

**Written evidence submitted by the bus user group for Potters Bar and the city of St.Albans  
(BSB 01)**

Dear Sirs;

We are the Intalink registered bus user group for Potters Bar and the city of St.Albans.

You have asked for useful amendments to the Buses Bill. We have been doing this successfully since deregulation in 1986, and can think of several 'must haves' in the bill:

**First; there should be a duty upon each authority to publicly consult about bus network planning.**

We have a situation in St. Albans where we have over 16 buses an hour using Holywell Hill, a traffic bottleneck near the city centre. The result is pollution and congestion all day long, every day and 'no overall control'. We have 3 routes almost duplicating each other and hardly used, one funded by the DFT. Conversely we have NO service to Stansted airport despite being in the LTP for years, and no service to the council's brand new £5.5M leisure complex at Batchwood which is mad. However the nightclub run their own sponsored night bus but there is no day service for OAPs or youngsters to keep fit, despite this being an LTA national centre of tennis excellence.

**Franchising would aid better distribution of services and cross funding.**

Currently all services bunch in one or two areas, leaving parts of the city with little or no service at all. Estates of over 5,000 people get a service fit for a rural village, whilst South Mimms (700 people) gets 12 buses an hour? Franchising would even out these inequities, and avoid distorted service patterns. Some operators also depart from standard numbering or duplicate, causing confusion. Places like Potters Bar (23,500 pop) just outside London have seen 46% cuts in service since 2000, and that needs addressing whilst nearby Hatfield (50,000 pop) has seen an explosion in services. Vehicles also range in age over 20 years, but need to be modern to meet government emissions targets.

**Microbuses**

In France these have been very successful (see photos). Deregulation introduced the minibus, but large corporates have killed this off. These would be very successful, and should be funded like France via tourism and sponsorship budgets, and elsewhere. Allowance should be made to develop a left hand drive electric and hybrid versions for general UK use, to meet UK emissions targets by 2020.

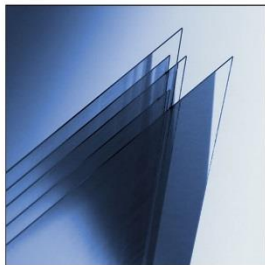


### All Over real time Advertising and LCD TV

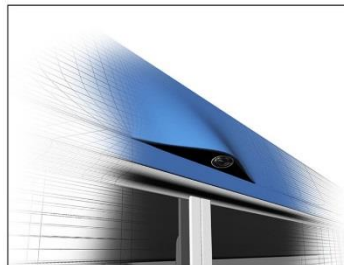
Rules should be relaxed to allow this in the UK (see photo). There may be issues about live TV and football distracting drivers though. Advertising could fund loss making services though?



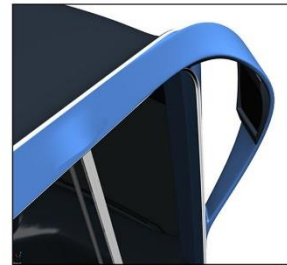
Transparent LCD screen allows to display all the route information as well as commercials.



LCD glass



camera



extended structure



### Wi-fi

The government want to roll out 4G broadband nationally. Bus Wifi may be a quicker way of doing this in rural areas like mid Beds?

### Schools

Many private schools use 10 seat Mercedes minibuses to run their own bus networks, with little or no PCV regulation. These should be opened up for public use, or better integrated, as this is a wasted resource and undermining public services. Major schools in Hertfordshire now run a network of over 100 routes funded through education!



*March 2017*