

Shropshire Bus Strategy 2017 - 2021 – Public Consultation

QUESTIONNAIRE

About the Strategy

Policy Objectives (reference page 2 of the strategy)

The Strategy includes four policy objectives and these can be summarised as:

1. Shropshire Council (SC) will encourage commercial bus services
2. SC will encourage subsidised bus services to become commercial and/or identify alternative funding streams where ever possible.
3. SC will continue to invest available revenue subsidy funding in those non-commercial routes that emerge as priorities.
4. SC will continue to promote and support existing voluntary Community Transport and Community Car schemes.

Q1. Do you support the above policy objectives?

Q1.	Yes or No
Yes	
No	

Please tick one box.

Bus service selection criteria (reference page 3 of the strategy)

Shropshire Council will only consider providing subsidy to routes and services in line with the below (summarised) subsidy criteria.

Q2. Do you agree with the list of subsidy criteria?

Tick the "agree" or "disagree" box for each of the 7 criteria in the below table.

Q3. Please rank the subsidy criteria in order of priority with 1 being the highest and 7 being the lowest.

Place the numbers 1 to 7 in the Rank column boxes in the below table.

No.	Subsidy Criteria - Shropshire Council will only consider providing subsidy to routes and services where the service:	Q2.		Q3.
		Agree	Disagree	Rank
1	Supports access to essential services (work, education, health and shopping) in the most cost effective and sustainable way.			
2	Provides the most cost effective transport solution as a whole for those groups entitled to transport under statute (including pupils and students)			
3	Is provided in line with developer obligations & funded by development.			
4	Can be provided through external funding streams and with no liability on the Council to continue if / when the funding expires.			
5	Has been identified as part of the Place Planning process and where after the lifetime of a three year subsidy contract, it has been identified as having the potential to become commercially viable.			
6	Meets the needs of vulnerable resident groups in accessing essential services that are not accessible in any other way.			
7	Can be provided within the Councils overall available revenue budgets following prioritisation.			

Prioritisation Framework (reference page 4 of the strategy)

The Framework gives a score to the route for individual benefits based its performance against three objective areas set out in the table below.

Q4. Do you agree with the three objective areas?

No.	Objective areas	Q4.	
		Agree	Disagree
1	Linking key residential and employment sites and providing access to a range of services and its potential to have a positive impact on air quality.		
2	Accessibility, including consideration of alternative travel options, the degree of rurality associated with the route and the potential interchanges on the route for further travel.		
3	Financial aspects of the route, including potential for alternative funding methods (e.g. pushing for commercial status), funding from new development, route extensions, increasing passenger usage.		

Tick the "agree" or "disagree" box for each of the 3 objectives.

Q5. When considering the types of destinations that a bus route provides access to, do you agree that some are more important than others?

Q5.	Yes or No
Yes	
No	

Please tick one box.

If you have answered **yes** above please rank the following in order or priority with 1 being the highest and 7 being the lowest.

No.	Types of destination	Q6. Rank
1	Employment	
2	Education / Training	
3	Health / Medical / Welfare	
4	Shopping (fresh food)	
5	Personal Fitness	
6	Personal Business	
7	Leisure (social / recreation)	

Place the numbers 1 to 7 in the "Rank" column boxes in the above table.

Q7. Do you agree that bus routes should be given a higher priority if:	Agree	Disagree
There are opportunities to link to other routes (bus and rail).		
There are no or few alternatives options to travel.		
They are currently used by a high number of older passengers.		
They serve rural areas outside of a market town or Shrewsbury.		

Tick the "agree" or "disagree" box for each of the 4 scenarios

Q8. Do you agree that bus routes should be given a higher priority if:	Agree	Disagree
There is a higher <u>potential</u> for them to be funded by alternative means.		
It is an extension of a commercial service.		
There is evidence that passenger numbers are growing.		

Tick the “agree” or “disagree” box for each of the 4 scenarios

Q9. Do you agree that bus routes should be given a higher priority if the amount of subsidy per passenger is lower?

Q9.	Yes or No
Yes	
No	

Please tick one box.

Q10. If you would like to comment on any of the above questions please do so in the space provided below and make reference to the question number.

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About you

Q11. How often do you use bus services in Shropshire?	Tick one box
Nearly every day	
About once a week	
About once a month	
Once or twice a year	
Never	

Q12. What journeys do you use the bus for? (Please select all that apply)	Tick all boxes that apply to you.
To get to shops or services	
To get to work, college or school	
To get to medical appointments	
For a day out	
For an evening out	
Other (please specify)	

Q13. Which bus services do you use most often? (Please list service numbers.)

Q13.	Service numbers
Services	

Q14. What sort of time do you normally travel?	Tick all boxes that apply to you.
Monday to Saturday peak times (0630 to 0930 and 1500 to 1830)	
Monday to Saturday daytime (0930 to 1500)	
Monday to Saturday evenings (1830 onwards)	

Q15. Your gender?

Q15.	Gender
Female	
Male	
Transgender	
Prefer not to say	

Please tick one box.

Q16. Your age group?

Q16.	Age Group
Under 16 years	
16 – 25 years	
26 – 59 years	
60 – 75 years	
Over 75 years	

Please tick one box.

Q17. Do you have a bus pass that entitles you to free bus travel?

Q17.	Yes or No
Yes	
No	

Please tick one box.

Q18. Please provide details of the organisation / business on whose behalf this questionnaire has been completed.

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