

TWNW Preston 9/6/07

Travel Concessions Bill  
draft Local Transport Bill

# Travel Concessions Bill 2007 - 1

- Extends geographical scope of free off peak bus travel for elderly and disabled from April 2008.
- duty of TCAs to determine scheme and operators to participate
- TCAs to reimburse operators for all trips originating in their area irrespective of the passengers' residence.
- National logo on passes and smart cards.

# Travel Concessions Bill 2007 - 2

- Bill is essentially permissive, giving the Secretary of State a wide range of **powers** to intervene to
  - ✗ appoint an appeals body
  - ✗ extend the scheme to scholars ages 16-18
  - ✗ extend the scheme to other modes [*possibly local and community rail services*] and taxis (via voucher schemes)
  - ✗ amend the timing of the concessions
  - ✗ allow mutual recognition of concessionary bus passes across the UK.
  - ✗ Introduce a centrally administered scheme

# Response by TWNW - 1

- [www.travelwatch-northwest.org.uk](http://www.travelwatch-northwest.org.uk).
- Funding via RSG discriminates against “honeypot” and “retiree” TCAs and by failing to reflect bus service levels creates financial winners and losers
- any adjustment to LOIS reimbursement formula should be transparent and apply across all TCAs
- TCAs should be “top tier” authorities

# Response by TWNW - 2

- **Supports extending time limit on appeals by operators to Secretary of State's appointed Inspector**
- **Suggest extension to Express Coach Services and local LRT and community rail to address concerns over migration to bus**
- **robust and dependable monitoring will be paramount and could be integrated with monitoring for performance regimes and BSOG**
- **Much needed improvement in concessionary bus travel in England compared to Scotland, Wales, Northern Ireland and London**

# DfT's letter 18/4/07

- **No change 2008 to:-**
- **0930-2300 “window”**
- **Funding; demographic formula BUT other options being considered, e.g. to compensate “honeypot” Travel Concession Authorities (TCAs)**
- **Reimbursement; by Districts on basis of LOIS**
- **BUT Secretary of State empowered to extend concessions to other modes and TCAs can still offer above statutory minimum (s 93 TA 1985)**
- **Voluntary half fare on most Express Coaches**

# GONW “Roadshow” 1/6/07

- Long term aim to reduce number of TCAs
- default pass will be ‘dormant’ ITSO Smartcards
- Operator appeals generally successful and ‘TCA ‘capping’ disallowed.
- reimbursement falls to TCA at trip origin
- desperate search for “Simple Simon” formula

# “PUTTING PASSENGERS FIRST”

- DfT “White Paper” November 2006
- TOWNW responded early 2007
- [www.travelwatch-northwest.org.uk](http://www.travelwatch-northwest.org.uk)



# “PPF” in a nutshell - 1

- OFT’s “block exemptions” replaced by public interest test so that VPAs and SQPs can cover timetables, minimum frequencies and maximum fares and so facilitate creation of Statutory QPs
- Assists creation of QCs by replacing the impossibly difficult requirement for LTAs to show them to be the only practical way to deliver their bus strategies (now to be part of local transport policies) by a similar public interest test.

## “PPF” in a nutshell - 2

- New bus performance regime - Traffic Commissioners (TCs) to be able to hold operators and Local Transport Authorities (LTAs) to account - link to TM Act 2004
- More opportunities for voluntary sector (Community Transport)
- Reform of bus subsidy regime by aligning BSOG with patronage.

# TWNEW Response to “PPF” - 1

- Passengers mostly want reliability
- ‘on the road’ competition has been short term winner and long term loser.

# TWNW Response to “PPF” - 2

- Support performance regime provided that this is based on independent monitoring (e.g. GPS or LTA’s inspectors) and not self reporting
- Supports integrated operations and ticketing
  - LTAs need to use TA 2000 compulsory participation powers to determine schemes
- No true ‘TUCCs’ in England

# TWNW Response to “PPF” - 3

- Linking QCs to ‘bustitution’, TIF and congestion charging makes them very ‘urban centric’
- supports widening scope of Community Transport but not as sole solution to rural transport problems
- suggests remove conflict between licensing of PSVs and SPCVs

# TWNNW Response to “PPF” - 4

- Supports basing BSOG on patronage (provided rural services not thereby disadvantaged) and
- suggests reimbursement for concessionary travel could be via BSOG.

## SofS' (DfT) reply 27/3/07

- Thanked TWNW for generally supportive comments
- Draft Road Transport Bill expected May 2007 will address TWNW concerns
- Invited TWNW to respond to HOC in short term by 11/6/07 and to DfT in more detail by 11.9.07
- [TWNW will also report to NLG 18/6/07]

# Draft Local Transport Bill 2007

- Renamed to better reflect content
- Implements much of “PPF”
- Silent on BSOG [‘too difficult box?]
- Makes a number of NEW provisions.



# What's NEW in the draft Bill? - 1

- **New powers for SS and local transport authorities to set up, “redraw” (or wind up) PTAs consisting of whole local transport authorities’ areas**
- **PTA powers of intervention in Highway Authorities [Has] (i.e. can direct but not become HAs *per se*)**
- **LTPs and Bus Strategies replaced by Local Transport Policies and, in Mets, Integrated Transport Strategies [10-15yrs and part of RSS] and Implementation Plans [3-5 years]**

# What's New in Draft Bill -2

- SS's consent not needed to implement either a Road Pricing or QC scheme
- Road Pricing revenues to be hypothecated to public transport
- New QC approvals Board - appeals to TT
- TCs' powers extended, Traffic Management Act 2004 to be used in default - SS can appoint TM.
- Wider range of measures in SQPs and "VPAs"

# What's New in Draft Bill -3

- New duty on local transport authorities
- “to develop policies for the promotion and encouragement of safe, integrated, efficient and economic transport to, from and within their areas”
- And finally, a WIN WIN WIN for TOWN
- PHVs to be enabled to operate as taxi buses and carry passengers at separate fares.

# GONW “Roadshow” 1/6/07

- Presentation based on PPF, not draft Bill
- admission of “urban centrality” because “most buses are in urban areas”!
- Operators in break out groups insisting partnerships can deliver QC benefits
- agreement that split between highway and transport authorities and poor bus lane enforcement are the main barriers to punctuality.