



Department  
for Transport

# The Bus Services Act 2017

## Impacts & Opportunities

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# Bus Services Act 2017



## The Act has 3 main components



### Information & ticketing

- Powers to mandate open fares, timetable and real time location data.
- Information on varied and cancelled services.
- Accessible on-board information.
- Future proofed “Advanced Ticketing Schemes”.



### Partnership

- QPS powers broadened in an “Advanced QPS”
- New Enhanced Partnerships – broader than AQPS.
- EP schemes require support from majority of operators.
- LTAs can take over registration from TCs under EP schemes.



### Franchising

- Replaces Quality Contract Scheme powers in England
- Available from 27<sup>th</sup> June for combined authorities with Mayors.
- Final decisions taken locally.
- No new powers to take assets.



## Accessible Information Requirement

- Powers to require audible and visible information, on-board local bus services in England, Scotland and Wales.
- Could cover the route and direction, upcoming stops and diversions.
- Traffic Commissioners responsible for compliance.
- Regulations could specify the outcome, not the technology – which would leave operators free to choose the method of delivery.
- Ministers will decide policy and timescales.





# Advanced Quality Partnership Schemes

- ▶ The Act changed the existing Quality Partnership legislation in England in three ways:
  - ▶ It removed the requirement that local authorities must provide ‘facilities’ – e.g. new bus stops/ shelters.
  - ▶ It allows local authorities to introduce ‘measures’ that encourage bus use – such as reducing car parking provision or increasing parking charges.
  - ▶ It allows the scheme to include requirements about:
    - Smart-ticketing – including how passengers pay for travel
    - How information is provided to passengers
    - How bus services are publicised – e.g. using a single marketing name for all the bus services in the partnership area.
- ▶ All existing statutory Quality Partnerships in England became Advanced Quality Partnership Schemes on 27<sup>th</sup> June 2017 and have access to the new powers.



## Enhanced Partnership has 2 parts

### EP PLAN

Tells the story about bus services in the local area and provides a strategic context for the scheme.  
Sets bus improvement objectives.



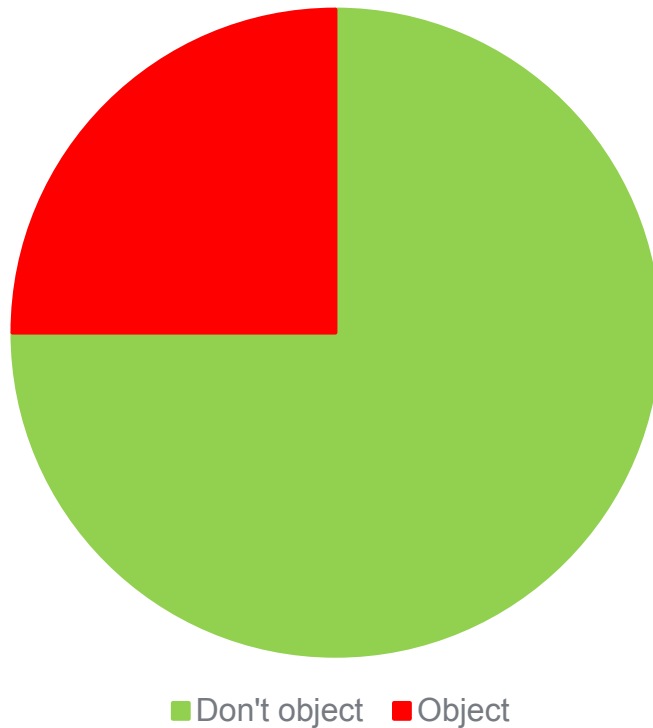
## Developing an EPS

LTA initiates an Enhanced Partnership and invites operators to participate

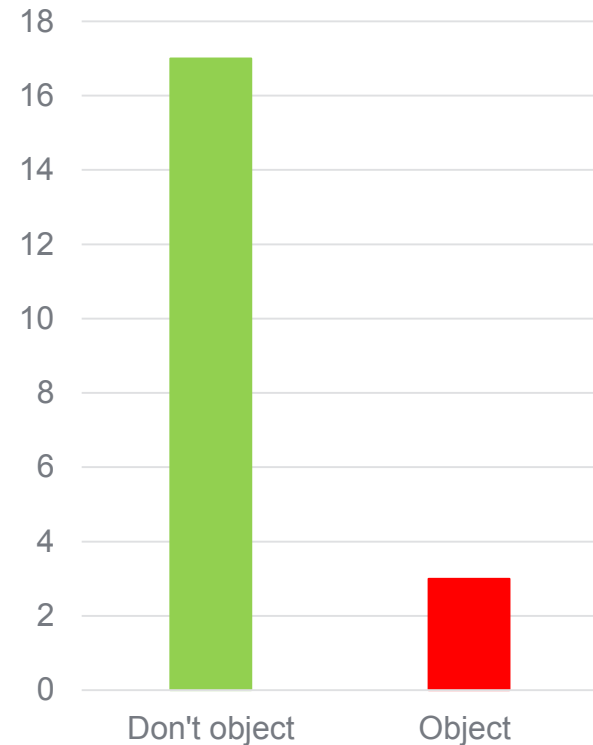


# An EPS can't proceed if sufficient operators object (1)

Market share



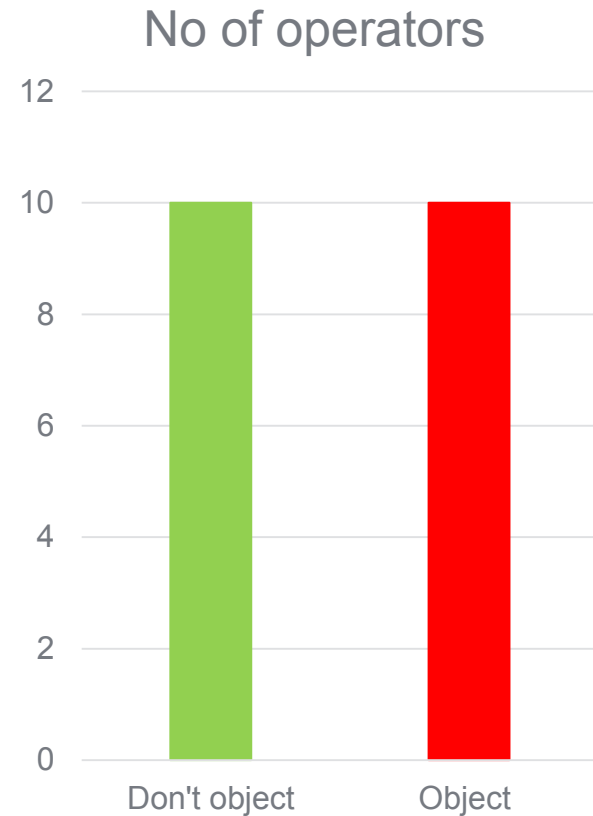
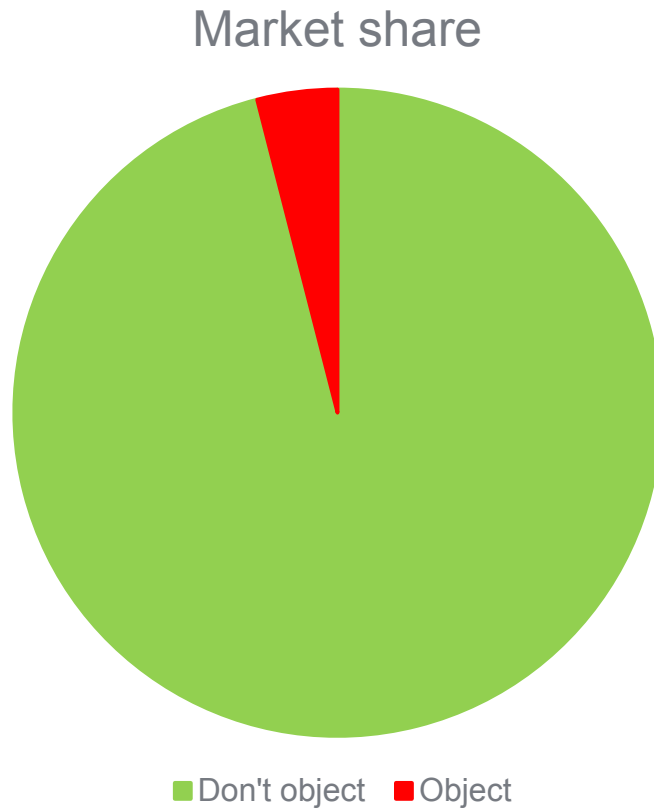
No of operators



**NB: This slide reflects the proposals in the recent DfT consultation – DfT response will be published shortly.**



## An EPS can't proceed if sufficient operators object (2)

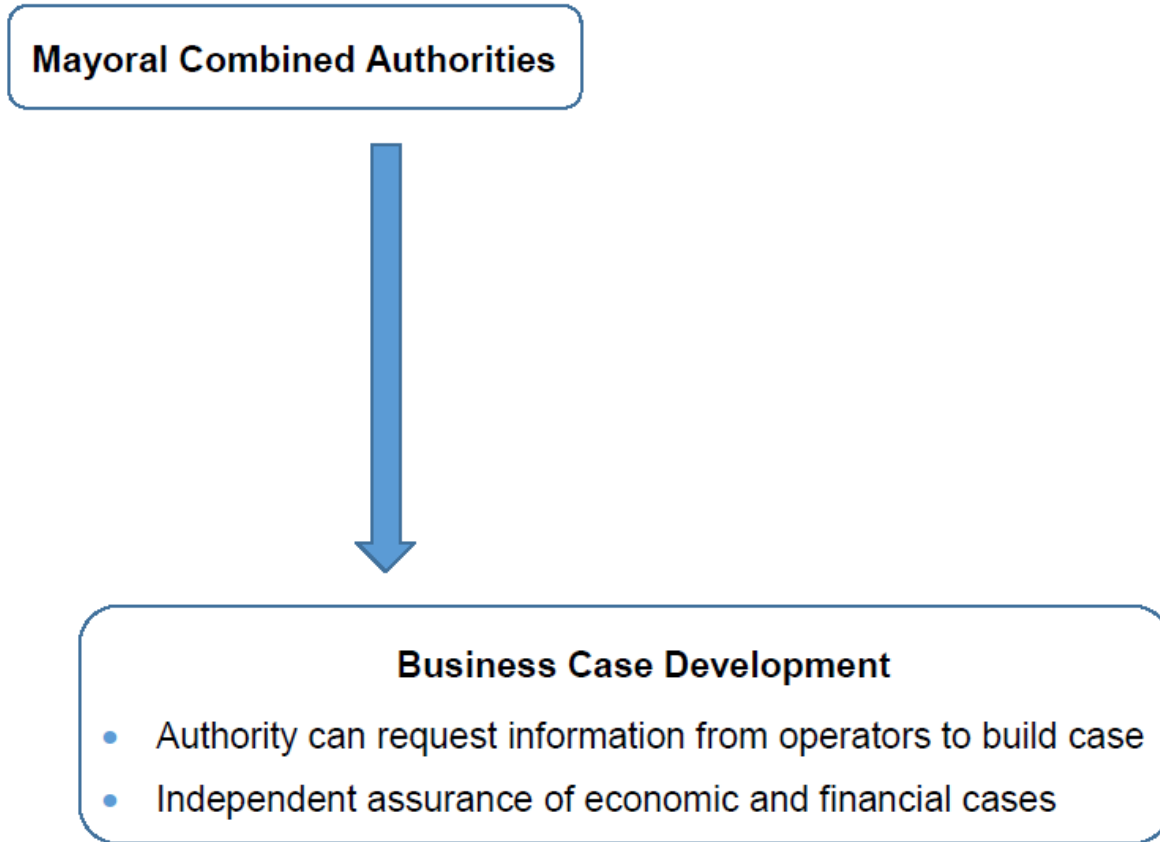


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# The franchising process in the Act





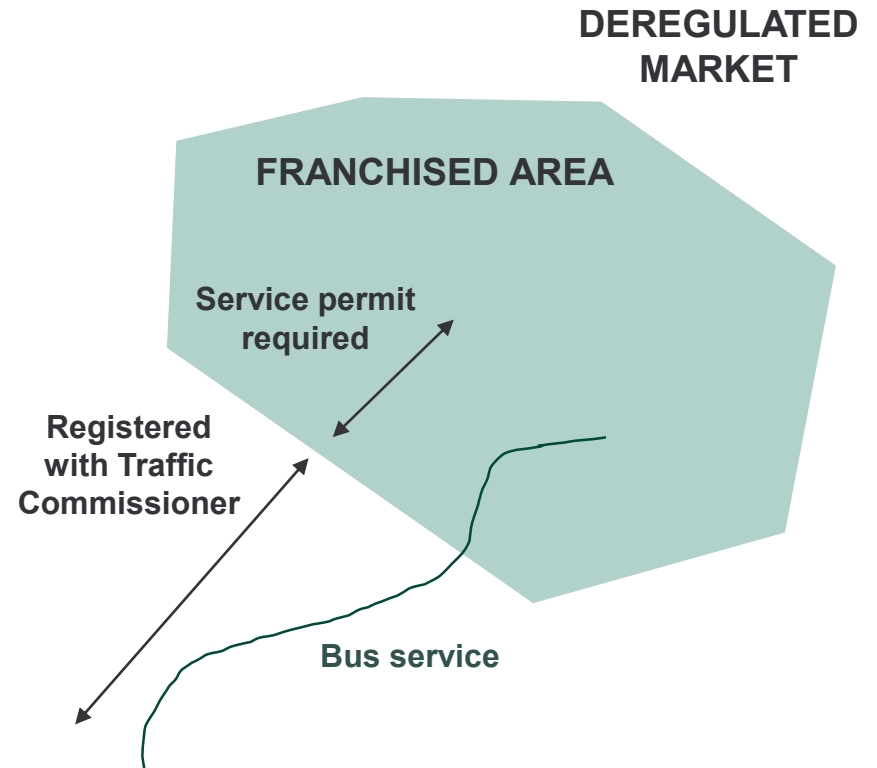
### Consultation

- Publish for consultation:
  - Summary consultation document
  - Business case and supporting materials
  - Assurance report produced by auditor



## Franchising in practice: Service permits

- ▶ Service permits are required for services that do not form part of franchised network
- ▶ The Act sets out the core principles, but detail to be provided in regulations
- ▶ The draft regulations set out proposals for:
  - ▶ Procedure authorities must follow before they can start to accept applications for service permits
  - ▶ Conditions that authorities can attach to service permits
  - ▶ Fees that authorities can charge
  - ▶ Procedures for revoking and suspending service permits



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## Ticketing Powers in the Act

Can a requirement be put on bus operators to:	Multi-modal ticketing scheme
Sell and accept a multi-operator or multi-modal ticket (including in a specific format, such as on a smart card)?	✓
Market particular tickets in a certain way (including promoting multi-operator tickets not just their own tickets)?	✗
Set all their tickets and fares on a standard set of “zones” that apply to all operators?	✗
Follow common ticket rules for their own tickets (such as a standard length of “period” tickets or age to qualify for a youth concession if offered)?	✗
Sell or accept any type of ticket on a particular technology (such as a smart card)?	✗
Charge no more than a maximum fare on a route?	✗
Charge a set price for a multi-operator or multi-modal ticket?	✗
Charge a set price for their own, single-operator tickets?	✗



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# Any questions?

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