 (1); buses too late in both directions (1); long gap returning from Cirencester 1400 - 1700 (6); no bus from Cirencester for 1730 work finish (1); needs early bus Oaksey to Malmesbury to connect to Chippenham for hospital (1); 0917 arr Malmesbury does not connect with bus to Chippenham / Swindon, and could not use bus pass on earlier buses (3); poor connections with 31 to Swindon (2); loss of connection with 0955 ser 92 from Hullavington for shopping in Cirencester, and poor connection with 0920 (3); 1200 ex Cirencester too late, gives too long in town , 1 hour is long enough as now (12); 1 hour is long enough in Malmesbury (6); earliest bus Hankerton - Cirencester at 1117 so too late to connect for day in Cheltenham, and too long to shop in Cirencester (2); prefer present times (7); no afternoon return Msby - S Keynes, suggests divert 1600 (1).	8 from Malmesbury, 40 from the villages, 2 from Hullavington, 1 from Chippenham	Proposals provide a range of opportunities for travel to and from both Cirencester and Malmesbury. Unfortunately it is not possible to provide additional journeys or re-arrange the timetable without either incurring significant additional cost or inconveniencing other passengers.
Murcott - Cirencester	No bus until 1129.	1 from Crudwell	Retimed to 1120, but not possible to provide an additional journey without extra cost
No service to Minety	Proposals do not show the current diversion into Minety on some journeys.	2 from Minety	diversions to Minety will continue - unfortunately not made clear in the consultation timetable
Request for service to Kemble rail station	Divert some or all journeys via station at times to connect with trains; or request for a frequent service to connect with new improved train times, including evening return trains.	5 from Malmesbury, 5 from Crudwell	It is unfortunately not affordable at present to provide an attractive service to connect with trains, as well as continuing to meet the needs of the villages.
Access to Malmesbury Health Centre	If runs via Cowbridge, requests new bus stop at end of Swindon Road so can get off near Health centre.		Journeys running via Cowbridge will stop on Swindon Rd; one morning journey will also call at the Health Centre on request.

Service 95 - Brinkworth - Bremhill - Chippenham

<i>Issues identified</i>	<i>supporting evidence / additional comments</i>	<i>number of comments</i>	<i>response</i>
User survey (on bus)	6 passengers on bus; all wanted it to run on Mondays (keep fit class); 4 were flexible about other days, while 2 preferred Friday.		Proposed that service 95 will run on Monday, Tuesday and Thursday (on Fridays the same bus operates service 60 to Swindon).

Service 99, Kington St Michael - Chippenham and Monkton Park

<i>Issues identified</i>	<i>supporting evidence / additional comments</i>	<i>number of comments</i>	<i>response</i>
No afternoon service to Monkton Park	Monkton Park will be isolated in the afternoon (5); want 1400 return reinstated (5); want 1600 (or later) return reinstated (4); medical etc appointments would only be possible in morning (2); works part time and returns 1400 (1); many elderly residents who rely on bus, steep hill back from town (6); couldn't return from Bath hospital appointments (3); couldn't return from train connections (3).	19 from Monkton Park	Revised timetable has journeys from Monkton Park on weekdays at 0855, 0955, 1055, 1155, 1255 and 1355; returning from Chippenham at 0950, 1050, 1150, 1250 and 1350. The service will be operated by Faresaver as a part of the town bus service.
Timings of proposed morning journeys to Monkton Park not convenient	Need a shorter stay in town (4); would like earlier bus than 0938 for doctor early appointments (3) or work (1); wants 0906 and 1106 as now (3); proposed service is too restrictive(5).	17 from Monkton Park	
	Suggest include Monkton Park in town service 44, which waits 15 mins in Bus Station after every run.		
Monkton Park to Morrisons	would no longer be able to use bus for travel to Morrisons	1	Journey possible by changing bus in the town centre.

General comments and suggestions

<i>Issues identified</i>	<i>supporting evidence / additional comments</i>	<i>number of comments</i>	<i>response</i>
Use smaller buses to match numbers travelling			Size of buses that are specified in the operating contracts are determined by the load on the busiest journey - usually the morning school journey. Integrating services with statutory school transport requirements makes it affordable to run more services during the daytime. It is not usually economic to run a different, smaller vehicle during the daytime.
Stop issuing bus passes to under 65s			Bus operators are required by law to offer free travel to bus pass holders.
Would be more profitable if better advertised and marketed			Noted. Unfortunately the Council does not have the resources to carry out extensive local promotion, although we would be glad to support local communities who might wish to assist in promoting services in their area.