

## Leeds Scrutiny Inquiry: Bus Services

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### Leeds Scrutiny Inquiry – Bus Services

#### **Purpose of today's session:**

- To provide an update around the Bus Services Act
- An update on Bus18

#### **Appendix includes:**

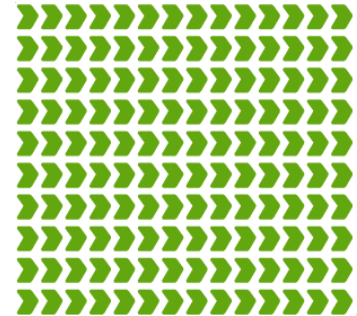
- Latest passenger forecasts

## Bus Services Act

- Bus Services Act enacted in May 2017
- Expands range of powers available to mayors and local transport authorities to improve local bus services
- Options include franchising or partnership working
- Guidance was issued in November 2017 on the use of the powers within the Act

Department for Transport

The Bus Services Act 2017  
New powers and opportunities



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## West Yorkshire Bus Strategy: Policies



- Consistent and excellent customer service
- Modern, coherent and integrated bus services
- Integrated, simple and affordable bus fares for all
- Easily accessible and reliable travel information
- A modern bus system which contributes to improved air quality
- An inclusive and accessible bus system
- Presentation as a single network

This document has been developed by West Yorkshire Combined Authority with support from the West Yorkshire District Councils, plus bus operators Arriva, First West Yorkshire & Transdev.  
Version adopted by WYCA, 3 August 2017

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## Bus 18



- Improvements which can be made before the end of 2018
- Pledges
  - Make Buses Easier To Use
  - Reduce Emissions
  - Improve Customer Experience
- Deliverable within the current deregulated environment
- Collaborative approach between operators and CA/ Councils

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## Bus 18 – Making Progress

### Achievements To Date

- Limit and consult on service changes, improved bus stop information
- Automatic half fares for children in school uniform
- Bus hotspots programme
- 'no quibble' journey voucher and 'last bus' guarantee
- Eco stars publicising environmental performance of buses

### Objectives for 2018

- Focus on young people – go anywhere ticket, simplify tickets and eligibility
- Published punctuality performance
- Promote investment in new buses and payment methods



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## Other Supporting Programmes

- Leeds Public Transport Investment Programme “Connecting Leeds”
  - £173.5m to be spent on improving public transport across Leeds
  - Includes three new rail stations, new buses and key corridor improvements
- West Yorkshire Transport Fund – Corridor Improvement Programme (CIP)
  - £130m to be spent on reducing congestion on corridors on the Key Route Network
  - £1m Bus 18 Hotspots programme overseen by CIP

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our bus network



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Thank you

## Appendix – Update to the Inquiry

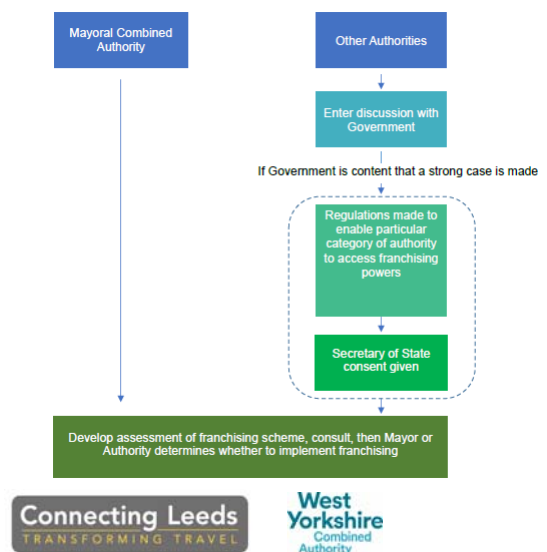
- Details on Franchising & Partnership through Bus Services Act
- Latest Bus Patronage Statistics since last considered by the Inquiry, data for 2015/16 & 2016/17 now available

## Franchising

The Act provides Mayoral Combined Authorities with the powers to implement bus franchising in their area

Franchising is akin to the system operated by Transport for London, in Jersey and in much of Europe

Two stage process for accessing Franchising Powers for Non Mayoral Combined Authorities:



## Partnership Options

Existing Quality Partnerships will be made more attractive by removing the requirement that the scheme involve the provision of specific facilities such as infrastructure.

New Enhanced Partnership powers will enable local authorities to work with bus operators to set a vision for bus services in their area and a plan to help achieve those improvements.



The enhanced partnership scheme made by the local authority can set standards for local bus services – including vehicle specifications, branding, ticketing and service frequencies.



Ticketing requirements will apply to all scheme operators, and may include smart ticketing, discounts (such as child fares) and marketing requirements.



The local authority and operators will produce the scheme in partnership. The authority can only adopt the scheme if they have sufficient support from operators.



The local authority will be able to take on responsibility for bus registration from the Traffic Commissioners – enabling them to manage and enforce the new standards.

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## Comparison of options - Ticketing

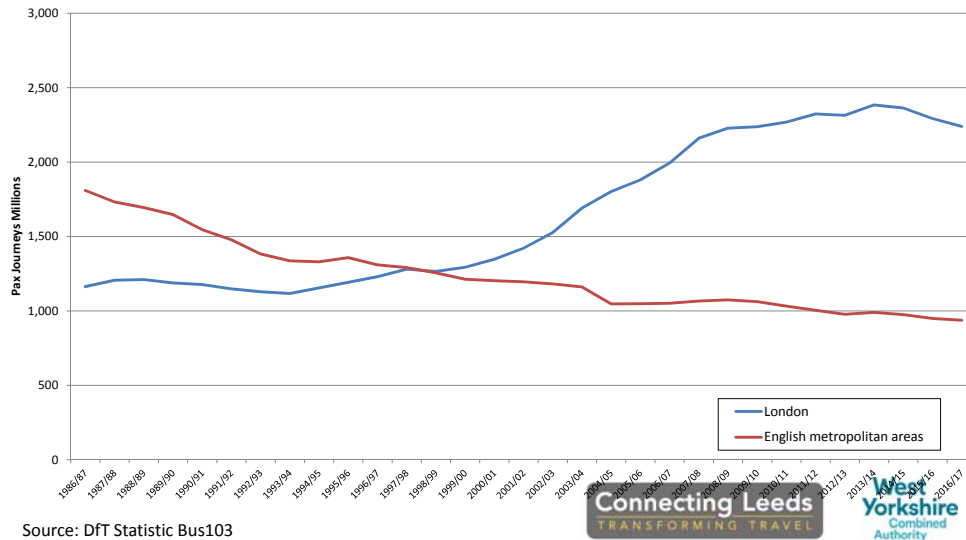
The different options for ticketing and the requirements that can be put on operators are outlined in the table below:

Can a requirement be put on bus operators to:	Ticketing schemes	Advanced Quality Partnership	Enhanced Partnership	Franchising
Sell and accept a multi-operator or multi-modal ticket (including in a specific format, such as on a smart card)?	✓	✓	✓	✓
Market particular tickets in a certain way (including promoting multi-operator tickets not just their own tickets)?	X	✓	✓	✓
Set all their tickets and fares on a standard set of 'zones' that apply to all operators?	X	X	✓	✓
Follow common ticket rules for their own tickets (such as a standard length of 'period' tickets or age to qualify for a youth concession if offered)?	X	X	✓	✓
Sell or accept any ticket on a particular technology (such as a smart card)?	✓	✓	✓	✓
Charge a set price for a multi-operator ticket?	X	X	✓	✓
Charge a set price for their own, single-operator tickets?	X	X	X	✓

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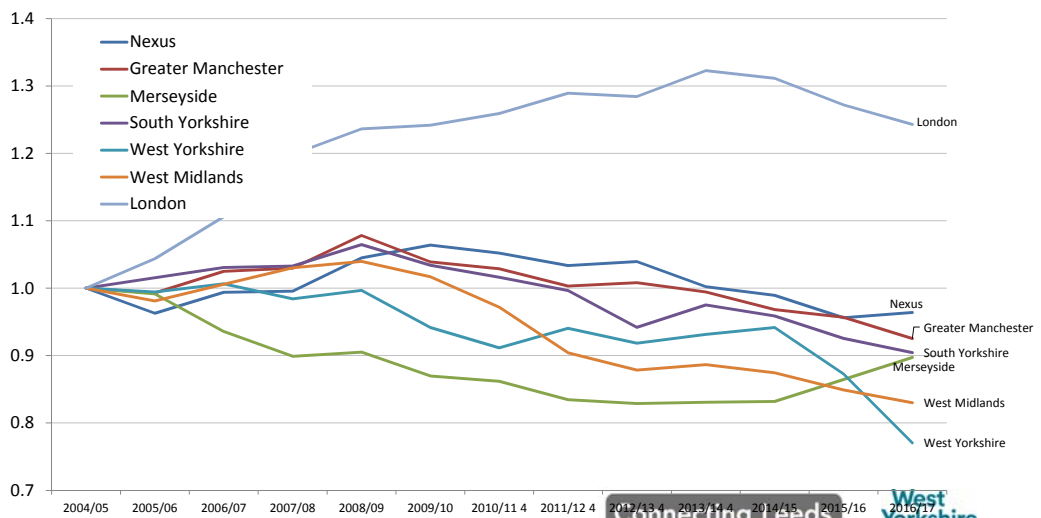
## Bus journeys in London and the Regions



Source: DfT Statistic Bus103



## Change in Bus Demand by Region



Source: DfT Statistic Bus109b



# West Yorkshire Bus Patronage - Update

