

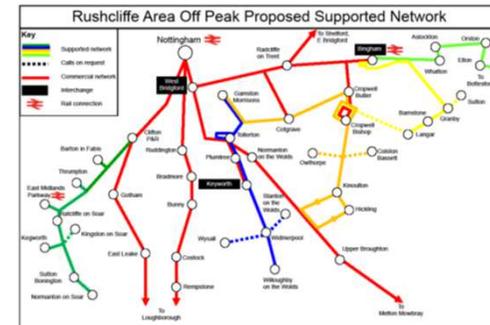


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National Bus Strategy 30.09.21

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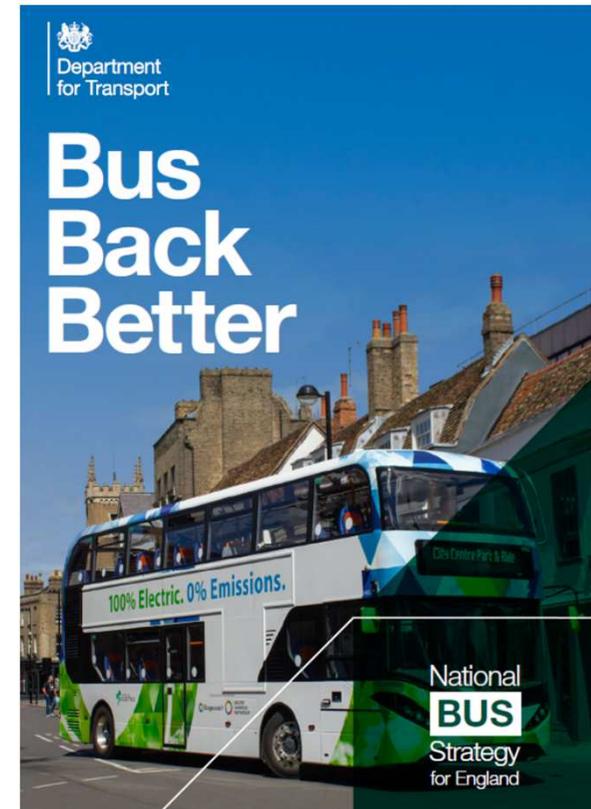
Government statements

- The fragmented, fully-commercialised market, which has operated outside London since 1986, will end”
- ‘Just as we already have in the capital, we want main road services in cities and towns to run so often that you don’t need a timetable. We want better services in the evenings and weekends, to reflect people’s 24-hour lives and to provide safe, reliable transport for key workers. In places unserved or barely served by conventional buses, such as rural villages and out-of-town business parks, we want more demand responsive services with smaller vehicles.

Boris Johnson MP, 15 March 2021

- The quality of bus service you receive shouldn’t be dependent on where you live. We will provide unprecedented funding, but we need councils to work closely with operators and the government, to develop the services of the future”

Grant Shapps MP, 15 March 2021



Key checkpoints

- £300m nationally for recovery phase in 21/22, mostly to support services which are recovering from pandemic, but no detail on how this money is apportioned or how it can be used . This support is only available to LTA's and operators who sign up to delivering an Enhanced Partnership (EP) or franchising) by 1 July. Enhanced Partnerships would then start in April 22
- Further funding for infrastructure and services will be available from 22/23, but amounts for LTA's and Operators will be based on quality of a Bus Service Improvement Plan (BSIP), which will need to be developed jointly with Operators and submitted at the end of October - and progress with an EP or Franchising. These BSIP and there ambition will determine how the £3bn is to be allocated from 22/23.
- £25m available to increase LTA capacity to deliver BSIP and EP's.
- **Important to note** that there is going to be a number of follow up Guidance from the DfT which will clarify what is required over the coming months

Govt expectations of LTA's and operators

1. More ambitious bus priority. More Traffic Management duties and powers .
2. Expect to see bus lanes on all roads where frequent bus service, congestion and physical space available.
3. Any new transport scheme must consider bus service implications from the outset, including highway schemes and active travel.
4. Development of bus networks should include how to address under and over provision. High quality turn up and go corridors, which are faster and more reliable, with feeder services into them to be the norm. See a big role for Demand Response Transport as part of transport mix **(NCC successful in Bid)**
5. Much better integration between modes expected.
6. Local network branding should reflect the communities served and not individual operators
7. Deliver 4,000 zero emission buses.
8. New guidance to be issued on the meaning and role of socially necessary services, expanding categories to include 'economically necessary' for the first time to address access to employment . May change role of LTA's duties.
8. More bus routes should serve railway stations and integrate with cycling and walking routes and networks
9. Cheaper fares, and through fares for bus – tram – rail expected. Alongside, Simpler fare structures with flat fares. Multi-operator fares should be available with little or no premium. Big on contactless and day, week capping. Cash to remain.
10. Improved integrated information at stop and via other information channels
11. Passenger Charters to be put in place.
12. To work cross boundary where appropriate to do so.

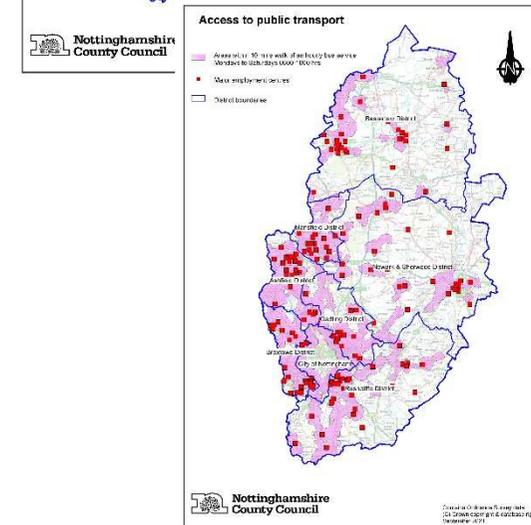
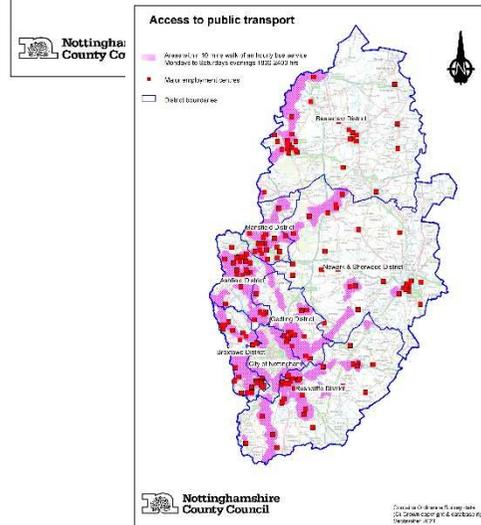
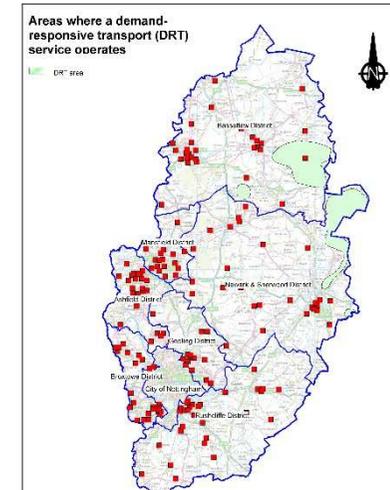
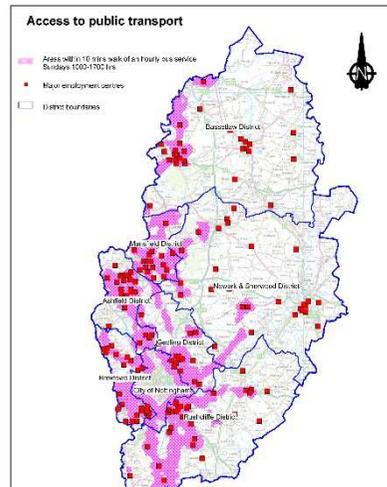
Next Steps

Important milestones

1. T & E Committee Report approved EP Notice of Intent to be published for the end of June 2021
2. Develop Bus Service Improvement Plan (October 2021)and EP Plans and Schemes (April 2022) .

BSIP and EP

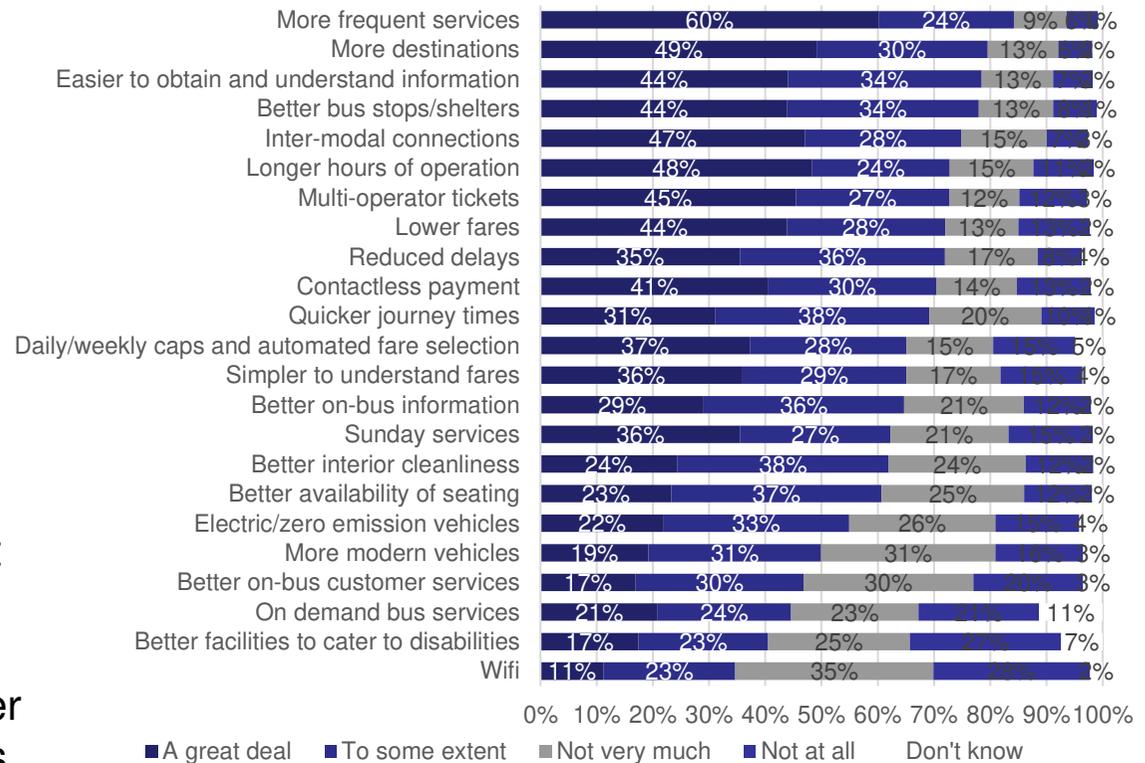
1. NBS Partnership Board and Forums including Districts/Borough ; Planning and Place
2. Gap analysis : share intelligence to help us understand where gaps are and congestion issues.



Next Steps

3. Customer and stakeholder survey to understand priorities.

- 3500k people have responded which is split between the County and Nottingham conurbation BSIP 50/50
- 84% have access to a car with 55% working and 32% retired.
- 14% of bus users expect bus use to reduce and 22% expected work patterns to change.
- Improvement priorities: A great deal and to some extent: 84% would like to see more frequent services ,78% easier to understand information, 78% better bus stops, 72 - 82% lower fares and Multi- operator tickets, 69% better journey times .



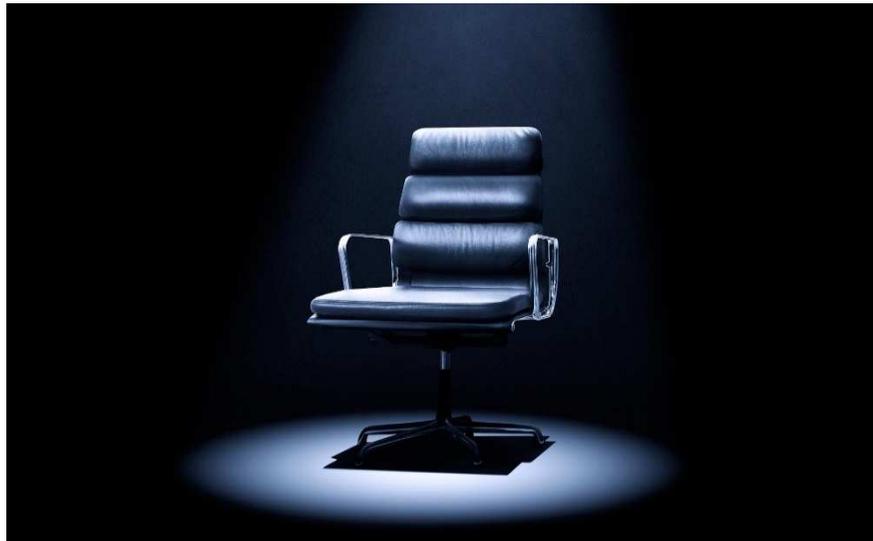
Next Steps

4. Develop EP schemes and bids to secure funding to deliver Bus Service Improvement Plan and help meet targets : improved bus reliability , increased patronage , increase passenger satisfaction. There is NO indication of funding yet so prioritising improvements with Operators.

5. Scheme still being developed and costed for Member sign off and public consultation on improvements will be later in the year .

6. Schemes include maintaining bus services , improving bus services (employment , evening and Sundays) incl. DRT , Infrastructure (shelters ,real time, bus priority to tackle hotspots), Ticketing (Through ticketing, MOT, simplification) and information (web, at stop incl. RT)

Questions and AOB



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Nottinghamshire
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