

5. Taxibus/Taxishare

<p>What is it?</p>	<p>Taxibus and Taxishare schemes are a cross between a bus service and a taxi service, designed to provide flexible public transport for more isolated communities that are not located along conventional bus routes.</p> <p>They usually provide timetabled services open to all but journeys are pre-booked and members need to be registered to use the scheme. The service is provided by Hackney carriage or Private Hire Vehicle (PHV) with a maximum capacity of up to 8 passengers per journey.</p> <p>The schemes are often linked to other public transport services, such as railway stations.</p>
<p>How does it operate?</p>	<p>Taxibus routes operate the same way as routes operated by full-sized buses, picking up and setting down at stops along a specified route according to a timetable. They stop at bus stops along the route and can also be on a 'hail and ride' basis and charge separate fares.</p> <p>Taxishare are sometimes timetabled services but do not need run to pre-defined routes and can therefore provide a door-to-door service.</p> <p>Journeys may need to be booked in advance, although return bookings and repeat block bookings can be made at the time of booking.</p> <p>Taxishare fares are fixed per journey and can be subsidised by the local organisation with the taxi operator retaining the fare and the local community organisation paying the net amount. Holders of concessionary bus passes can usually only use their passes on Taxibus services.</p> <p>Taxibus services must operate to the published timetable, whereas a Taxishare journey does not need to run if there are no pre-booked journeys, with the operator not charging for that journey.</p>

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Legal requirements	<p>Taxibus and Taxishare services can be procured directly by local communities contracting with a local operator.</p> <p>For a Taxibus scheme, the operator will need to apply for a licence so that they can run a taxi as a bus service and charge separate fares. As with any local bus service the Taxibus timetable must be registered with the Traffic Commissioner.</p> <p>Taxishare schemes do not need to be registered with the Traffic Commissioner but the service provider must be a licensed hackney carriage or private hire operator.</p>
Resources	<p>The local community will need to decide on the type of service it needs, including journey frequency, the local destinations that are going to be served, the likely demand for the service and therefore the fares income. It will then need to draw up a service specification, obtain prices and arrange a contract with an appropriate operator.</p> <p>The service will need someone to manage registrations, ongoing monitoring and publicity and make regular payments to the operator.</p>

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Case Study	<p>Billilinks</p> <p>BilliLinks is a Taxishare service providing demand-responsive transport through two timetabled and routed services for communities around the town of Billingham. The service is provided by West Sussex County Council and Horsham District Council through the Billingham Community Partnership.</p> <p>Billilinks serves the areas of Billingham, Barns Green, Broomers Corner, Brooks Green, Coolham, Coneyhurst, Dragons Green, Ifold, Ingrams Furze, Kirdford, Loxwood, Newpound Common, Plaistow, Roundstreet Common, Shipley and Whitehall.</p> <p>The Billilinks service is available to anyone in the catchment area (after registering as a member journeys must be pre-booked by 16:00 the day before travel) and provides access to shops, countryside attractions, leisure facilities, doctors, adult education, evenings out etc.</p> <p>Billilinks operates on Mondays, Wednesdays, Fridays and Saturdays with fare of £2 per single journey, reduced if the journey is shared.</p>
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