

Public Transport – Growth and Regeneration Scrutiny Commission 23rd July 2019

Growth and Regeneration

Local and Sustainable Transport

Slide 1



Overview

- Bus Strategy, key features
 - Bus Deal – emerging overview
 - Ticketing – overview
 - RTI – key features
 - WECA and Transport Integration project
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- Questions at the end of each section – to be guided by Chair

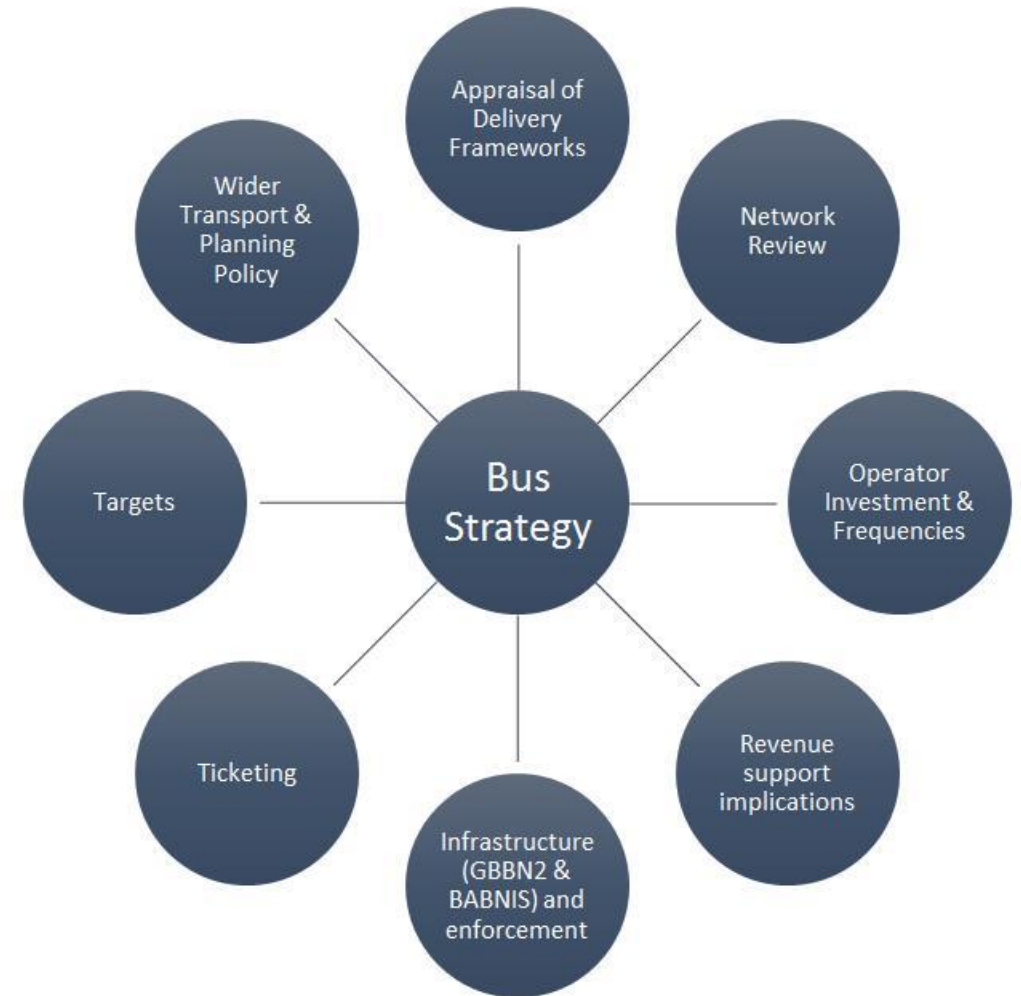
Bus Strategy – work areas

Tasks completed

- Definition of objectives
- Production of Overview Document to accompany consultation on JLTP4
- Initial engagement with bus operators
- Assessment of delivery frameworks

Tasks ongoing

- Complete network review
- Identification of gaps in provision
- Assessment of options for networks
- Bus Information Strategy
- Ticketing Strategy
- Consultation
- Final amendments
- Adoption



Challenges

National and local policies favour cars:

- Taxes and fuel costs
- Funding and appraisal
- Planning and spatial policies

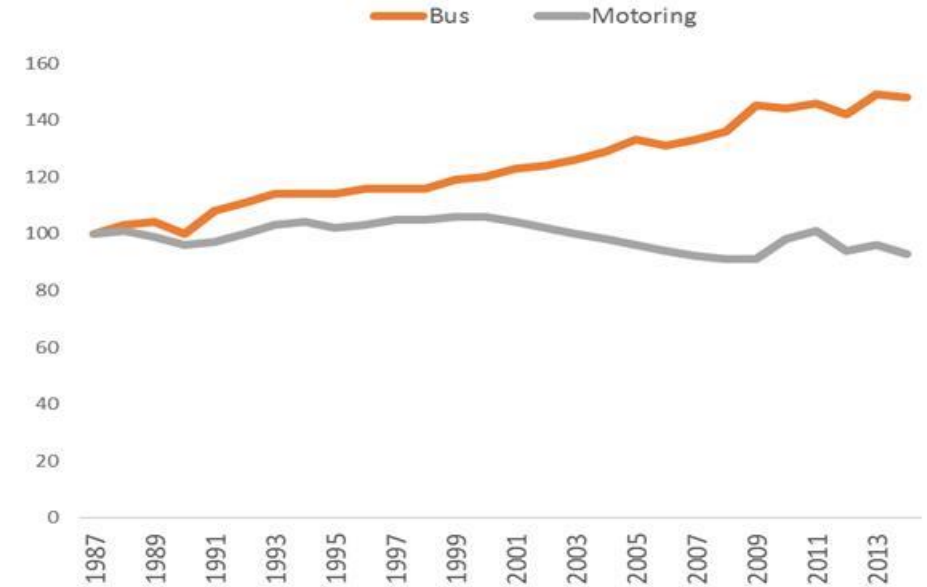
We're bucking the national trend of declining use through:

- Rollout of resident parking schemes
- Investment in infrastructure and information – RTI, GBBN, Bath Package, Rural Bus Challenge, BBAF, Better Bus Area, Local Growth Fund, metrobus etc
- Simplified fares, ticketing and means of payment
- Demographic changes – students and young people
- Operator initiatives and investment

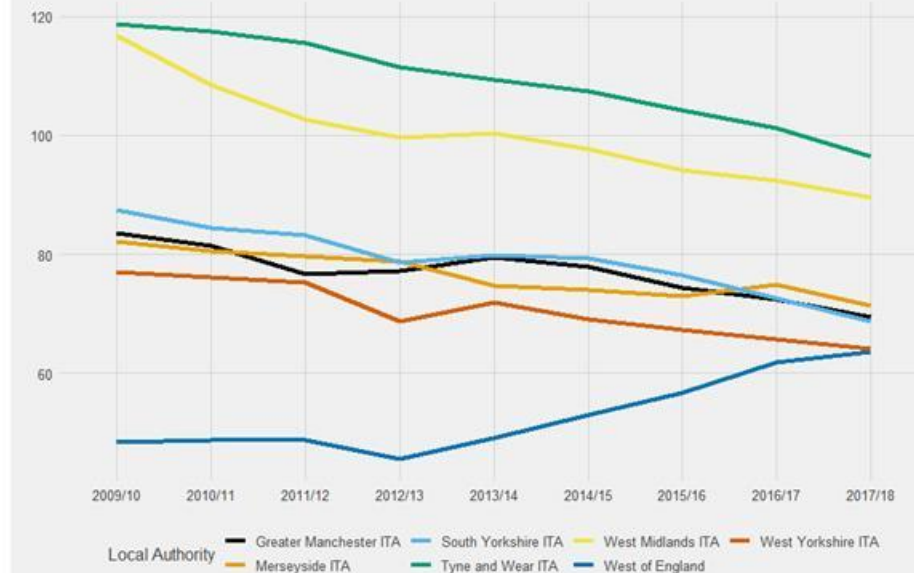
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Real cost of travel: change since 1987 prices

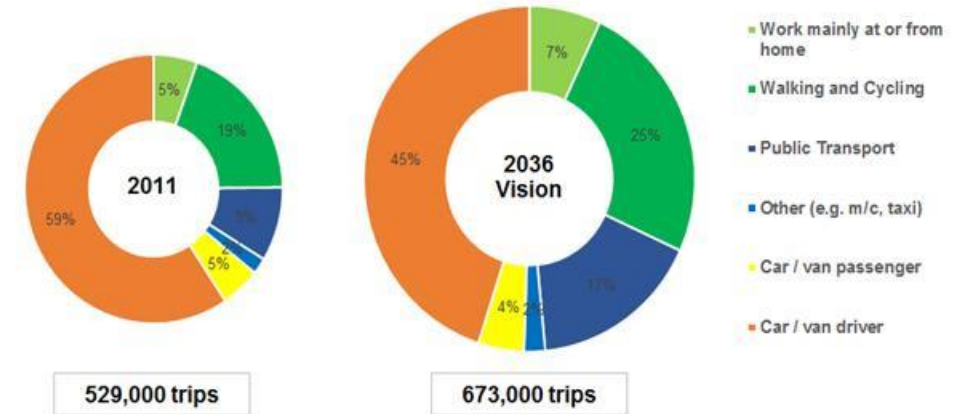


Bus Journeys Per Person



BUS STRATEGY OBJECTIVES

JLTP Objective	Bus Strategy Objective
Support sustainable economic growth	Deliver a comprehensive bus network, maximise bus service reliability, reduce journey times and deliver smart and integrated ticketing
Promote equality and accessibility	Increase availability of accessible passenger waiting facilities and vehicles, thereby improving access to key employment, health and leisure destinations for everyone.
Improve air quality and respond to climate change	Reduce carbon and other emissions from buses
Contribute to better health, wellbeing, safety and security	Maximise service quality, in terms of vehicles, information and bus stop environment
Create better places	Improve public domain through the removal of car traffic, mode shift onto buses, and where possible transfer of highway space to pedestrians. Better access to places for public transport.



- JTS - ambitious forecast for modal shift against backdrop of growth in jobs and housing
- JTS envisaged a 140% growth in public transport trip numbers for commuting trips, which provides...
- ...JLTP4 target for bus growth...100%
- Ambitious growth = radical interventions?



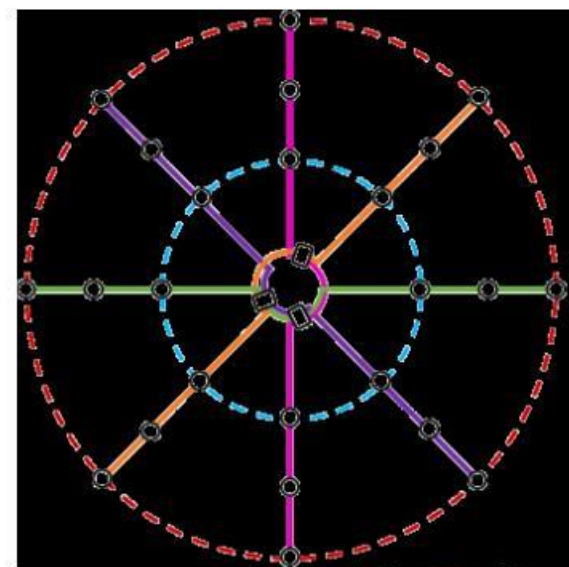
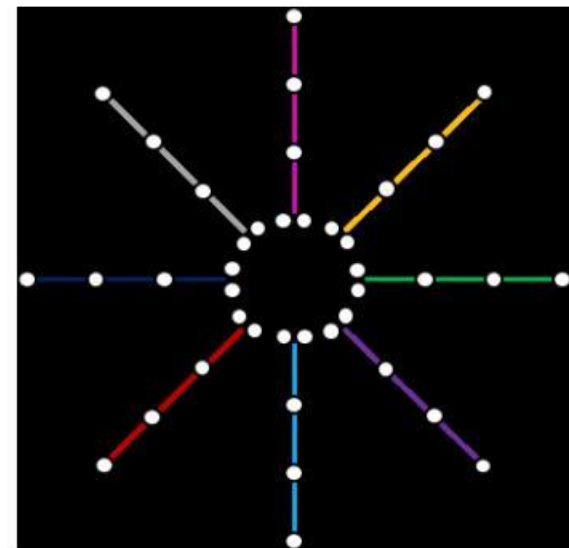
REVIEW OF NETWORK – FINDINGS SO FAR

- Core urban and inter-urban corridors have reasonable frequencies and robust mode share
- Some gaps in network – including coverage in (and links to) Bristol North Fringe, rural areas off core corridors and certain times of day
- Relatively small amount of duplication of service provision through competition
- Contraction in supply and risk-averse attitude – e.g. towards serving new developments
- Unpredictable journey times owing to congestion, road works, inconsiderate parking
- Progressive reduction in urban cross-city services to mitigate the impact of congestion
- Reduced dwell times at bus stops through off-bus and mobile ticketing
- Passengers relate to routes rather than network as a whole – untapped demand



NETWORK OPTIONS – emerging option

- ‘Clean sheet of paper’ approach requested. Initial work focussed on Bristol urban area – Bath and rural & inter-urban network proposals to follow.
- Arup highlight potential to improve network efficiency & grow patronage, through:
 - High frequencies on radials and strong, frequent orbital services, to open up wider range of destinations
 - Core radials have similar network pattern to now but reduced frequencies on some inner sections of route
 - Major upgrades to (and reliance on) interchanges (facilities and branding)
 - Enable network to be used by passengers as a network, via interchange
 - Co-ordinate services to function together as a network - including cross-city service operation and cross-subsidised network approach
 - Additional bus priorities vital to enable cross-city services to work efficiently
 - Better accessibility in some areas offset by overall reduction in direct routes, greater walking distances and reliance on interchange. This may increase demand for complementary door-to-door transport such as dial-a-ride or shared taxis.
 - Work ongoing including issues around city centre operation



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Network options - implications

Issues:

- Operators will not compromise punctuality by re-introducing cross-city services without **radical bus priorities**. This may be a show-stopper.
- Passengers do not generally like interchange - perceived as unreliable and time-consuming/costly
- Operators do not regard orbital services as viable and are unwilling to cross-subsidise from radial services
- Competing demands for space to provide high-quality interchange and impact on public realm
- Multi-operator ticketing essential

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Slide 8



Consultation

- Consultation is vital on key principles
 - To test the “interchange network” principle on passengers and get views on what’s needed to make it work
 - To seek tacit support for significant reprioritisation of road space
 - To “sell” the benefits of good bus provision as a way of reducing traffic congestion and tackling air quality
 - To seek support for cross-subsidisation
 - To seek views on the appropriate level of revenue support from the public purse and how it should prioritised

WHAT NEEDS TO BE DONE

Phase 1 completion of strategy:

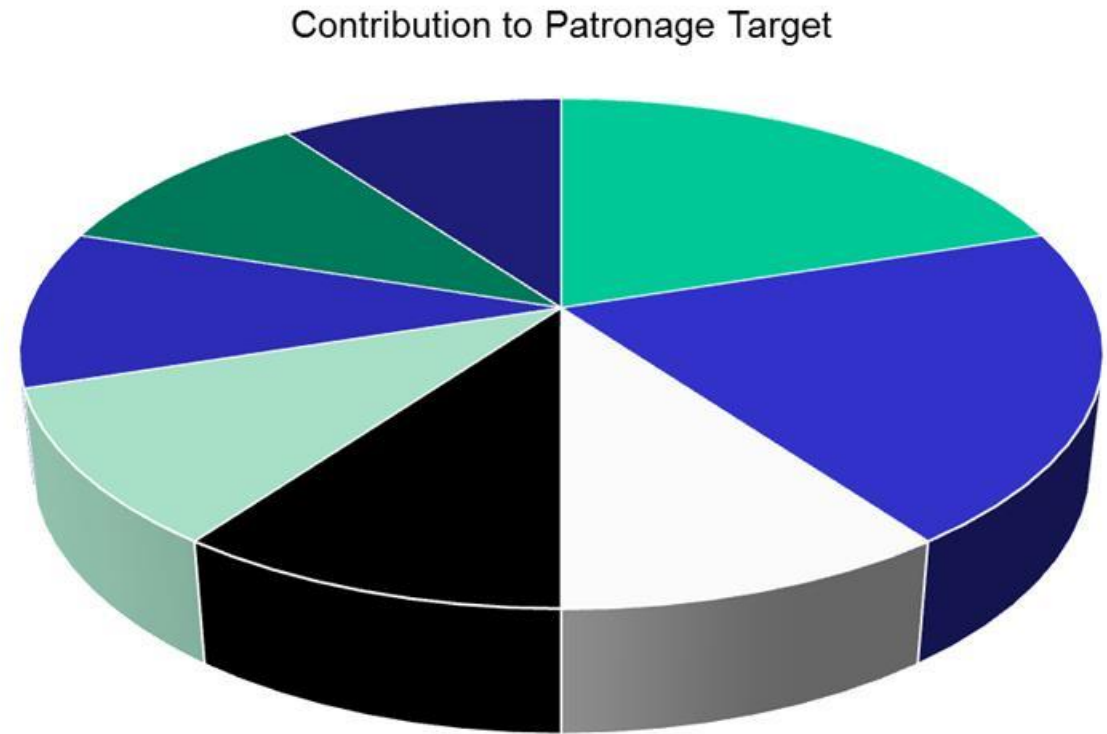
- Completion of review of current network and identification of gaps in provision
- Completion of document to support consultation

Consideration under Phase 2:

- Network proposals for areas outside Bristol urban area
- Bus Information Strategy
- Specific focus on services for rural areas
- Specific focus on provision of transport to/from education for non-entitled scholars
- The role of community transport and shared taxi services

Key Messages...

- Road space allocation
- Financial support
- Impact of wider policies on bus patronage
- difficult decisions vs target



Revised Network Bus Priorities Fleet Investment
Information and Branding Commuter Parking Ticketing
Urban Living Revenue Support

Questions

Bus Deal

A partnership agreement with bus operator(s) with the following primary objectives:

- Double the modal share of bus to 20% of all journeys in Bristol by 2031 (subject to Bus Strategy target confirmation)
- Double the frequency of bus services on main routes
- Use new technology to inform where services are most delayed
- Deliver investment in a greener and more modern bus fleet for Bristol
- Promote and deliver infrastructure schemes and service levels which make the bus a more attractive option for travel across the City

Bus Deal

Key features of the Deal will be commitments from each party directly aimed at improving the quality of bus services in the City, including:

- A commitment to deliver the doubling of bus frequencies on key radial routes into the city
- Investment in significant highway works to improve bus service punctuality performance and to reduce journey
- Investment in more buses and cleaner buses, including a major investment in bio-methane gas fuelled buses, in support of Clean Air and Carbon plans (77 new gas buses arriving from January 2020)

Bus Deal

- Will include an ambitious programme of work to deliver significant improvements for existing and future bus passengers
- Already using modern applications to identify hotspots and target improvements based on maximising movement of people
- Involve a review of policy options to improve bus services
- Will develop bus priority scheme interventions with community and passenger engagement

Questions

Smart and Integrated Ticketing

The West of England vision for Ticketing, developed in 2016, is as follows:

- A unified smart payment and ticketing platform across all modes of public transport in the West of England area in order to provide a simple and consistent experience for all public transport users.
- A customer focussed system under a single brand with best value fare and pay as you go (PAYG) travel using the latest contactless and mobile technologies.

What is available now?

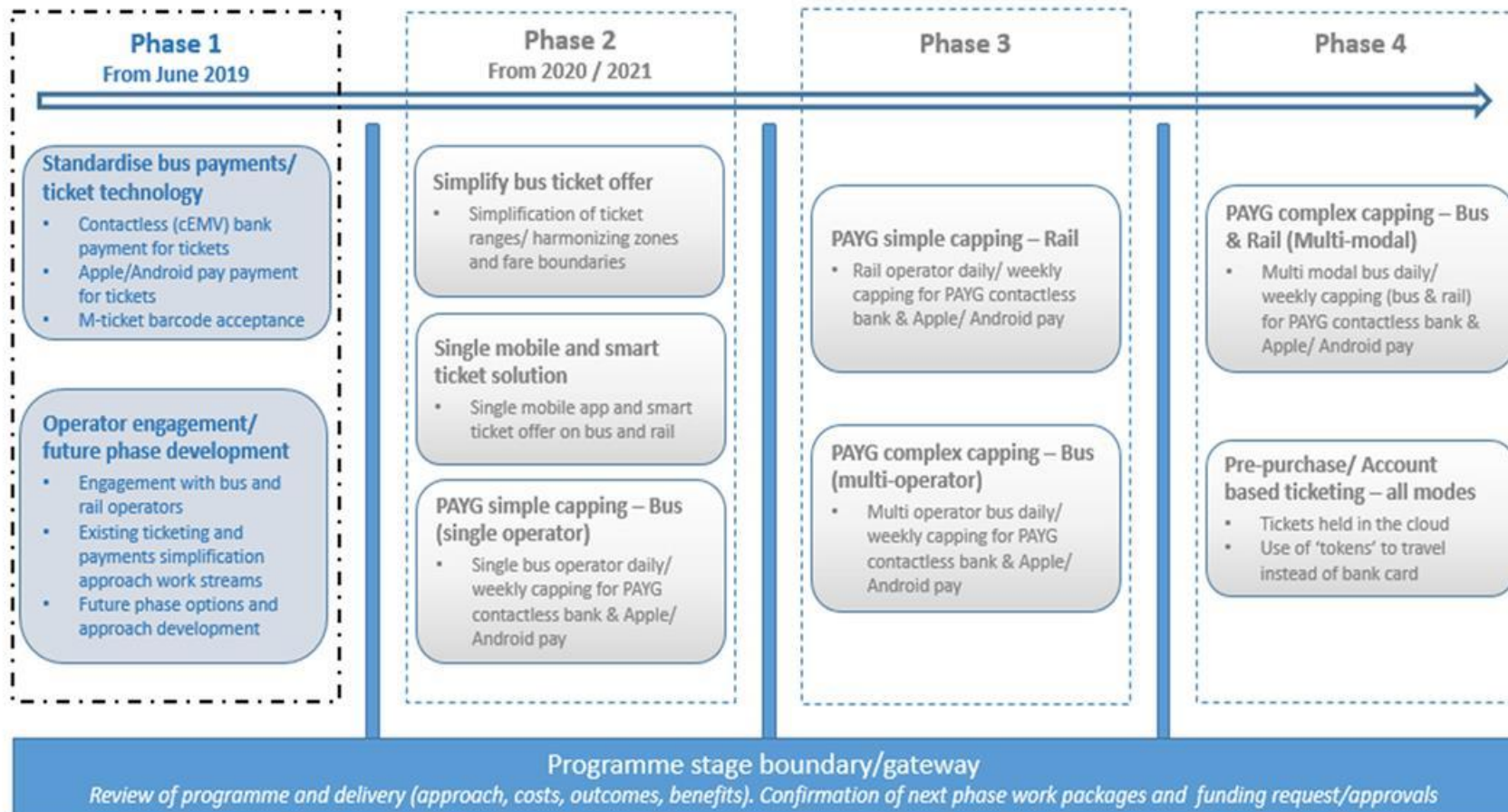
- Mobile phone Ticket Apps – First and Stagecoach buses
- Cashless payments (contactless card/device) on First and Stagecoach buses
- Pay-As-You-Go (epurse) – for purchasing tickets using credit loaded onto Travelcard in advance
 - Available on some smaller operators in the Bristol area
- Multi-operator
 - BristolRider (adult fares only) – unlimited travel on all buses operating within a 6 mile radius of the city centre. Day ticket (£5.00) and Weekly ticket (£20.00). Comprehensive coverage but limited product range and not well promoted
- Bus/Train
 - Plus Bus - a discounted bus pass that you can buy with your train ticket. It gives you unlimited bus travel, on participating operators' services, around the whole urban area of the town or city for as little as £2 a day
 - Freedom Travelpass - unlimited travel on all trains and most buses in Bath & North East Somerset, Bristol, North Somerset and South Gloucestershire

What are the plans?

- Single ticketing and payment option to cover whole journey using several modes
- Phased delivery culminating in 'TfL' style tap in tap out on credit card
- Back office system calculates lowest fare for customer & aggregates payments to operators
- Current phase builds on success of Travelwest card and Firstbus M Ticket
- Project timescales 4-6yrs
- Learn from current systems at TfL and being developed by TfWM and TfN

Smart Ticketing project plan

Smarter payments and ticketing roadmap



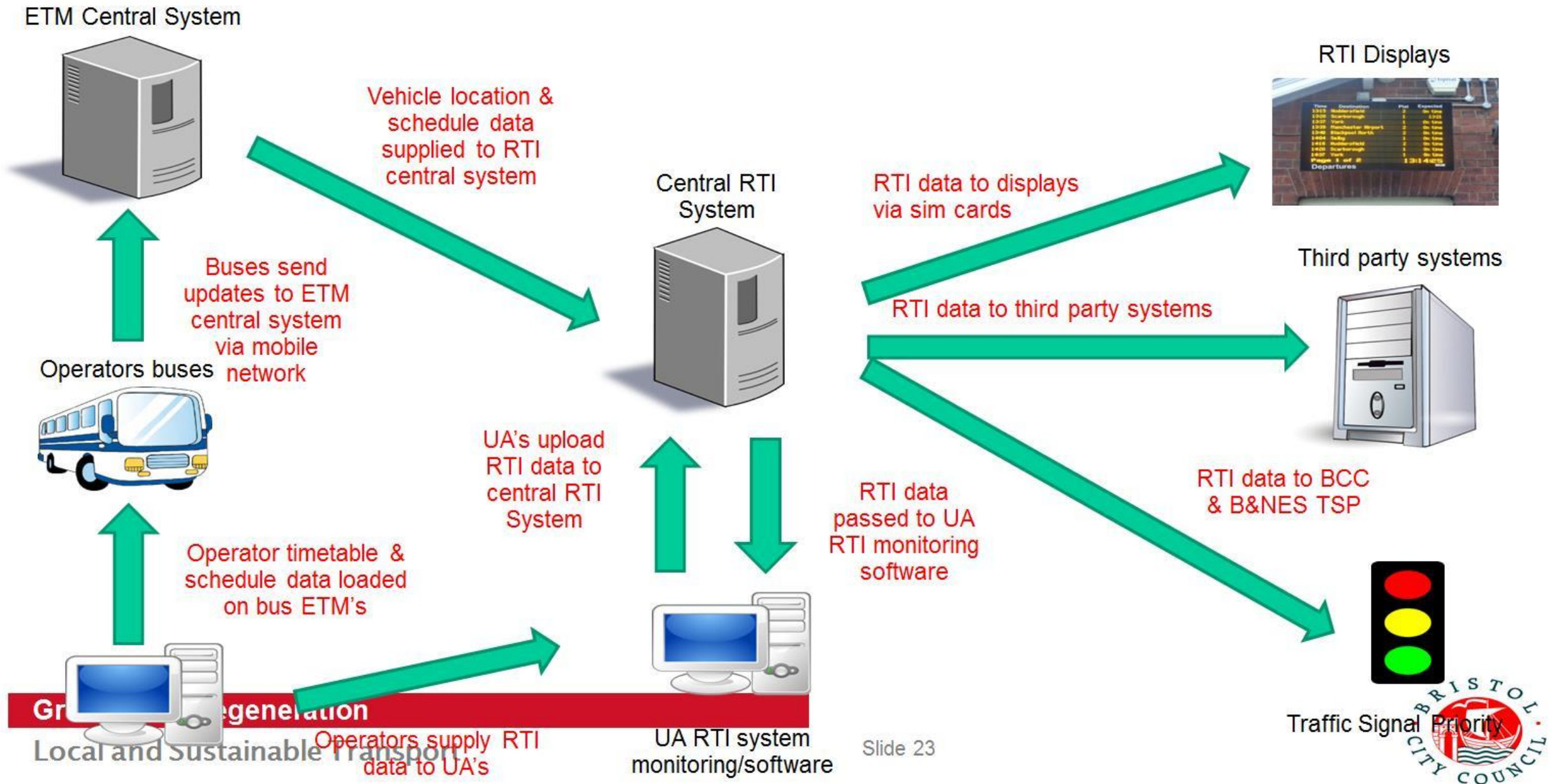
Questions

WECA RTI System

RTI System Summary

- Covers the four unitary authorities of Bath & North East Somerset, Bristol, North Somerset and South Gloucestershire.
- Approximately 1,000 on-street RTI displays
- 18 Bristol Bus Station displays
- Approximately 600 buses
- 10 bus operators
- Two incoming data feeds from bus operators electronic ticket machine (ETM) suppliers (Ticketer and Vix)
- Supplies data feeds to National Traveline, Cammax (for MetroBus iPoints), TravelWest, Trapeze and traffic signal priority (BCC & B&NES) and future Bristol Open Data portal

RTI System Components and Data



Factors impacting upon RTI performance

- . Incorrect operator RTI data supplied to UA's for RTI system
- . Incorrect driver login
- . Duplicate fleet ID's used on vehicles in service
- . Poor communications from on-bus ETM to ETM suppliers central system
- . Poor communications between ETM central system and RTI central system
- . Poor communications between RTI central system and displays/third parties
- . Operators not cancelling journeys that they know will not operate at all due to operational reasons (due mainly to significant traffic congestion)

Current Issues

- . Contract migration and management; stability now improved, other features still in progress; September new CMS and central system upgrade

Questions and Round up of Bus Discussion

WECA Integration: context

- Devolution Agreement
 - *“In establishing the Combined Authority, appropriate local transport functions will be conferred to the Combined Authority and exercised by the Mayor. In addition, a new single policy and delivery body will be created covering the same area in order to determine, manage and deliver the Mayor’s transport plans and the delivery of an integrated public transport network for the city region.”*

30/11/18 WECA Committee decision



- “Transport functions - concessionary travel, bus service information (including real time information), community transport, supported bus services - to be carried out directly by WECA”
- “Develop and implement a transition plan”
- “Develop proposals to deliver the transport policy functions”



Integration: Strategic benefits

- Added value: “greater than the sum of the parts”
- a strategic approach to transport to support housing delivery, business and economic growth, connected communities and to tackle climate change
- better coordination and consistency of transport provision
- more cross-boundary activity
- operational efficiency
- improved resilience
- access to more funding
- coordinated and focused transport delivery programme
- collective authority of the combined Leaders and Mayors through the WECA Committee

Key areas under consideration

- Setting up the resources to carry out Transport Authority functions including: Public transport functions, including:
 - Concessionary travel
 - Bus service information
 - Community transport
 - Supported bus services
 - Metrobus
 - Integrated ticketing
 - Travelwest
 - Park & ride
- Transport policy/planning including: rail planning, cycling/walking, funding bids etc
- Transport project delivery
- Key Route Network oversight

Integration: proposed Timeline

- - Summer 2019 – Transition plan developed by joint team
 - Late 2019 – UA Cabinet meetings
 - Dec 2019 – WECA Committee
 - Dec 2019 to Feb 2020 – staff consultation
 - April 2020 – Integration (first phase) implemented
 - 2020-21 – Technical reviews to consolidate functions and achieve consistency

Questions