

The Bus Services Bill: An Overview

Solent Transport Joint Committee
29th June 2016

Andrew Wilson
Solent Transport Manager



Outline of Presentation

- Background & Local Context
- Aims of the Bill
- Content of the Bill
- Conclusions & What Next?



Background - Nationally

- Long term decline in bus passenger numbers outside London
- Difficult relationships in some Metropolitan areas
- Partnership working is variable
- Declining local authority bus subsidy budgets
- Devolution



Background - Solent

- Evidence of competition, particularly in the two cities
- Increased frequencies on main corridors
- Unprecedented recent investment in vehicles
- Passenger numbers growing, **but...**
- Reduced non-commercial network
- Shrinking public sector bus budgets
- Solent geography creates difficulties for buses



Partnerships - Solent

- Public/private sector partnership working has delivered:
- Quality Bus Partnerships
- Better Bus Area Fund
 - Free wi-fi
 - Next Stop announcements
- Local Sustainable Transport Fund
 - Ticketing – Solent Go
- Bus Rapid Transit
- Real Time Information
- Vehicle investment
- Multiple Awards



Comparative Bus Use in England

Journeys per head of population in 14/15

Top five areas – DfT figures

- Brighton & Hove 158
- Nottingham 153
- Reading 119
- Tyne & Wear 107
- West Midlands 98

- National average 50
- Solent* 45



*source: Aecom

Aims of the Bill - DfT

- Unlock opportunities and create economic growth
- Enable choice for local areas
 - devolution
- Enable an innovative commercial bus sector
- Improve services for passengers
- Tackle air quality problems
- Grow passenger numbers



Bus services Bill - Content

- Advanced Quality Partnerships
 - Strengthens existing voluntary partnerships
- Enhanced Quality Partnerships
 - Specified geographical area, or particular services
 - Can set standards for frequencies, timetables, vehicles
 - Ticketing (but not pricing), RTI
 - Market remains commercial
 - Requires majority support from operators
 - Local authority can take on bus service registration powers



Franchising Option

- Generally follows the London model
 - Open to Mayoral Combined Authorities
 - Open to other areas on case by case basis
 - Covers a defined geographical area or specific services
 - Additional services can operate under permit system
- Process
 - Mayor produces Business Case for franchising
 - Public consultation then approval
 - Tender process starts



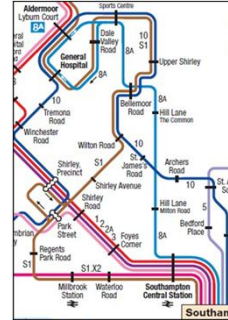
Franchising & London

- Growth in passengers of 31% since 2004/5
- Outside London, growth of 2%. Why?
 - Franchising?
 - Subsidy?
 - Transport for London Policy?
 - Ticketing?
 - Information provision?
 - Congestion?
 - Cost of driving/parking?



Information for Passengers

- DfT – Accurate information at passengers' fingertips - everywhere
- Real Time Information
- Fares Information
- Payment methods
- Operators will be obliged to provide open data on:
 - Vehicle location
 - Fares
 - Timetables
 - Punctuality



Paying for Travel

- Industry has committed to contactless payments by 2022
- 90% of buses outside London are Smart-enabled.....but vast majority of passengers still pay by cash
- Bill enables various ticketing measures to be implemented, depending on local arrangements



Conclusions

- National & Local Context
- DfT - Bus Services Bill is 'enabling legislation' for use by local areas
- What Next?
 - Bill progressing through Parliament
 - Royal assent expected early 2017
 - April 2017 - Mayors can use franchising powers
 - Enhanced Partnership plans can start
 - 2018/19 franchised services could start
- Locally - Need to start thinking now



Conclusions

- Is the key question - Low passenger numbers?
- Can Enhanced Partnerships deliver?
- Is franchising the right answer for the Solent?
 - What will it cost?
 - What are the required accompanying measures?
- Local Transport Policies
 - Solent Rapid Transit
 - Solent Metro
 - Air Quality – Clean Air Zones
 - Car Parking Policies
 - Bus priority

Route	Destination	Stand	Time
41	Southampton	Stand A	8:11
W1	Southampton	Stand D	16:15
33	Woodley	Stand B	16:15
66	Winchester	Stand B	16:35
5	Shootash	Stand A	42:11
4	Southampton	Stand A	42:11
W1	Southampton	Stand D	16:46
66	Winchester	Stand B	17:10
4	Southampton	Stand A	73:11
5	Eastleigh	Stand A	17:15
4	Southampton	Stand A	17:40
W1	Southampton	Stand D	17:50



SHBOA
South Hampshire Bus
Operators' Association

