



31 October 2013

Agenda Item: 4

**REPORT OF THE SERVICE DIRECTOR – TRANSPORT, PROPERTY &
ENVIRONMENT**

**BUILDING BETTER BUS SERVICES: DEPARTMENT FOR TRANSPORT
(DfT) GUIDANCE ON IMPLEMENTING INTEGRATED TICKETING SCHEMES
AND THE LOCAL SUSTAINABLE TRANSPORT FUND (2015-16).**

Purpose of the Report

1. To note the guidance launched by the DfT to encourage the implementation of integrated ticketing to reduce barriers to travel and improve access to key services.
2. To seek approval to develop an Integrated Ticketing Strategy in consultation with bus, train and tram operators.
3. To advise members of plans for a further Local Sustainable Transport Fund (LSTF) bid.
4. To update members on the outcome of Nottingham City Council's Better Bus Area bid, supported by the County Council.

Information and Advice

5. On 4 July 2013 the Transport and Highways Committee approved the report 'Department for Transport 'Door to Door' Strategy' which will guide the on-going development of public transport within Nottinghamshire. The report informed of the emerging plans for passenger transport related to information, infrastructure and connectivity. In particular the report covers ticketing and the intention to develop a multi-operator ticketing scheme for appropriate areas within the county, allowing for affordable journeys and smart ticketing solutions to make journeys more convenient.
6. The DfT released the guidance document 'Building Better Bus Services: Multi-Operator Ticketing' in March 2013 which covers introducing and implementing an integrated ticketing scheme.
7. The guidance emphasises that the availability of an affordable integrated ticket enables the seamless transfer between bus, rail and tram services, including journeys that cross into neighbouring authority areas. This is an important tool for removing barriers to accessing education, work, training, leisure and essential shopping.
8. Research of similar ticketing schemes in other areas shows that operators are likely to benefit from increased patronage as well as retaining customers. Recent examples of

integrated ticketing schemes in the East Midlands are the Kangaroo ticket in the Greater Nottingham area and the recently launched Spectrum ticket in Derby, which enable users to travel on all modes of transport within a specified area using a single ticket. Integrated ticketing is of particular benefit to young people, those on low incomes and those seeking access to employment as it allows for more cost effective journeys.

9. Many of Nottinghamshire's operators including Stagecoach, Trent Barton and Marshalls are part of the Kangaroo ticketing scheme. Furthermore, Trent Barton and Stagecoach have integrated ticketing on the Pronto service (Mansfield to Nottingham).
10. Initial discussions with operators would indicate general support for the development of integrated ticketing, subject to appropriate legal agreements between parties, ticket price, and delivery arrangements.
11. The emerging local bus network revisions, due for implementation in August 2014, may result in passengers needing to interchange between two or more buses that may be run by two different operators thus generating the need for an affordable ticket. It is important that the tendering process reflects the need for integrated ticketing.

Local Sustainable Transport Fund (LSTF)

12. The Government has just announced a further round of the LSTF of which £100m is capital funding managed via the Local Growth Fund and £78.5m revenue funding managed by the DfT.
13. The DfT will launch a competition for the revenue funding in December this year.
14. A condition for successful LSTF revenue funding bids is that Local Authorities must secure agreement of the Local Enterprise Partnership (LEP) who will, as part of the LEP'S Growth Deal negotiations, secure any capital funding sought to support the revenue bid. It is likely that local match funding will be required.
15. The Government is encouraging bids from Local Authorities which support the 'Door to Door' strategy of which integrated ticketing is an integral part. A report to Transport and Highways Committee in July 2013 advised members of the key elements of this strategy.

Better Bus Areas (BBA)

16. On 17th September 2013 the Transport and Highways Committee was made aware of the BBA bid submitted by the City Council to support bus improvements across the conurbation. The DfT has informed the City Council they have been successful with their £11.8m bid submission. The County Council will now work with the City Council to implement the BBA improvements.

Proposals

17. To open formal discussions with all bus, train and tram operators in Nottinghamshire on the introduction of further integrated ticketing, which could be implemented in three discrete stages:

- Phase 1 – Embed requirements for integrated ticketing within the tendering process and Service Agreements.
 - Phase 2 – Introduce integrated ticketing across the commercial as well as supported bus routes.
 - Phase 3 – Further explore the technology to provide ‘smart’ ticketing solutions such as smartcards and/or the use of contactless technology. Explore the potential for LSTF funding once the DfT releases the bidding guidance due in December this year.
18. A further progress report on the Integrated Ticketing strategy, following consultation with stakeholders, to be submitted in Spring 2014..
 19. This strategy document to be included as an appendix in the emerging Integrated Passenger Transport strategy.
 20. To start feasibility work to prepare a LSTF bid which supports the ‘Door to Door’ strategy i.e. a bus demonstration corridor with smart ticketing, improved electronic and paper based journey planning information, high quality infrastructure, improved interchange facilities between travel modes, bus priority measures and new buses.
 21. To secure the support of the Local Enterprise Partnership for the LSTF bid.

Other Options Considered

22. To do nothing and continue with the current arrangements where operators offer their own commercially driven ticketing products. These offer the potential for attractive discounts for journeys with the specific operator. They do not encourage the use of public transport for individuals whose journey might involve a transfer between different operators or more than one mode of transport, resulting in possible financial hardship and social isolation.
23. To not submit a LSTF bid will be a missed opportunity for the County Council to improve the public transport offer which stimulates regeneration, improves access to work and training and helps tackle congestion and Co2 emissions.

Statutory and Policy Implications

24. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, the NHS Constitution (Public Health only), the public sector equality duty, safeguarding of children and vulnerable adults, service users, sustainability and the environment and ways of working and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Sustainability and environment:

25. The provision of a multi-operator ticket will encourage more people to use public transport thus reducing car use and congestion.

Financial Implications

26. The feasibility costs can be funded from the existing Local Transport Plan and TTS Group budgets.

RECOMMENDATION

- 1) To note the DfT guidance for integrated ticketing.
- 2) To consult with bus, train and tram operators on the development of an Integrated Ticketing strategy for the County and bring a further report to Committee by spring 2014.
- 3) To commence feasibility work on a LSTF bid for a bus demonstration corridor.
- 4) To note the outcome of the Better Bus Area bid.

Mark Hudson
Group Manager, Transport & Travel Services

For any enquiries about this report please contact:
Mark Hudson, Group Manager, Transport and Travel Services
Pete Mathieson, Team Manager, Transport and Travel Services

Constitutional Comments (SHB.21.10.13)

27. Committee have power to decide the Recommendation.

Financial Comments (TMR 22.10.13)

28. The financial implications are set out in paragraph 26 of the report.

Background Papers

Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

DfT door to Door Strategy 2013

DfT Building Better Bus Services, Multi Operator Ticketing 2013

DfT 'Future of the Local Sustainable Transport Fund' letter – 4th October 2013

Electoral Divisions and Members Affected

All