

Report subject	Bus Service Improvement Plan (BSIP) Implementation
Meeting date	7 September 2022
Status	Public Report
Executive summary	<p>BCP Council has been successful in having an indicative grant award of £8.9m from the Department for Transport (DfT) to deliver it's Bus Service Improvement Plan (BSIP) over the next 3 years.</p> <p>The purpose of this paper is to seek Council approval to accept and invest the grant.</p>
Recommendations	<p>That Cabinet agrees and recommends to Council that it</p> <p>(a) Subject to confirmation of an award, accepts the £8.9m Bus Service Improvement Plan funding for the period 2022/3 to 2024/5 from the Department for Transport</p> <p>(b) Delegates delivery of the Bus Service Improvement Plan (BSIP) to the Service Director for Transport and Engineering in consultation with the Portfolio Holder for Sustainability and Transport</p>
Reason for recommendations	<p>(a) The Department for Transport (DfT) has indicated to the Council that it will very likely receive confirmation of the indicative award in Autumn 2022, therefore, approval is being sought to expedite investment of the funding so that the benefits can be realised sooner.</p> <p>(b) The investment of the BSIP funding is aligned with the Council's Corporate Strategy and the Climate and Ecological Emergency Action Plan.</p>
Portfolio Holder(s):	Councillor Mike Greene, Cabinet Member for Sustainability and Transport
Corporate Director	Jess Gibbons, Chief Operations Officer
Report Authors	<p>John McVey, Sustainable Transport Policy Manager</p> <p>Richard Pincroft, Head of Transportation including Sustainable Travel</p> <p>Julian McLaughlin, Service Director for Transport and Engineering</p>

Wards	Council-wide
Classification	For Decision

Background

1. In accordance with 'Bus Back Better, a National Bus Strategy for England', on 30 June 2021 BCP Council committed to forming an Enhanced Partnership with the local bus operators and to jointly develop a Bus Service Improvement Plan (BSIP). To comply with DfT requirements, the [BSIP](#) was submitted by 31 October 2021, together with a funding request template to cover the period to 31 March 2025.
2. The original timescale set out by DfT required the Enhanced Partnership (EP) Plan and EP Scheme to be formed by the end of April 2022. The EP Plan has similar content to the BSIP and the EP Scheme sets out in detail what 'facilities' and 'measures' are to be delivered with the available funding to support buses and bus passengers.
3. At its meeting on 9 February 2022, Cabinet resolved to delegate authority to the Director of Transport and Engineering in consultation with the Portfolio Holder for Sustainability and Transport to form the Enhanced Partnership.
4. In a letter dated 4 April 2022, DfT amended the submission date for the EP Plan and EP Scheme. A **draft** EP document was now to be submitted by 30 June 2022. The letter also stated that BCP Council had been awarded an indicative funding allocation up to **£8,858,430** (of which £6,104,639 is capital and £2,753,791 is revenue) to commence delivery of the BSIP. This covers the period from 2022/23 to 2024/25.
5. DfT is reviewing the draft EP Plan and Scheme documentation. It is possible that changes or additions may be requested before it confirms the funding allocation. Provided there is no significant variation in the funding award, the delivery programme will be adjusted under delegated authority by the Service Director for Transport and Engineering, in consultation with the Portfolio Holder for Sustainability and Transport. The funding issue will be dependent on the Enhanced Partnership being formed. It will be necessary to consult with the bus operators on the updated draft documentation. A short consultation with other stakeholders will also be required before the EP can finally be 'made'.
6. Since the publication of the BSIP and the drafting of the EP Plan and Scheme documentation, Bournemouth Transport went into Administration and subsequently ceased trading on the evening of 4 August 2022. Officers have worked closely with the bus operators to protect the bus network. Much of the commercial bus route network was quickly covered by Go South Coast T/A Morebus from Saturday 6 August. Tendered services are being operated on a temporary basis by Morebus and Eastleigh-based Xelabus, T/A Yellow Coaches.
7. The collapse of Bournemouth Transport is not expected to have a significant impact on the Enhanced Partnership and the delivery of the BSIP.

Proposed EP Scheme Facilities and Measures

8. DfT expect that the vast majority of the allocation is spent on bus priority, ambitious and attractive initiatives to reduce and simplify fares, and increased service frequencies and new or expanded routes.
9. In light of this, the draft EP Scheme proposes the following schemes and measures:
 - a) Six bus priority routes across Poole, Bournemouth and Christchurch. Improvements will be introduced to speed up buses, making them more attractive to use and reducing the cost of operation. Passenger facilities including shelters, raised boarding kerbs and RTPI displays will also be provided.
 - b) Providing bus priority at a further 23 signalised junctions. Buses and bus passengers already benefit from priority at 42 signalised junctions. This will be increased to 65.
 - c) Additional bus shelters.
 - d) Additional Real Time Passenger Information (RTPI) displays.
 - e) Poole Bus Station RTPI totems incorporating CCTV live-streamed to the council's Control Room to support passenger security.
 - f) Provide Mobility as a Service (MaaS) app to deliver multi-modal journey planning and single payment options. To include major bus operators; South Western Railway and Beryl bikeshare.
 - g) Targeted fares promotions to include route-specific offers with reduced fares plus other discounted travel events (e.g. pre-Christmas).
 - h) Multi operator daily capping as part of existing development 'Project Coral'
 - i) Increased frequencies/journeys on specific routes.
 - j) Increase the frequency of existing services so that they can run at reduced headway (e.g., hourly to every 30 minutes or half-hourly to every 20 minutes) to deliver effective passenger growth.
 - k) Across all services a daily capped fare will apply over a full day.
10. The implementation of these schemes would be in accordance with council Standing Orders and would be subject to the usual engagement and consultation where appropriate.
11. In addition, the EP Scheme includes a number of obligations on the Local Authority, for example, maintaining the existing bus priority, bus shelters and RTPI displays; managing roadworks; bus lane enforcement; multi-operator ticketing; integration with other modes; involving bus passengers; and supporting bus operators to recover following the C-19 pandemic.
12. Obligations on the bus operators include operating services in accordance with the published schedules and Traffic Commissioner requirements; standardised service change dates; driver training; referencing other operators' services in publicity material; ensuring multiple routes don't have the same number; continuing to offer child discounts without funding; minimum vehicle standards and vehicle investment; provision of data to the local authority; and, discuss proposed service changes with the council prior to implementation.
13. There are also joint obligations, for example, to introduce a Passenger Charter.

Options Appraisal

14. There are two possible options for Members to consider:
- a) Accept the £8.9m BSIP funding and implement the facilities and measures set out in the EP Scheme. This will help attract more passengers to bus services and make service operation more viable for the bus companies which in turn will reduce traffic congestion, improve air quality and contribute to the council's carbon reduction targets (**Recommended**).
 - b) Decline the funding and have a much reduced opportunity to support buses and bus passengers. This will not find favour with the DfT and is likely to result in no further BSIP funding being offered (**Not Recommended**).

Summary of financial implications

15. The Council has been awarded an indicative funding allocation up to £8,858,430 (of which £6,104,639 is capital and £2,753,791 is revenue) to commence delivery of the BSIP. This covers the period from 2022/23 to 2024/25. An additional Local Transport Plan contribution of £2,031,667 will be allocated to support the capital elements of this programme over the three year period (Yr1 - £265,415, Yr2 - £905,001, Yr3 - £861,251).
16. A Bus Capacity Work revenue grant of £277,498 was paid in 2021/22 to support this work. It is understood that further capacity grants will be made available.
17. Where applicable the cost of additional support from Corporate Services will be recharged to the programme. For example, financial monitoring, procurement, communications.

Summary of legal implications

18. Enhanced Partnerships are statutory arrangements created by the Bus Services Act 2017. All parties have a stronger commitment to joint working than the voluntary Quality Bus Partnership arrangement previously in place.










Summary of human resources implications

19. BCP Council is fortunate that it has the appropriate expertise to work in partnership with the bus operators and deliver the BSIP improvements. Job descriptions developed through the Smarter Structures programme reflect this developing area of activity. It is likely that some support from external specialist consultants will be required.
20. The programme will need supporting by some Corporate Services as referred to in section 15 (see above).


Summary of sustainability impact

21. A Decision Impact Assessment DIA Proposal ID 436 has been created for this decision.

Impact Summary

Climate Change & Energy	Green - Only positive impacts identified	
Communities & Culture	Green - Only positive impacts identified	
Waste & Resource Use	Green - Only positive impacts identified	
Economy	Green - Only positive impacts identified	
Health & Wellbeing	Green - Only positive impacts identified	
Learning & Skills	Green - Only positive impacts identified	
Natural Environment	Green - Only positive impacts identified	
Sustainable Procurement	Green - Only positive impacts identified	
Transport & Accessibility	Green - Only positive impacts identified	

Answers provided indicate that the score for the carbon footprint of the proposal is: **2**

Answers provided indicate that the carbon footprint of the proposal is:	Low	
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Summary of public health implications

22. Urban traffic speeds are falling by on average 2% every year, causing NO_x emissions to rise. Diesel cars are the single biggest contributor to NO_x levels, responsible for 41% of all NO_x emissions from road transport. Buses are amongst the cleanest vehicles on our roads with many now achieving Euro VI emissions

standards. Improving local bus services contributes to the BCP Council priority of developing an eco-friendly and active transport network with positive implications for public health.

Summary of equality implications

23. An updated Equalities Impact Assessment was considered by the EIA Panel on 11 August 2022. This received an overall rating of **Green – good to go/approved, providing sufficient evidence the public sector equality duty has been met.**

Summary of risk assessment

24. None identified.

Background papers

1. [Bus Back Better - A National Bus Strategy for England](#)
2. [Draft EP Plan and EP Scheme](#)

Appendices

There are no appendices to this report.