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# The South Hampshire Agreement

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Bus Partnership Agreement  
June 2010

In partnership



**Multi-Area Agreement: Partnership Agreement between TfSH and SHBOA**

Transport for South Hampshire

South Hampshire Bus Operators' Association

Signed by and duly authorised for and on behalf of:

Transport for South Hampshire:

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Cllr Mel Kendal  
Chairman of TfSH

Date: .....

South Hampshire Bus  
Operators' Association:

.....  
Andrew Dyer  
Acting Chair, SHBOA

Date: .....

## **AMBITION**

Achieve modal shift in favour of the bus to support the South Hampshire growth agenda by raising the profile and creating a legible bus network that improves the overall quality of bus service provision.

## **PRINCIPLES**

### **The parties to the Agreement:**

- Will work together to deliver at least 5% growth in bus use per annum, averaged across the network, subject to annual review and in line with LTP3 implementation time scales. Key inter-urban and city corridors will be targeted to deliver the modal shift required to achieve the growth targets for the sub region;
- Will ensure that the South Hampshire growth agenda is delivered through voluntary partnership working by passenger transport providers, local highway authorities and TfSH;
- Recognise that the role of the constituent local authorities is to (i) help to create conditions in which growth of commercial public transport and modal shift can occur through facilitating the development of the bus network and proactively targeting behavioural change and (ii) preserve the highest possible level of access to public transport;
- Recognise that punctuality and reliability of bus services that allow flexibility in the setting of targets to reflect variable daily traffic conditions, as well as the fastest possible journey times, are absolute necessities in the provision of a high quality public transport service;
- Recognise the importance of competition in the provision of public transport to secure best value service provision for contracted services and the users which can be sustained;
- Realise the benefits of investment into innovative technology such as multi-modal Smartcard systems and other emerging technologies to create quality and seamless journey opportunities which will be offered to users at a price and quality which encourages growth in patronage on commercial networks;
- Recognise that Delivering a Sustainable Transport System (DaSTS) and any successors has a role to play by (i) delivering reliable and efficient transport networks and (ii) reducing transport emissions with the desired outcome of tackling climate change and (iii) contribute to better safety, security and health by reducing risk and injury from transport and by promoting travel modes that are beneficial to health.

## **ACTIONS**

### **All parties:**

- Will meet at least quarterly to drive forward transport projects relating to TfSH outcomes and the relevant policies of the Local Transport Plan. This will be based around an agenda of information exchange and comparison of strategic issues and all parties will work together and consult where appropriate to formulate capital investment plans;
- Will establish a joint working group to manage the provision of a high level of all-operator, legible user information which will form part of the Performance Indicators for TfSH;
- Will work together to optimise the use of Intelligent Transport Systems to benefit bus use including the application of existing and new UTC and other signal systems, smart priorities, Real Time Passenger Information, to fully allow the benefit for Smart ticketing and web-based/mobile applications. In particular, facilitating bus priority in agreed strategic locations to reduce journey times and improve journey time reliability will be a priority;
- Commit through the Data Sharing Agreement to share relevant information to assist in the development of strategic policy which is commercially confidential subject to competition issues;
- Continue to work together on Punctuality Improvement Partnership's development and implementation;
- Agree targets and necessary actions for improvements in bus punctuality across South Hampshire and publish targets;
- Devise and pursue joint information, network protocols and work programmes which can be individual and consistent and will result in legible publicity and promotion of the public transport offer;
- Continue to work together to deliver improved public transport and create the opportunity for such partnerships to develop.

### **SHBOA and its individual members:**

- Will seek to devise a methodology and will commit to locally invest an element of the proceeds of success into the networks with the objective of achieving a growing modal shift to bus on the network;
- Commit to invest management time into the partnership relationship and development of joint working;

- Will fully develop suitable initiatives that build on the work to develop the Solent Travelcard with the aim of developing a multi-modal (bus, rail, ferry) Smartcard of choice throughout South Hampshire;
- Will implement service changes on only four pre-agreed dates per annum (where the Local Authorities have jurisdiction) unless there is a need for short notice changes in exceptional circumstances including changes in the commercial bus market.

**TfSH and the three LTAs:**

- Will ensure that they lead, with stated policies and plans for investment and implementation that encourage greater use of public transport as a viable alternative to the private motor vehicle;
- Will demonstrate clear leadership by committing to the introduction of multi-modal workplace staff travelcards with other major businesses and employers across the South Hampshire Local Authorities by no later than December 2015, accompanied by a radical change in staff car-parking arrangements. This will form the basis for a reinvigorated campaign on Workplace Travel Planning;
- Will make available the officer resource to fully manage this partnership and necessary delivery for the workstreams it generates;
- Will prioritise and develop clear options to manage highway conditions in favour of buses where at all possible (e.g. through the development of a wider BRT network, introduction of priority lanes, bus gates, virtual bus lanes, rephasing of signals and bus priority through UTMC, red routes and proper enforcement of bus stops / bus stop clearways and other parking / loading restrictions on key bus corridors).