

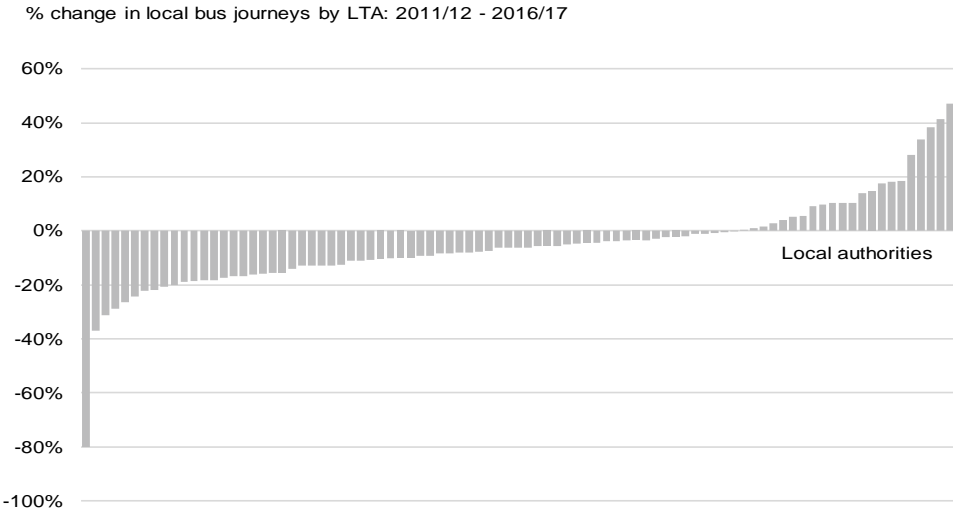
# Bus policy - Rural Services Network

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# Bus passenger numbers have continued to decline, but not everywhere

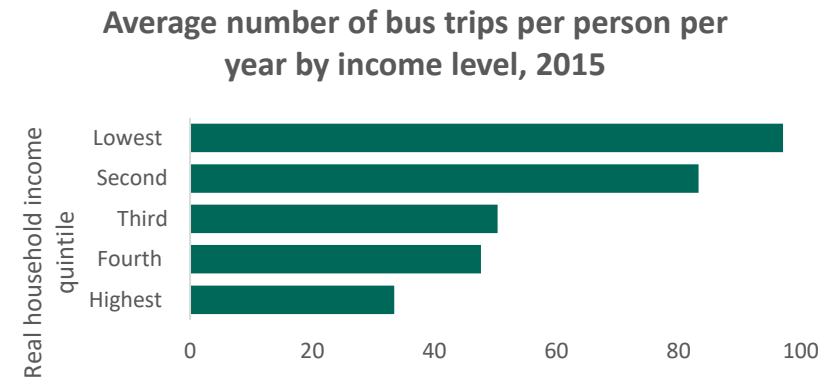
- ▶ Since 1982, bus use has fallen by 53% in metropolitan areas outside London and 22% for non-metropolitan areas. However, the picture across England is variable, with local authorities such as West Berkshire seeing a large increase in bus use over 2010/11 to 2015/16 with others, such as Rutland, seeing a large decrease.
- ▶ But the proportion of journeys made by bus is stable – reflecting the overall decrease in journeys across all transport modes.



Buses are most used by older, younger and lower income groups.  
They can help solve air quality and congestion issues.

#### Buses are an essential service for some people

- ▶ Buses and taxis prevent social exclusion by **providing access to jobs, training, education, health, shopping and social activities.**
- ▶ Around 1/3 of trips on buses are by those in the lowest income quintile, with older and younger people also making the most trips.
- ▶ One of Government's main roles is ensuring buses are accessible for all.



- ▶ The latest (Euro VI) standard buses have absolute NOx emissions per vehicles that are lower than the latest diesel cars – transferring journeys from cars to the bus, using interventions like park and ride sites outside our cities, can make a real difference.
- ▶ Retrofitting is a cheaper and more short-term solution, whilst buying new Low Emission Buses is more expensive but a longer-term solution.
- ▶ Government has provided c£120m since 2009 to put Low Emission Buses on road. We are currently accepting bids for £60m of Ultra Low Emission Buses, and recently announced the allocation of £40m from the Clean Bus Technology Fund for retrofitting.
- ▶ 13.0% of buses in England are Low Emission, with 11.6% across England, Scotland and Wales.

# The Bus Services Act 2017 gives new options to improve services, but its benefits have not yet been fully realised.

The Act contains a number of core areas which will allow Ministers, metro mayors, local authorities and operators to improve services for passengers.

## Franchising



### Franchising powers

- ▶ **Mayoral Combined Authorities can automatically determine whether to start the franchising process**
- ▶ Other authorities can be granted powers following application to the Department for Transport.

## Partnership



### New partnership powers enable authorities and operators to work together to improve services.

- ▶ Plans can include standards for local bus services – including vehicle specifications, branding, ticketing and service frequencies.
- ▶ Requires support from a qualified majority of operators – rather than unanimity.

## Open data and ticketing



### Powers to achieve a step change in the information available to bus passengers.

- ▶ Powers to mandate the release of route, fares, punctuality and bus real time location information.
- ▶ Updated ticketing legislation which allows for new technological options.

## Accessible Information

### New powers on audio and visual next stop and route announcements

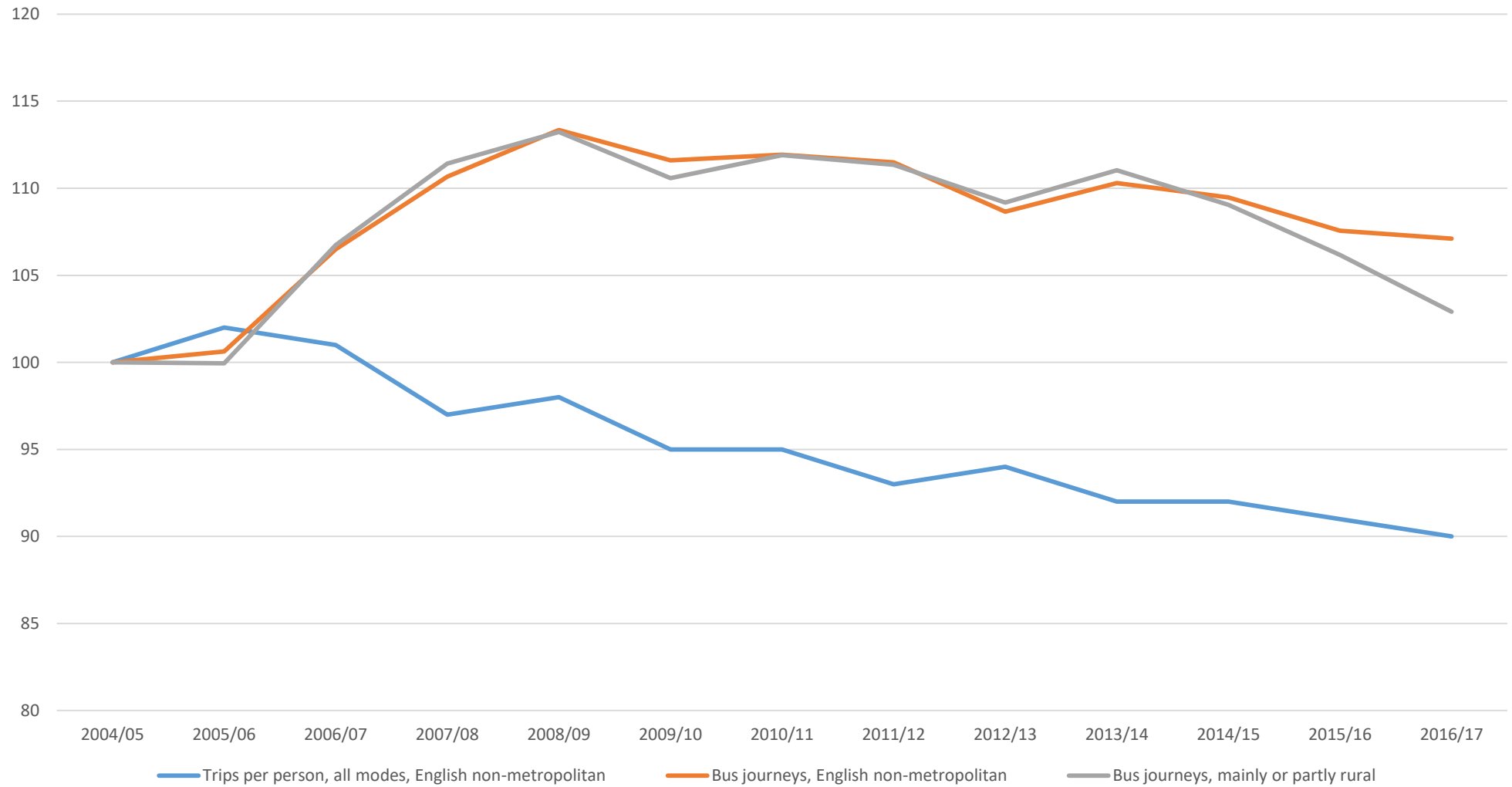


- ▶ The Act includes regulation-making powers to mandate that route and next stop announcements are made on board services across England, Scotland and Wales – we will take a technology-neutral approach, intending to specify outcomes rather than the equipment that should be fitted to buses.

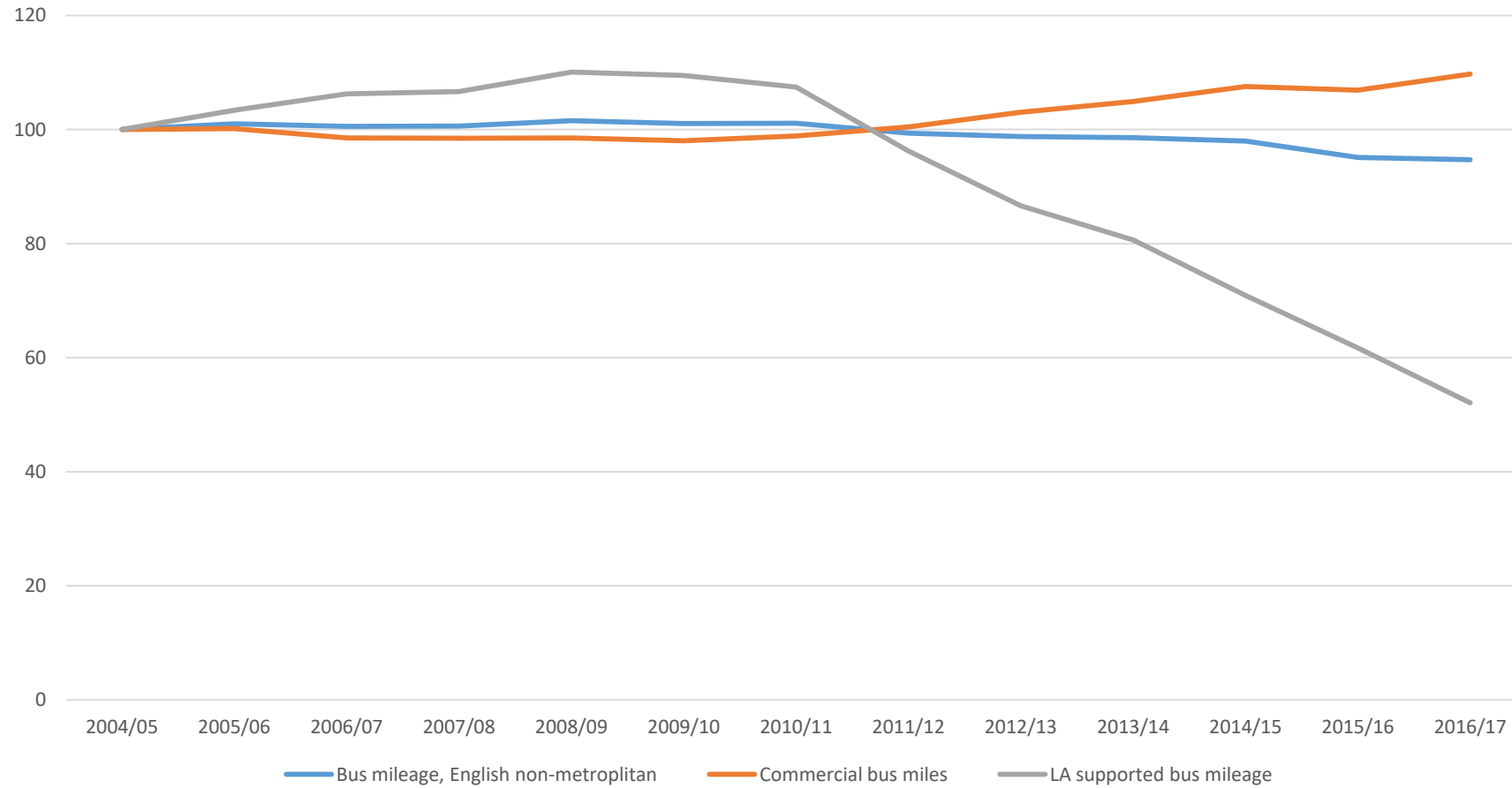


- ▶ Consultation to be launched soon, with workshops for local authorities, bus operators and others.

Travel by all modes against travel by bus



Bus network mileage, English non-metropolitan



## Bus policy and rural areas

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### Total Transport

- Government funded 37 pilots to test feasibility of integrating commissioning services

### Bus Subsidy

- £43m of ring-fenced Bus Service Operators Grant for non commercial bus services
- Government remains committed to reform of BSOG, 90% of which is paid for fuel used.

### Rural Connectivity

- Research report to be published very soon; thanks for engagement

### Rural Roundtable

- What are next steps with Total Transport?
- What is role of Community Transport and Demand Responsive Transport?
- How can Bus Services Act powers best be utilised?
- To what extent are tech-based shared transport solutions viable in rural or 'hard to bus' areas?
- How could BSOG better support rural buses?

Rural bus policy:

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