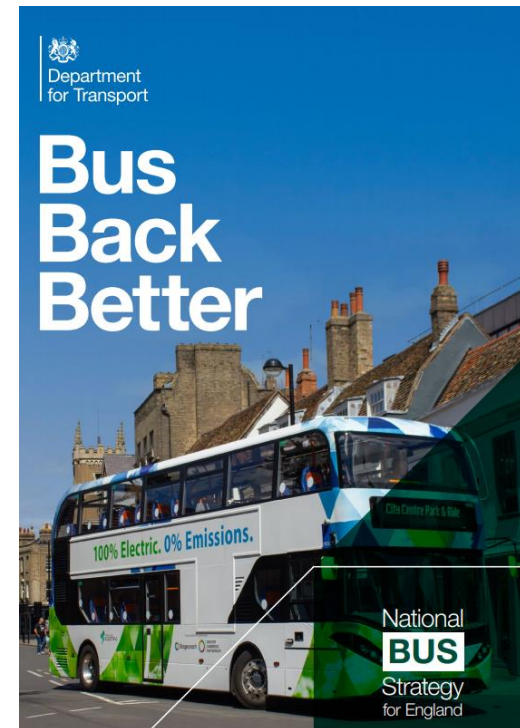


Bus Back Better: National Bus Strategy Bus Services Improvement Plan Greater Manchester's Approach

Update to the GMTC Bus Services Sub Committee : 6th August 2021

Strategic Context

- Unlike rail, road, aviation, cycling, walking etc. there has not been until now a national strategy for buses, with long term funding commitments.
- On 15th March the DfT published the new national strategy for buses in England (outside of London).
- The key element of the strategy is to get more people travelling by bus:
 - Stage 1 – Get patronage back to pre-COVID-19 levels.
 - Stage 2 – Seek to increase patronage past pre-COVID levels.
- A key output from the National Bus Strategy is a Bus Service Improvement Plan (BSIP)



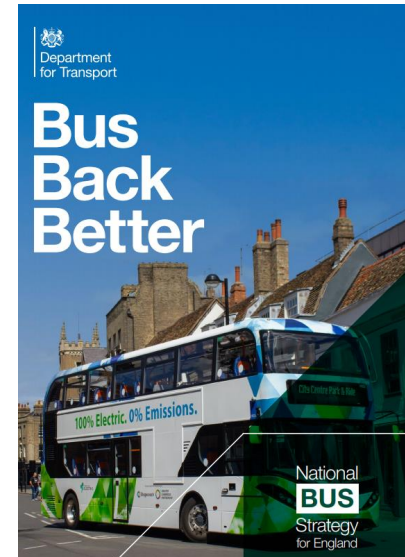
BSIP in context of the NBS



Key Output – A Bus Service Improvement Plan must be produced

Reminder of Strategic Context

- BSIP is an integral part and an early deliverable of Bus Reform and Franchising.
- Considered in the context of other local initiatives such as Local Bus Strategy / Streets for All Strategy / Clean Air Plan/ Transport Pipeline Development.



BSIP – What does it Include?

Bus Reform (Franchise Development)

BSIP Development

Current Situation – Our baseline, Our Track Record and Our Strategic Foundation (2040 and the Bee Network)

Our Overall Vision for Bus

Greater Manchester's BSIP

Data Requirements – now and going forward – What is available / setting targets

Services

Service Frequency

Network Planning –
a simpler more
cohesive network

Service Reliability

Links to other bus
service providers

Infrastructure

Bus Priority (QBT /
BRT / Bus Corridors)

Interchanges

Integration with
other modes

Bus Stop
Environment

First and Last Mile

Highways and UTC

Fares and Ticketing

Cheaper Fares &
Ticketing

Simpler Fares
and Ticketing

Integration

Physical Integration
with Other Modes

Customer
Information

Joined up routes
and networks

Corridor
Management
Approach

Vehicles

Cleaner and More
Modern Vehicles

Electric Vehicle
Strategy

Customer Experience

Customer Information

Brand and Marketing

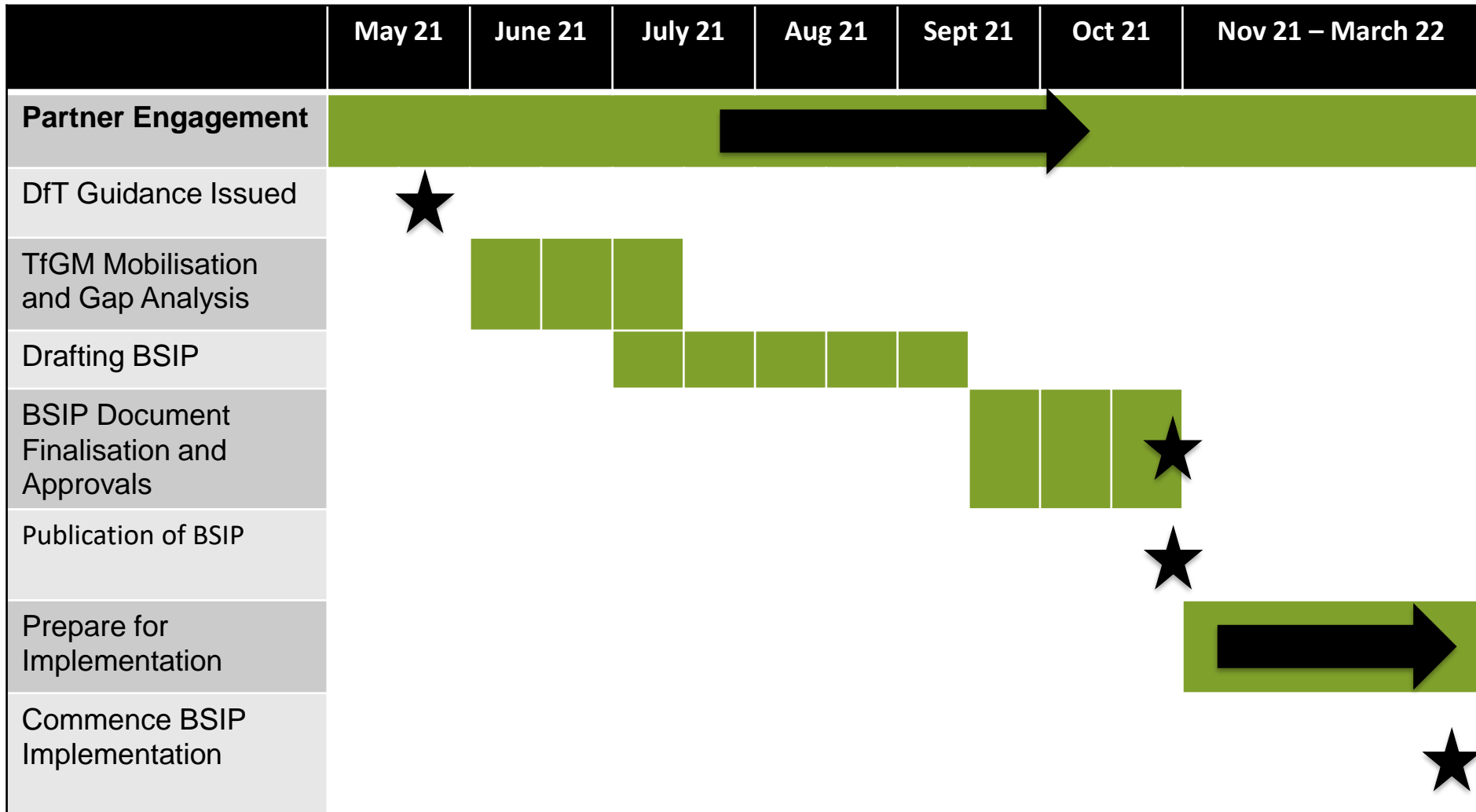
Customer safety and
revenue protection

Passenger Charter

What do we need to deliver BSIP?

Partner Engagement– Local Authorities / Bus Operators / Community / Businesses / Interest Groups

Timeline for the initial BSIP



 Milestone

- **17th May** – Guidance published by DfT
 - **STEP 1 – 30th June** – advise Central Government of Enhanced Partnerships (EP) or Franchising (**Confirmation received from DfT that GM is not required to action**)
 - **October 29th GMCA approval of the BSIP**
 - **STEP 2 - 31st October** – publish and submit BSIP to Government
 - **STEP 3 – 31st March 22** – either EPS in place *or* following statutory processes to franchising - ready to receive funding and commence delivery of the BSIP
-

- Opportunity for GM to demonstrate what it has done previously in respect of bus and set and deliver **our vision** for the future from a bus perspective as to how we will serve customers.
 - Opportunity to accelerate recovery from the Pandemic and build patronage contributing to right mix aims and objectives.
 - Opportunity to promote bus as a mode and support / drive integration of the transport network.
 - Opportunity to access funding for 22/23 and beyond (further guidance to be issued by DfT in the summer, but in the meantime a £3 bn funding allocation nationwide has been referenced)
 - GM uniquely placed as the most advanced authority outside of London in progressing Bus Reform
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- Time constraints – To achieve necessary approvals the BSIP needs to be ready by mid September)
 - Availability of Resource
 - Content of the document:
 - Need to marry up ambition with reality – given timescales and DfT guidance the document needs to be high level whilst still being able to demonstrate GM ambition and aspiration.
 - Need to be clear on what we need from others to deliver (funding / powers/ cooperation)
 - Need to keep relatively short (30-40 pages ideally)
 - Availability of data to meet requirements/expectations
 - Partner Engagement – timing and level of engagement (Operators/L/A's and Community and User Groups) – Letters of support required from bus operators
 - Emerging guidance from DfT about how this document will be used (to what extent it informs future funding)
 - Significant interfaces with lots of other GM / TfGM ongoing initiatives: Bus Reform; Clean Air Plan; Transport Pipeline Development/ Streets for All Strategy / Local Bus Strategy
-

Where are we now?

- Team now mobilised to develop BSIP
- Initial partner engagement is underway – operators and L/A's
- 'Strawperson' document developed so we can facilitate commencement of drafting work
- Gap analysis being undertaken to identify where we need any further technical input. This is particularly key in the area of data requirements

Next Steps?

- Continue Partner Engagement – particular focus on operators
 - Continue developing the BSIP.
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