

Warning

This Presentation contains robust views on political matters which some attendees may find troublesome and offensive especially if you were only expecting some boring stuff about transport whilst you munch your way through an environmentally friendly vegan sandwich.

Rated

P

It deals with the future of the Planet as well as a few pictures of vintage buses of which I am deeply ashamed. I have spent my whole adult life refusing to buy an anorak as it may damage my professional credibility.

Those images you will see are there only because they are an essential part of the story I have to tell and the robust political messages which must be delivered.

Later you can form your own opinion as to whether the 'P' rating relates to the Political statements or to the images of bus Porn.

Now, let's 'crack on' !

Bus, tram and trolley in 1952 Glasgow



Note the quiet, tranquil traffic free streets and zero emission trams and trolleys

Air quality was not so good due to the emissions from steelworks, shipyards, railway workshops and coal fired housing and power stations

'You have never had it so good!'

Harold MacMillan, Prime Minister, 1957



Be happy

Go Hillman

Christmas comes but once a year. For a Hillman like for many... because it's built to last... built with pleasure as well, but with reliability as the most important consideration of all. For, in a Hillman you can find all the qualities of reliability, economy and dependability that you expect from a Hillman. Equipment? Fully automatic Transmission, make your driving even easier, and more fun. A shining new Hillman like is one of the most wonderful and best Christmas gifts of all. Go Hillman and happiness follows naturally.

Agreement of
ROOTES MOTORS LIMITED

One drive proves it!

Here's *exhilarating performance!*

54 Zephyr

54 CONSUL

with Franchise Dealerships

- Easy maintenance for low running costs
- Smooth high-speed cruising
- Superior riding stability and control
- Plenty of power on steep-uphill work
- Completely modern styling and appointments
- Conventional 3-speed transmission and overdrive gearbox

© 2014 TheVintageCarShow.com

HILLMAN

LEADERSHIP WON BY CRAFTSMANSHIP

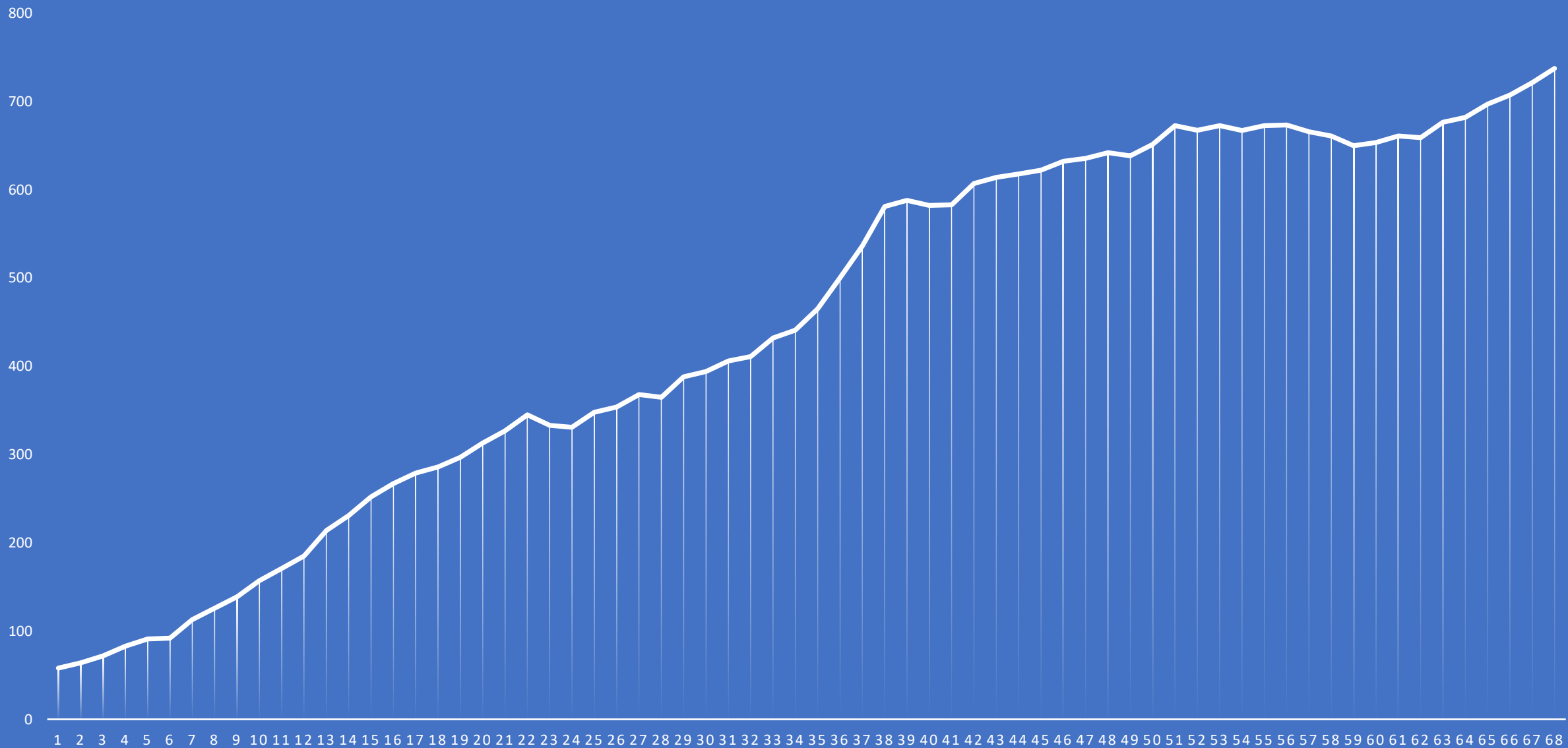
Try this

ROOTES MOTORS

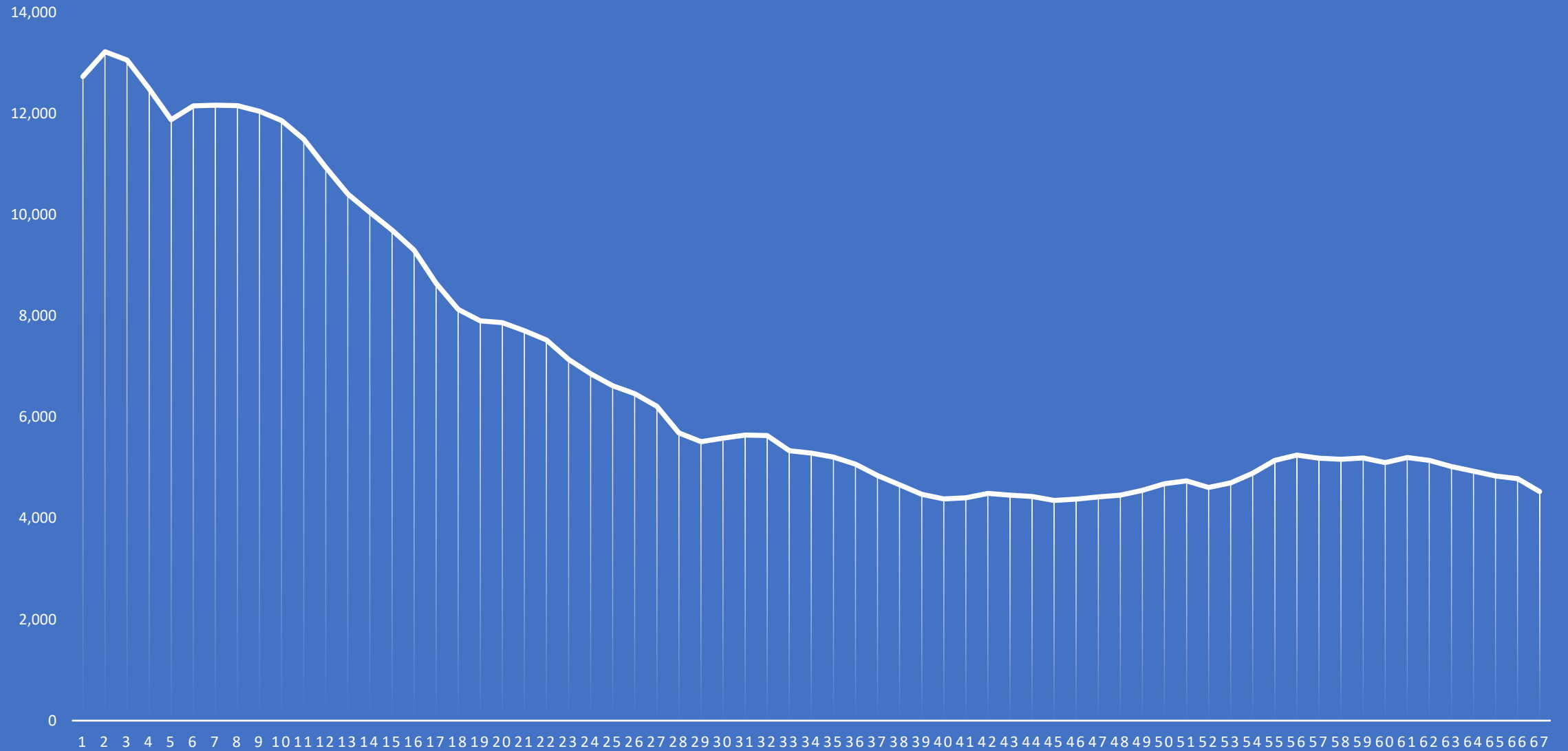
At last, the Sixties.

Mini Special Edition

CAR USE 1952 - 2022



BUS USE 1952 - 2022



Glasgow 2019 – Congested, polluted and overrun by cars

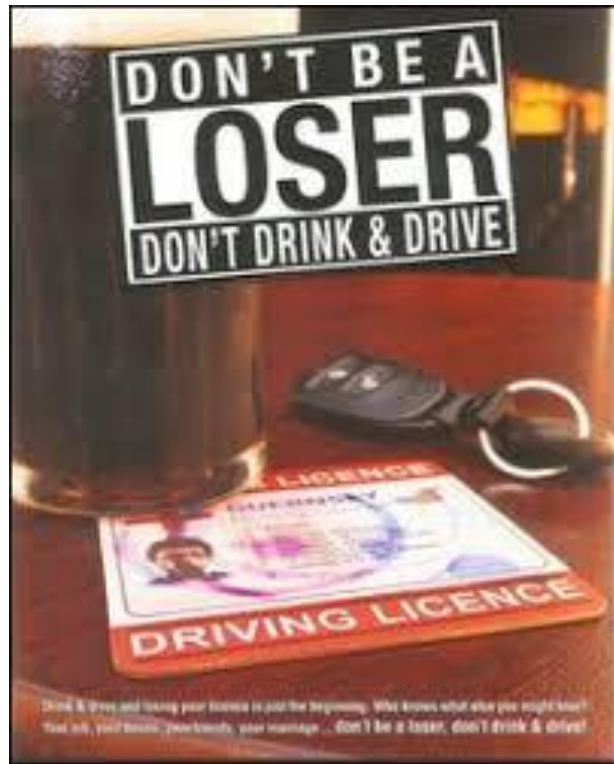


Congested polluted cities on a dying planet

- *Climate change **has to be controlled***
- *Traffic levels **have to be controlled***
- ***Clean, attractive mass transit coupled with active travel and dynamic mobility solutions are one of the critical keys to the planet's survival***
- ***An existential issue for us all !***



Traffic is the new pariah ! Time to tell it like it is ?



The promised land ?

- ***Clean, healthy air***
- ***No traffic congestion***
- ***Street space devoted to walking, cycling, zero emission mass transit***
- ***Urban car parks repurposed***
- ***Reduced deaths and improved health***



The promised land



The promised land



Who can lead the way ?



What does 'London style franchising' give the customer ?



MAKE **BIG** SAVINGS BY **BUS**

ANY BUS, ANY ROUTE*

REDUCTIONS ACROSS MOST FARES!

BROUGHT TO YOU BY

Transport for Cornwall
Caring for Cornwall

*Excludes routes to St Austine Park and Poles, and to/from the Cornwall Airport



centreforcities

“ Today’s decision is great news. Buses are the lifeblood of the British transport system, and we are delighted with the result of the judicial review on bus franchising in Greater Manchester. We look forward to the process continuing in order to deliver better, cheaper and more frequent bus services for the people. ”

Andrew Carter
Chief Executive | Centre for Cities



more buses better journeys

we've put on more buses and increased frequencies on many routes to make bus travel in Somerset even better



Increase in frequencies this weekend

Greater Manchester Public Transport

And who pays ?

What is 'London style franchising' ?



- *Powers to allow transport authorities to spend public money to **reduce fares and increase service levels beyond what is financially sustainable** in a commercial environment*
- *Powers to **divert resources from areas of high bus demand to areas of low bus demand** at a cost to the public sector*
- *Those areas of high bus demand are generally areas with low incomes and the areas of low bus demand areas of higher incomes. **Robin Hood in reverse** ! And it will require more public money as net revenue will fall.*
- *Powers to irretrievably replace a financially self sustaining commercial bus market with one dependent on ongoing public sector support*
- *The London bus network currently requires annual public sector financial support in excess of £700m per annum*
- *There is no magic money tree involved !*

The Lessons from NEXUS



time for change?



- *The NEXUS Quality Contract proposal of 2013 claimed that it would save money*
- *The QCS Review Board rejected it in 2015 on the grounds that, even using NEXUS own financial assessment, it had a **33% chance of financial failure***
- *In light of that the 2017 Bus Services Act requires Mayors to conduct an independently audited Financial Assessment of any Franchising Proposal before taking the drastic step of irrevocably destroying the commercial model*

The Manchester Proposal



- *The Assessment conducted on Manchester in 2019 **only assessed the impact of ‘business as usual’** and, even then, it **cost £134m more than the status quo***
- *It **failed to financially assess** what is described as ‘Phase 2’ – **reducing fares and increasing service levels ‘London style’** which depends on substantial additional long term public funding*
- *If you tell the people that Franchising will ‘deliver cheaper fares and increased service levels’, surely **that is what you should assess?***
- *Over the 50 year assessment period, those proposals would require a huge uplift in public sector expenditure*
- *That same investment under the status quo would probably have provided better value*
- ***Similar reductions in fares and increases in frequency are being introduced without difficulty in the West Midlands with government funding through partnership without disrupting the commercial model***

Franchise like London

The autocratic option

- *Command and control*
- *Safe*
- *Certain*
- *Low innovation*
- *B!*&y expensive*
- *Funded at the whim of government*
- *Hostage to public expenditure cuts*
- *Ask TfL !!*
- *An option whose time has been and gone*
- *Environmentally credible but **not financially sustainable***

Evening Standard
Nearly 80 London bus routes face cuts amid funding deal row

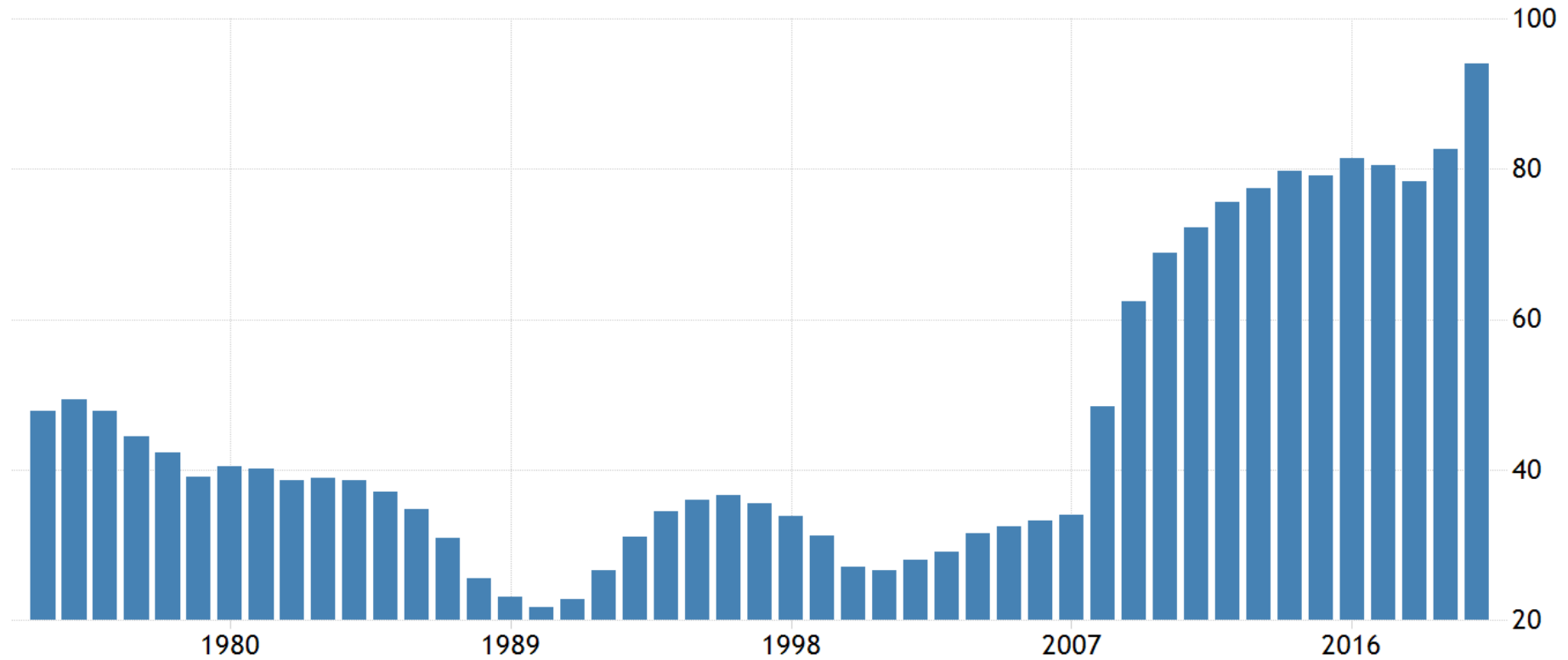
Deputy Mayor for Transport Sadiq Khan said: "We don't want to see restrictions to our bus network, but TfL is having to consider these changes because of the savings demanded by the Government as part of the emergency funding deals during the pandemic."

**TELL THE GOV:
NO MORE BUS CUTS!**

SIGN OUR PETITION!

Labour
for Westminster

UK Public Sector Debt Trend



Is the UK commercial bus model broken ?

- *No, just a bit battered and bruised*
- *By COVID 19*
- *By BREXIT*
- *But more fundamentally by the **daily failure of highway authorities to manage urban roads and seriously address declining air quality and increasing congestion***
- *Simply addressing air quality and congestion alone would **deliver a benevolent bus operating environment, triggering significant transformational modal shift***
- *And breathe new life into the commercial bus model*



The Enhanced Partnership Option ?



- *Only one formal Enhanced Partnership made voluntarily before 2021 by Hertfordshire County Council*
- *70 + have been made since as a direct result of DfT pressure in respect of COVID funding and the National Bus Strategy*
- *They are mostly pragmatic **Shotgun Marriages** and not a route to the Promised Land*
- *The NBS focuses on Bus Service Improvement Plans whereas the root problem is failure to manage excessive traffic on city streets and curb car use*



Mother Teresa

1910- 1997

*"Peace begins
with a smile"*

A better option for bus reform ?



A financially sustainable path to the Promised Land sharing the spend and the spoils

Dynamic Urban Mobility Partnerships ?

The democratic option

- ***Based on a shared vision and clear, agreed objectives***
- ***Independently chaired by a reputable local figure***
- ***Focused on both environmental **and** financial sustainability***
- ***Driven by **car restraint and modal shift*****
- ***Funded by **public support and private investment*****
- ***Delivering returns to the community and the investors***
- ***Fostering **innovation and challenge*****
- ***Delivering a **comprehensive, co-operative, co-ordinated mobility package** for consumers***



The Partners



- *Combined Authority*
- *Highway Authorities*
- *Police*
- *Transport Focus*
- *Trade Unions*
- *Chambers of Commerce*
- *Major Community Groups*
- *NHS*
- *Education Authorities*
- *Commercial Bus Operators*
- *Rail Operators*
- *Tram Operators*
- *DRT Operators*
- *Car Clubs*
- *Cycling Groups*
- *E Mobility Operators*
- *Tourist Board*
- *Car park operators*

Execution and Delivery

- ***A legal entity with an executive management team***
- ***Delivering co-ordination***
- ***Delivering capital projects***
- ***Marketing and promotion of the Partnership Brand***
- ***Stimulating growth and change***
- ***With its own budget***
- ***Allocated by the Partnership Board***
- ***Using the legal powers of the public sector and the delivery and consumer marketing skills of the private sector***





Funding streams

- ***Levy on all commercial operator gross revenues***
- ***Investing short term margin in long term market growth***
- ***Levy on all urban car parking revenues***
- ***Workplace parking levy***
- ***Congestion charging***
- ***Revenue funding from the Combined Authority***
- ***Government grant funding***
- ***Operator funding for capital schemes based on long term revenue payback***

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