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Welcome and Protocols


Welcome


Thank you for taking the time to attend this stakeholder engagement session.

Ahead of the session please can we highlight the following:

- > Please can everyone remain on mute and with cameras off during the presentation, this helps those that may not have a strong connection;
- > The aim of the session is to inform you about Bus Back Better;
- > We are happy to take immediate clarification questions and reactions once this presentation has finished;
- > To raise a question or comment please use the 'raise hand' symbol in the toolbar at the top of the screen;
- > As there are a large number of attendees, we would encourage you to listen to the presentation and then consider your formal / detailed feedback after the session is over and submit this to us using the feedback form that we will send out to you; and,
- > This will not be the only opportunity for you to provide feedback.







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Welcome

We propose to record the session in order to capture any initial feedback and also to enable this link to be provided to those who were unable to attend.

If you do not wish to be recorded please let us know now and you can opt out of the presentation. We can then send you the recording and the feedback form to enable you to still take part.

Any comments or feedback that is recorded will be presented in an anonymised form in any reporting.

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What is the National Bus Strategy

On Monday 15 March 2021 Government launched Bus Back Better, a new national bus strategy for England outside London.

It aims to rejuvenate local bus services, making them:

- > Attractive for passengers
- > More affordable
- > Easier to understand and use
- > Faster and more reliable
- > Greener

It acknowledges the decades-long decline in bus patronage nationally – and points to towns and cities which have bucked the trend, increasing passenger numbers with coordinated services and investment.



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National Bus Strategy

Enhanced Partnership or Franchising

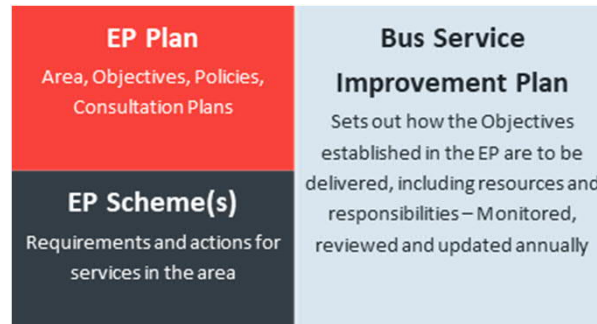
- > Bus Back Better is the most significant change for local bus services in England (outside London) since deregulation in 1986.
- > Much greater emphasis will now be placed on partnership working, where LTAs and bus operators form Statutory Partnerships to define bus networks, service levels, and fares strategies.
- > The government expects all LTAs to develop Bus Service Improvement Plans (BSIPs) and set up either:
 - Enhanced Partnerships (EPs), or,
 - A fully franchised network alongside an EP.

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Enhanced Partnership or Franchising



- > Following the EP, all LTAs are required to produce a Bus Service Improvement Plan (BSIP).
- > The purpose of the BSIP is to set out how the LTA will use the EP Plan and Scheme to deliver their vision and objectives.
- > The BSIP must be reflected in your Local Transport Plan.




Somerset County Council's Approach


- > Somerset County Council has reviewed in detail the options available to the authority through the National Bus Strategy.
- > The Council has also discussed the Strategy informally with local bus operators.
- > Our chosen approach is an Enhanced Partnership (EP)
- > Based on our chosen approach the timescales are:

Stage / Activity	Deadline
Formal / Public notification of EP approach	End of June 2021
Submission of BSIP to DfT / Publish BSIP	End of October 2021
Introduce our EP (legally enforceable)	Start of April 2022



Enhanced Partnership





Partnership
The BSIP process requires joint working between LTAs and bus operators

Timescales
The DfT has set challenging timescales for us to meet

Work Programme
Work starts now on our BSIP document.

Key Focus Areas
The BSIP will have five key focus areas that the network will address


Delivering the BSIP
We want to work with all stakeholders to deliver the BSIP together.

Local Authority Obligations

The BSIP will take action on five key focus areas:

- > networks and services
- > fares
- > ticketing
- > passenger facilities
- > bus priority measures


These will form part of our BSIP and will be delivered in close partnership with local bus operators and all our identified stakeholders.



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Enhanced Partnership



Ownership and Responsibilities

> The ownership and responsibility for each area in the BSIP based on our chosen EP approach is shown:

BSIP Activity / Function	Ownership / Responsibility
Network design (routes)	Operators and LTA together
Service specification (frequencies, service hours)	Operators and LTA together
Vehicle specification (emissions, accessibility etc)	Operators and LTA together
Fares policy	<ul style="list-style-type: none"> ▪ Operators and LTA can set common ticket rules and fare zones. ▪ Multi-operator ticketing can be set up. ▪ Operators must set own single fares.
Revenue risk	Operators (likely)
Service registration	Traffic Commissioner or LTA



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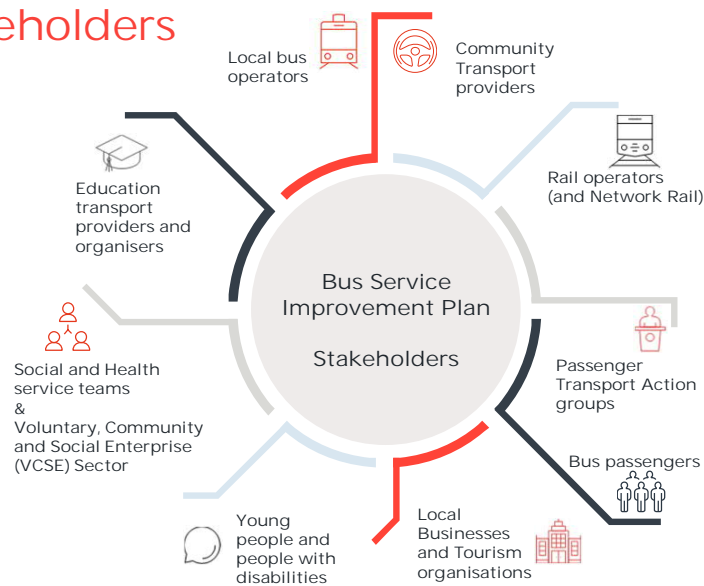
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Creating the BSIP

- > The BSIP is the largest area of work required through the process.
- > The DfT require each BSIP to be ambitious in it's aims, objectives and targets.
- > BSIPs should build on existing success stories and challenge the limits of local authorities and operators alike.
- > Each BSIP has three critical sections:
 - Examination of the current state network
 - Creation of a future state network
 - Targets and deliverables for joint achievement
- > The BSIP guidance produced by the DfT details a number of key areas where improvements and joint working are required by all stakeholders.



Stakeholders



Engagement Timeline

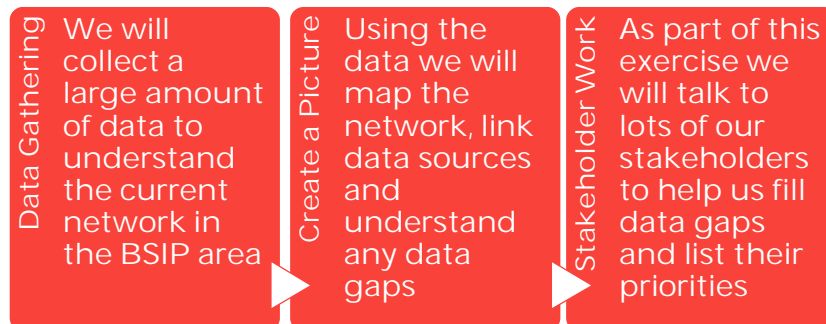
- > It is proposed that the stakeholder engagement process will have three formal stages.
- > These will be supplemented by additional stakeholder group discussions between stages as required.

Stage / Activity	Timescale
Stage 1 - briefing on the process and timescales, inviting initial feedback and thoughts on priorities (both in the session and afterwards).	Current / by early July 2021
Stage 2 - to present the emerging BSIP priorities and overall 'shape' – this is a formal engagement session.	Early / Mid August 2021
Stage 3 - to present on the final BSIP before submission, focusing on fine tuning and sign-up.	End September 2021



Stage 1 - BSIP network baseline

- > The first stage of our work will be to understand the current state network.



- > Completing these steps as early as possible will allow us more time to develop ambitious and challenging future state plans that we can all agree on.

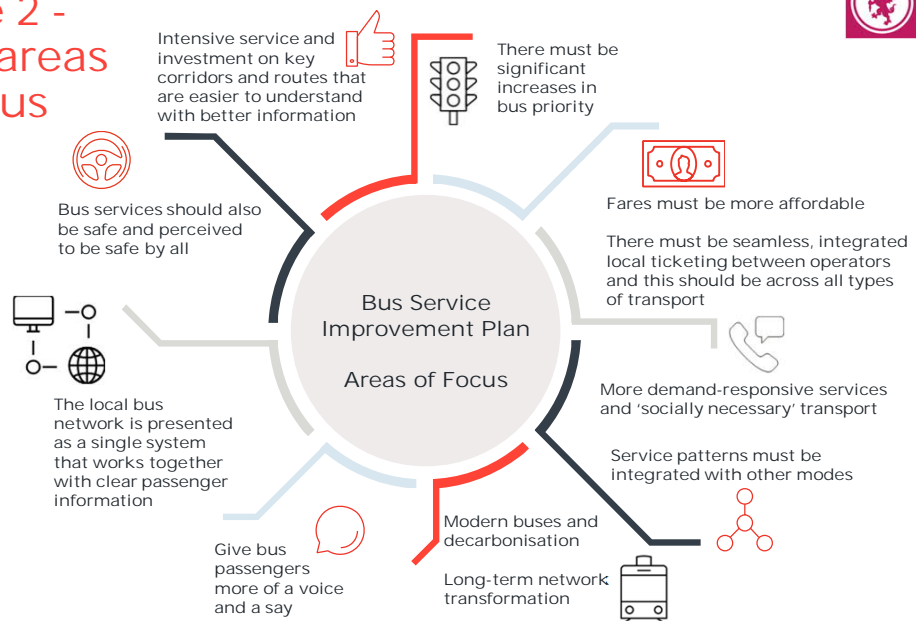


BSIP - Qualifying local bus services

- > The BSIP and future EP covers all local bus services in the designated BSIP area as follows:
 - registered local bus services; and,
 - services with at least one stop in the area.
- > The future EP is, however, likely to exclude services that are:
 - subsidised bus services operating on a gross cost basis;
 - community bus services (Transport Act 1985 s22);
 - registered with 10% or less of their total distance as a local bus service (e.g. express coach services); and,
 - excursion/tour services.
- > However, to ensure a holistic approach it is sensible to include at least the first three (above) in the BSIP and EP.



Stage 2 - BSIP areas of focus



BSIP - realistic ambition

- > The DfT are looking for ambitious BSIPs.
- > However, it is unlikely that in each case the bus network will need to be completely re-cast.
- > Instead we would like to work with you to focus on:
 - Expanding current areas of best practice and excellence
 - Mirror exemplar approaches from elsewhere in the UK
 - Realise quick and simple wins that may just require brokered dialogue to create the small 'nudge' needed
 - Viewing the network from a user perspective - gathering behavioural insight to understand modal shift motivation
 - Detailed short-term schemes and outline long-term schemes

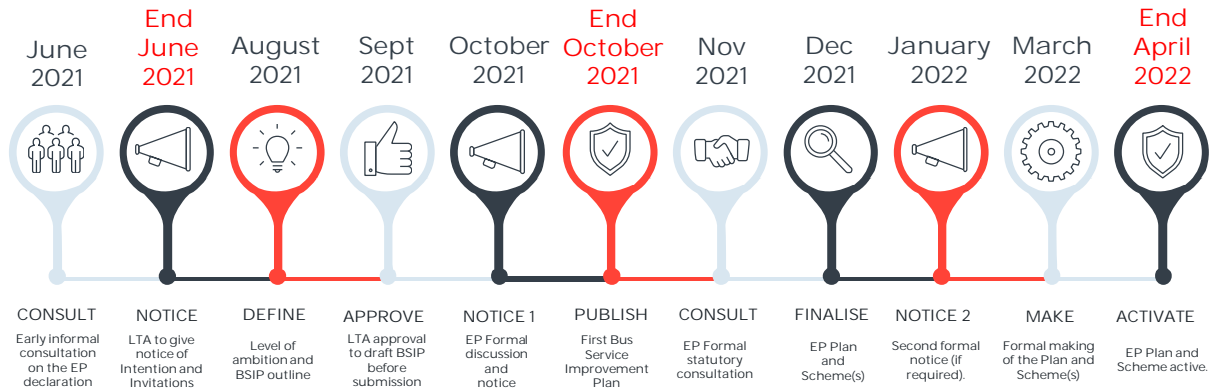


Stage 3 - The EP agreement

- > This is the final stage of realising the National Bus Strategy across England – commences on 1st April 2022.
- > The EP is the legally binding agreement that is put in place following the BSIP submission and approval by the DfT.
- > The EP will ensure the BSIP is delivered in reality and provides mechanisms for the authority and bus operator regarding performance and adherence.
- > We will work with all local bus operators on the EP document, and introduce the process to develop this in more detail later in 2021.



EP and BSIP Timeline – a recap



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Future Processes

Next Steps

- > This is the first of many discussions that we will have.
- > At this stage we are undertaking informal dialogue to help you understand the process and challenges ahead.
- > From this meeting we would like you to think about any ideas you would like to see included in the BSIP.
- > Please make these ideas as ambitious and challenging as possible at this stage – in the following formal dialogue sessions with you we can then fine tune ideas with you.
- > To help us collate ideas consistently please respond using the template form(s) we will send to you.

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Further Contact

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Thank you for your time

Your contact is

Transport@somerset.gov.uk



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