



Bus Services Bill Summary

<u>Current</u>	<u>Proposed Changes in England</u>	<u>Passenger Benefits</u>
Commercial provision of services – limited local authority input		
<ul style="list-style-type: none"> • Bus operators decide the routes, fares and vehicles to provide. • Local authority can specify additional services not provided by operators commercially 	<ul style="list-style-type: none"> • Regulations can be made to require open data on fares, timetables and real-time information. 	<ul style="list-style-type: none"> • No changes to the operating model in areas where the local authority considers the bus market is effective and there is good passenger satisfaction. • Bus passengers across the country could get the same kind of information as those in London or rail passengers.
Partnerships – bus operators and local authorities work together to improve services		
Voluntary partnerships <ul style="list-style-type: none"> • Local authority and bus operators agree on a package of measures to improve bus services. • Not legally enforceable 	<ul style="list-style-type: none"> • Voluntary partnerships can remain unchanged if both parties wish. 	<ul style="list-style-type: none"> • No changes to the operating model in areas where the local authority considers the bus market is effective and there is good passenger satisfaction.
Quality Partnership Scheme <ul style="list-style-type: none"> • Formal agreements made by local authority and bus operators • Local authority provides infrastructure and can enforce service standards • Only compliant operators can use the new facilities. 	New Advanced Quality Partnership Schemes <ul style="list-style-type: none"> • Remove the requirement to always provide infrastructure • Introduce new categories of service standards e.g. Requirements on information provision and marketing of joint products. 	<ul style="list-style-type: none"> • Better marketing and promotion of bus services • Joined up ticketing and smart card products make it easier for passengers to travel. • Faster journeys from quicker boarding.
	New Enhanced Partnerships <ul style="list-style-type: none"> • Enhanced Partnership plan – sets out how services should be improved. • Decisions on general standards must be agreed by a qualified majority of operators. • All operators in an EP area must comply. 	
Local authority takes responsibility for bus services in its area		
Quality Contract Scheme (QCS) <ul style="list-style-type: none"> • Five part public interest test has to be met. • Consultation and respond to the recommendations of an independent Board. • Quality Contract Scheme can last maximum 10yrs. • Has never been implemented in practice. 	<ul style="list-style-type: none"> • QCS legislation no longer applies in England. 	Local authority can control: <ul style="list-style-type: none"> • Services provided – could increase coverage. • Fares – could offer simplified tickets that can be used across operators and transport modes. • Service quality • Branding and marketing. • Buses uses – could set air quality requirements
	New Franchising Powers <ul style="list-style-type: none"> • Mayoral Combined authorities - automatic access to powers. • Develop a business case. • Open and transparent consultation. • There is no maximum time limit for a franchising model. • Other local authorities could in future access franchising powers if regulations made and SoS gives consent. 	

Bus Services Bill Ministers are Andrew Jones MP and Lord Ahmad.
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