



Somerset Bus Partnership

Bus networks decimated by years of central government cuts, especially unprofitable evening and rural services, need rebuilding.

Funding between 2011 and 2019 fell 38%.

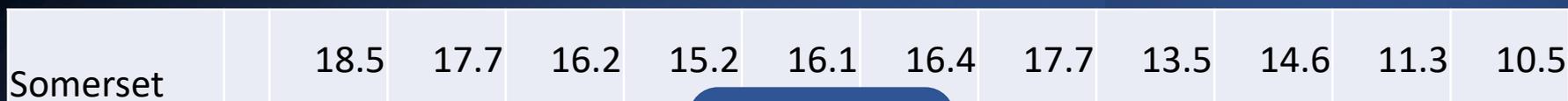
The Campaign for Better Transport estimates 3,000 routes have gone as a result.

Financial Times
April 6th 2021



At 10 journeys per resident, Somerset currently has the fourth lowest bus passenger journeys per population in England. It is the lowest in the South West.

DECLINE IN BUS JOURNEYS PER HEAD OVER PAST 10 YEARS IN SOMERSET



2009/10

- 43%

2019/20



OVER 12 MONTHS OF
THE GOVERNMENT
(AND BUS OPERATORS) SAYING
DON'T TRAVEL BY BUS
BECAUSE IT'S NOT SAFE



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Bus Back Better

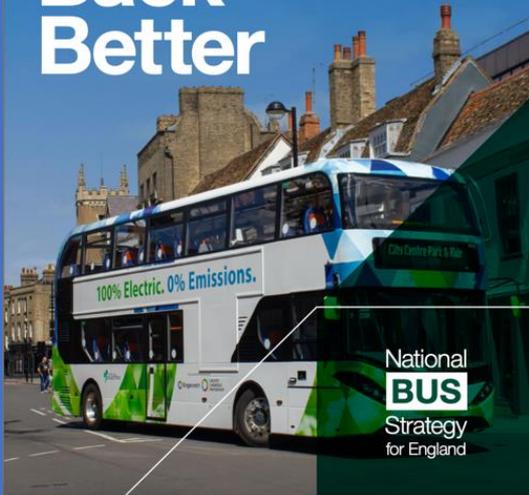


National
BUS
Strategy
for England



 Department
for Transport

Bus Back Better



National
BUS
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I love buses, and I have never quite understood why so few governments before mine have felt the same way. Buses are the country's favourite mode of public transport too – used for twice as many journeys as trains, from thousands more stopping-places across the country.

LEVELLING UP AGENDA Some people ask what levelling-up means in practice, and what difference it will really make to people's lives. This is part of what it means. As we build back from the pandemic, better buses will be one of our major acts of levelling-up.

'GREEN' AGENDA We must build back greener, minimising pollution and tackling the congestion that clogs up our towns and cities.

But as the country recovers, this strategy looks to the long term.



£3bn is to be invested for buses in England (excl London)

Bus Back Better



- The Local Transport Authority (Somerset County Council) is being tasked to develop a plan for an Enhanced Partnership ... in conjunction with bus operators ...and users. (Or where appropriate, a franchising scheme such as has operated in London)
- Being on the edge of Somerset, two of our most important buses routes are cross border services and much of the funding for the D2 will come from WECA and funding for the X34 from Wiltshire.

TIMELINE

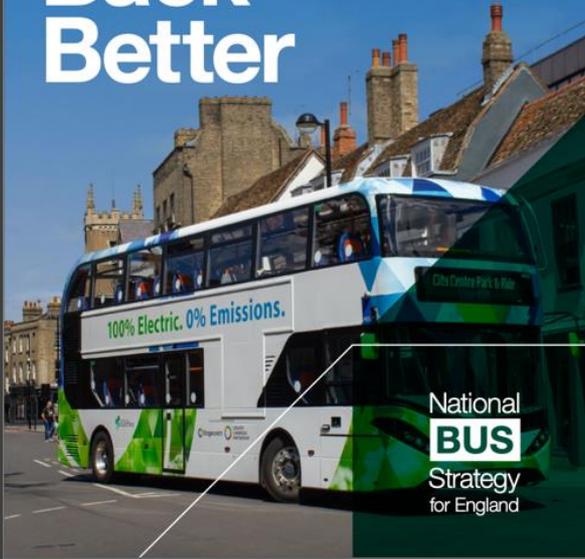
- The Government is requesting LTAs to develop enhancement partnership plans for buses.

And under very tough time deadlines too:

- By the end of June 2021 LTAs will need to commit to establishing Enhanced Partnerships. They will receive £100,000 to help fund staffing and expertise in the development of an **Enhanced Partnership**.
- By the end of October 2021 each LTA will need to publish a local **Bus Service Improvement Plan**.
- From April 2022, LTAs will need to have an **Bus Service Improvement Plan** in place.

LATE NEWS: It is understood that SCC has now formally applied for the £100,000 grant and has stated its intention to establish an Enhancement Partnership with bus operators in Somerset.

Bus Back Better

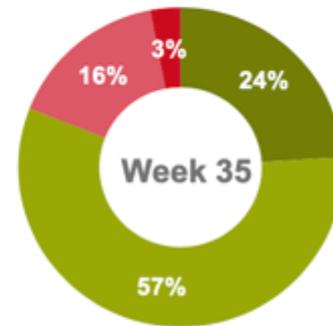


CURRENT BUS USERS

- Yet only 1 in 5 (20%) current bus users feeling it's not safe when using buses.

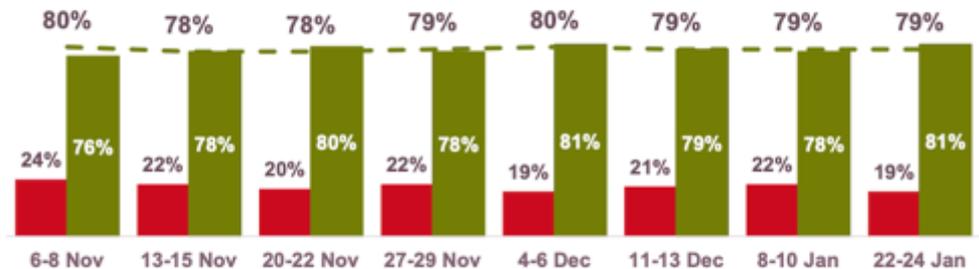
Specifically in relation to coronavirus, how safe do you feel at the moment when using buses?

Base: All making journeys by bus, W35 – 180



■ Very Safe ■ Fairly safe ■ Not very safe ■ Not at all safe

Trend - last eight waves



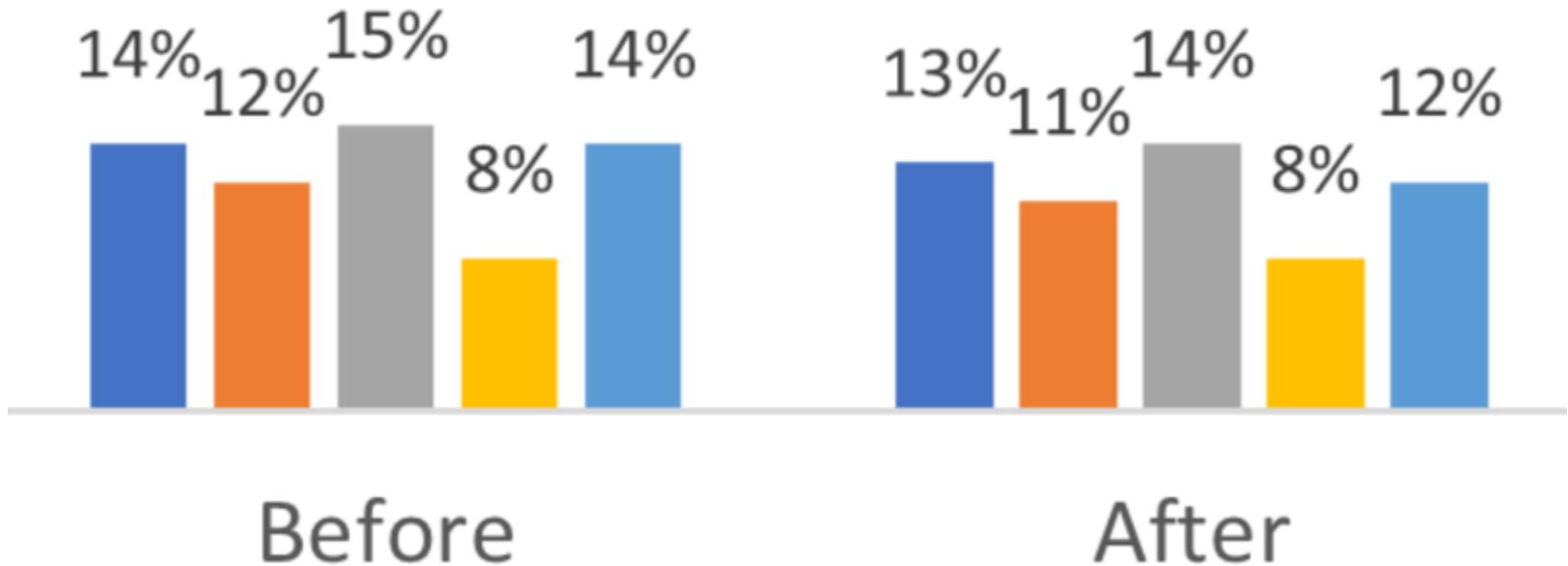
■ % Not very / Not at all safe

■ Very / Fairly safe

--- % Very / Fairly safe - aggregated three-wave average

BUS USE PRE COVID AND (EXPECTED) POST COVID

■ Shopping ■ Leisure ■ Personal matters ■ Education or school run ■ Work



Bus

REDUCED FREQUENCY OF USE?

- Current and lapsed bus users mostly expect to return to using buses, although their use of public transport may be somewhat less than in pre-Covid times because:
 - Increase in part-time home working. The proportion who say they plan to work from home, at least some of the time, has risen from 35 per cent who did this before the Covid-19 pandemic to 47 per cent.
 - Some may opt to stick with home delivery of groceries rather than return to instore shopping

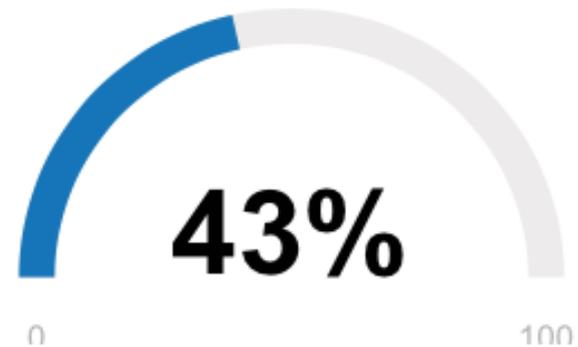


Last updated: 16 April 2021

Percentage of passengers who feel safe when using buses, in relation to Covid-19

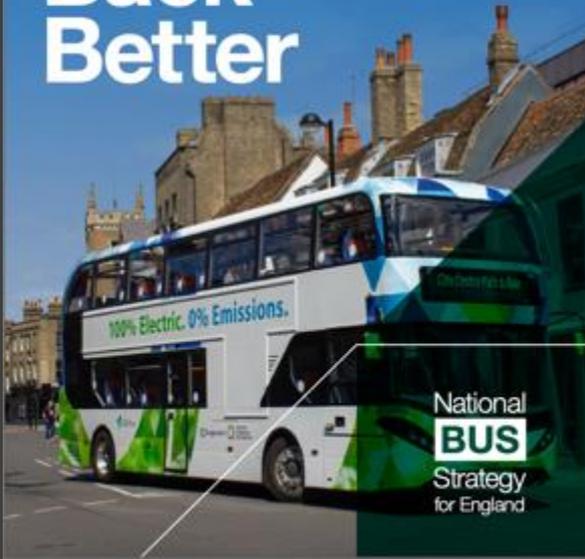


Percentage of non-users who would feel safe if they had to make a bus journey



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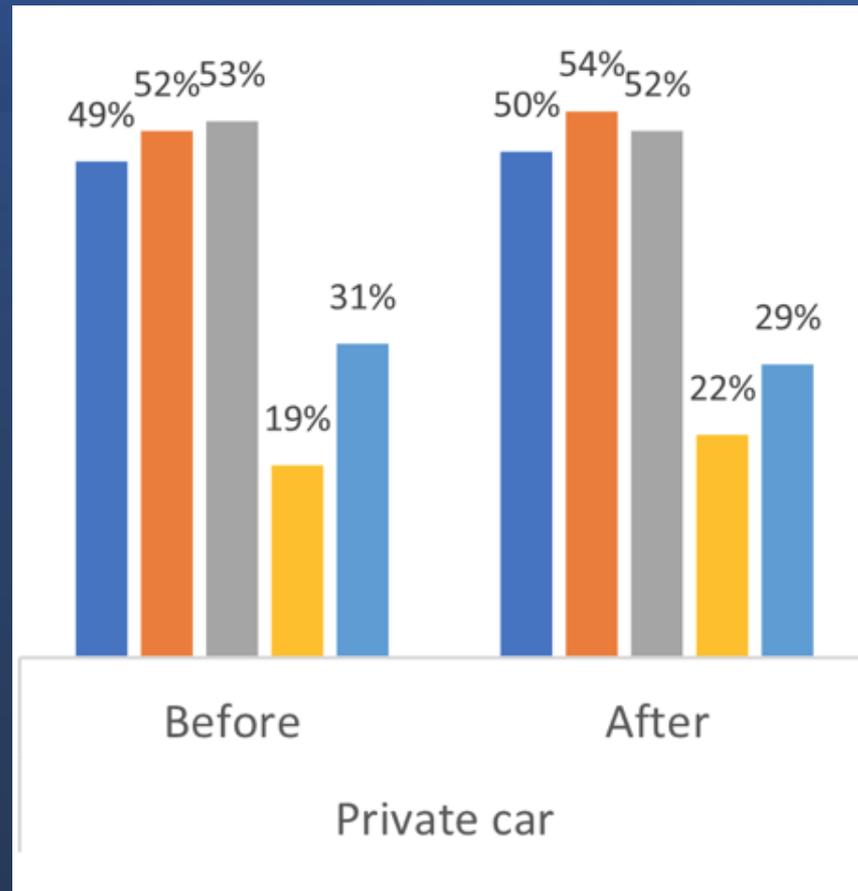


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THE KEY CHALLENGE FOR
'BUS BACK BETTER'
IS TO PERSUADE
NON-BUS USERS
TO OPT TO USE BUSES

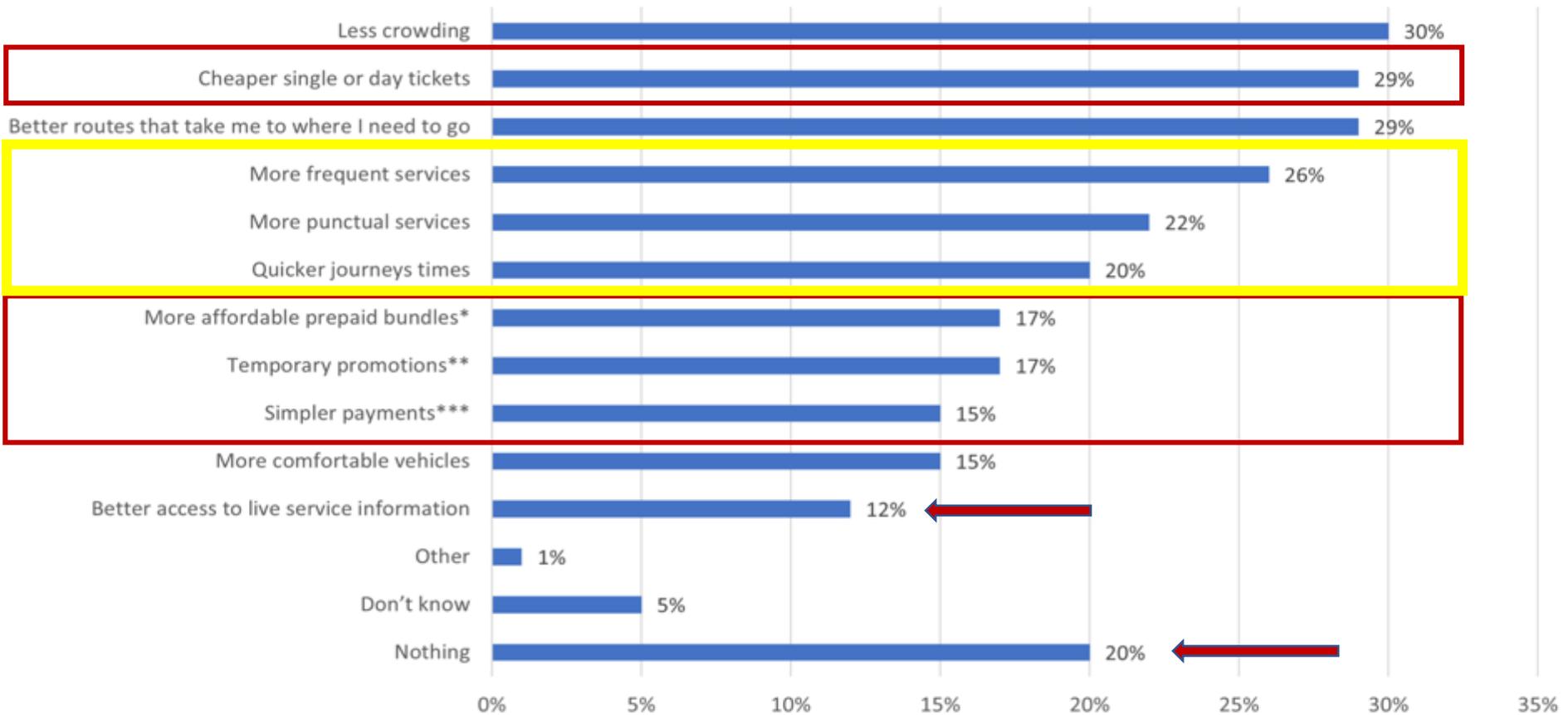
INTENTION TO CONTINUE TO USE THE PRIVATE CAR IS EVEN HIGHER POST COVID



■ Shopping ■ Leisure ■ Personal matters ■ Education or school run ■ Work

WHAT MIGHT CHANGE PEOPLE TO FOREGO THEIR CAR AND TRAVEL BY BUS (OR TRAIN)?

Measures which would encourage increased use of public transport



* e.g. discounted tickets for travelling 2-3 days/week bought in advance; ** e.g. free travel or 50% off for a limited period of time; *** e.g. being able to pay for all journeys by touching in with a card.

BUT WILL IT ALSO REQUIRE ‘THE STICK’?

Katy Taylor of Go-Ahead Group said the Prime Minister would not achieve “real transformation,” until the prioritisation of public transport over cars underpinned all government departments.

Taylor argues that the whole of government adopting this principle would eliminate policy contradictions like the Treasury’s refusal over the last decade to increase fuel duty.

Simon Jeffrey from the Centre for Cities said local authorities needed to make “pretty tough decisions” that would probably rile motorists. People who drive private vehicles in city centres and busy towns must become “the new source of funding” for public transport, he added.

The NBS aims to change the way we **view** bus travel

To **improve** services, boost passenger numbers and encourage modal shift

To meet the levelling up and decarbonisation **agendas**

And help with our **recovery** and the delivery of inclusive, accessible, sustainable transport for the **future**



Bus Users
Working for passengers

Consulting with local communities will ensure Bus Improvement Plans **deliver** the services people want

That Bus Passenger Charters reflect the **standard** of service people deserve

And that Bus Advisory Boards **genuinely** give passengers a voice

The National Bus Strategy is an opportunity to make bus services work for **everyone**



Bus Users
Working for passengers

Passengers are being promised:

- increased **services** and frequencies
- vehicles made **accessible** and inclusive by design
- greater bus **priority** measures
- improved transport **integration**
- easier and **smarter** ticketing
- lower **fares**
- and **greener** vehicles



Somerset Bus Partnership

