



### Bus Services Bill Summary

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

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